

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

Addis Ababa, ETHIOPIA

P. O. Box 3243

Telephone: 517 700

Fax: 5130 36

website: [www. www.au.int](http://www.au.int)

IE12264

EXECUTIVE COUNCIL

Twenty-Fifth Ordinary Session

20 - 24 June 2014

Malabo, EQUATORIAL GUINEA

EX.CL/838(XXV)

Original: English

**REPORT OF THE AU CONFERENCE OF MINISTERS RESPONSIBLE
FOR TRANSPORT, MALABO, EQUATORIAL GUINEA,
7 - 11 APRIL 2014**

**REPORT OF THE THIRD OF THE CONFERENCE OF
AFRICAN MINISTERS OF TRANSPORT (CAMT)
MALABO, EQUATORIAL GUINEA
07 – 11 APRIL 2014**

SUMMARY NOTE

INTRODUCTION

1. The Third Session of the Conference of African Ministers of Transport (CAMT) was held on the 10th and 11th April 2014 in Malabo, Republic of Equatorial Guinea, under the theme: ***“Speeding-up transport programme delivery for facilitating Africa’s economic growth”***. The conference was preceded by a preparatory meeting of experts which took place from 7th to 9th April 2014. The Conference was convened for the first time as a Sub-Committee on Transport of the STC No. 4 on Transport, Trans-Continental and Inter-Regional Infrastructure, Energy and Tourism.
2. In attendance were Ministers of Transport and Experts from thirty (30) African Union Member States as well as representatives of Regional Economic Communities (RECs), specialised institutions and partner organisations.
3. A new Bureau of the Conference of African Ministers of Transport was elected for a two-year period (2014 – 2016) to replace the one that had held office from 2011 to 2013. The new Bureau which presided over the proceedings of the Third Session of the conference in Luanda is composed as follows:

Chairman	:	Equatorial Guinea (Central Africa)
1 st Vice-Chairman	:	Sudan (East Africa)
2 nd Vice-Chairman	:	Guinea (West Africa)
3 rd Vice-Chairman	:	Namibia (Central Africa)
Rapporteur	:	Tunisia (North Africa)

MAIN AGENDA ITEMS

4. The main items on the agenda of the Conference were:
 - 1) Progress report on the implementation of the African Union Plans of Action of transport sub-sectors (Air, Maritime, Railway and Road);
 - 2) Status of the implementation of the Programme for Infrastructure Development in Africa (PIDA);
 - 3) Transport sector development strategy in the context of the African Agenda 2063;
 - 4) Consideration and adoption of the Intergovernmental Agreement on Road Standards and Norms for the Trans-African Highways;
 - 5) Consideration and adoption of the African Road Safety Charter;

- 6) Consideration and adoption of the Vision 2040 for Railway Revitalisation in Africa; and
- 7) Consideration of and adoption of Regulatory instruments for the implementation of the Yamoussoukro Decision on the liberalisation of Air Transport Markets in Africa.
- 8) Implementation of the Almaty Programme of Action on transport facilitation; and
- 9) Elaboration of transport targets and indicators that are crucial for the attainment of the United Nations **Sustainable Development Goals (SDGs)** post-2015.

OUTCOME

5. Following intensive deliberations in both the Experts and Ministerial meetings of the conference, the Ministers decided to adopt the following:

- 1) The Malabo Declaration on Transport Sector Development in Africa;
- 2) The updated African Union Plans of Action on Air, Maritime, Railway and Road Transport;
- 3) The Intergovernmental Agreement on Road Standards and Norms for the Trans-African Highways network;
- 4) The African Road Safety Charter;
- 5) The Vision 2040 for Railway Revitalisation in Africa; and
- 6) Transport sector targets and strategies for the African Agenda 2063.

6. The Ministers also decided to request the AUC to:

- i) Set up a Working Group made up of key African Stakeholder experts in the air transport (AUC, RECs, AFRAA, AfDB, UNECA and AFCAC) to review and revise the regulatory documents for the implementation of the Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa in line with the substantive comments of the Member States' delegations during the conference.
- ii) Form a working group to define transport targets and indicators that are crucial for the achievement of the UN **Sustainable Development Goals (SDGs)** which will proceed from the **Millennium Development Goals (MDGs)** post-2015.
- iii) Elaborate a long-term transport strategy for the continent within the framework of the **African Agenda 2063**.

CONCLUSION

7. The Executive Council is invited to note and adopt the enclosed Report of the Third Session of the Conference of African Ministers of Transport and its main outcomes as adopted by the sector Ministers at the Conference. The Executive Council is also requested to adopt the enclosed draft Decision in order to make effective the outcome of the Ministers conference.

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

P. O. Box 3243, Addis Ababa, ETHIOPIA Tel.: (251-11) 5182402 Fax: (251-11) 5182400
Website: www.au.int

**THIRD SESSION OF THE
CONFERENCE OF AFRICAN
MINISTERS OF TRANSPORT
07 – 11 APRIL 2014, MALABO
EQUATORIAL GUINEA**

AU/TPT/MIN/Rpt (III)

REPORT OF THE MINISTERS' MEETING

REPORT OF THE MINISTERS' MEETING

I. INTRODUCTION

1. The Conference of African Ministers of Transport (CAMT) was held at the Ciudad de Sipopo Conference Centre in Malabo, Republic of Equatorial Guinea on the 13th of April 2014 with the theme: *"Speeding-up transport programme delivery for facilitating Africa's economic growth"*. The conference was preceded by a preparatory meeting of experts which took place from the 7th to 9th April 2014 at the same venue.

II. PARTICIPATION

2. The following Member States participated in the meeting: Angola, Algeria, Burundi, Burkina Faso, Cameroon, Cape Verde, Chad, Congo, Congo DRC, Ethiopia, Gabon, Ghana, The Gambia, Equatorial Guinea, Guinea, Lesotho, Mali, Madagascar, Mozambique, Namibia, Nigeria, Sao Tomé, Senegal, Seychelles, Swaziland, Sierra Leone, Sudan, Tunisia, Uganda, and Zimbabwe.

3. The meeting was also attended by the following Regional Economic Communities (RECs): Economic Community of Central African States (ECCAS) and Economic and Monetary Community of Central Africa (CEMAC)

4. The following continental and international organizations also participated in the meeting: the United Nations Economic Commission for Africa (UNECA), African Development Bank (AfDB), UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLLS), the African Civil Aviation Commission (AFCAC), the International Civil Aviation Organization (ICAO), the Union of African Shippers Councils (UASC), International Maritime Organization (IMO), Sub-Saharan Africa Transport Policy Program (SSATP), the European Union (EU), International Union for Public Transport (UITP), Abuja Memorandum of Understanding on Port State Control for West and Central Africa Region (Abuja MOU), West African Road Safety Organisation (WARSO), African Airlines Association (AFRAA), and International Road Transport Union (IRU).

III. OPENING CEREMONY

5. The following statements were delivered during the opening ceremony:

Address of Hon. Francisco Mba Olo BAHAMONDE, Minister of Transport, Technology, Posts and Telecommunication of the Republic of Equatorial Guinea

6. Honourable Fransisco Mba Olo BAHAMONDE, Minister of Transport, Technology, Post and Telecommunication of the Republic of Equatorial Guinea, made a welcome remark underscoring that the Republic of Equatorial Guinea share the African vision in transport sector. He mentioned that the country has also made significant contribution to the achievement of current development of Africa's transport industry.

7. In that regard, he mentioned among others, the establishment and operationalization of the national airline CEIBA Intercontinental Airlines and the notable development of the country's transport infrastructure such as roads, ports and airports.

Address of Hon. Augusto da Silva TOMAS, Minister of Transport of the Republic of Angola, Outgoing Chairman of the Bureau of the Conference of African Ministers of Transport

8. Honourable Augusto da Silva TOMÁS, the Minister of Transport of the Republic of Angola, the Outgoing Chairman of the Conference of African Ministers of Transport began by thanking the people and Government of the Republic of Equatorial Guinea for the successful organisation of the Conference and for the warm hospitality accorded to his delegation and others.

9. He indicated that the outgoing Bureau of the Conference of African Ministers of Transport is ending its mandate with conviction of some achievements. With the efforts of all AU member States, many tasks defined in the Plan of Actions of different sub-sectors were accomplished. While highlighting that the outlines of these accomplishment will be provided in details in the report of the Bureau he chaired since November 2011, he recognised that there is still a long way to go for the fulfillment of ultimate objective which is the integral connectivity of all cities of the continent.

10. He added that the physical integration of African States and their people is not an easy task. The vast geographical areas with a variety of historical factors and other matters of political and social dimensions have a significant impact on the development of the continent.

11. He ended up by congratulating the continent in successfully having a son of Africa, Dr. Bernard ALIU, citizen of the Federal Republic of Nigeria, elected as the President of the International Civil Aviation Organisation (ICAO) Council. First African in seventy years since the creation of ICAO.

Address of Dr. Elham M.A. IBRAHIM, AUC Commissioner for Infrastructure and Energy

12. Dr. Elham M.A. IBRAHIM, The African Union Commissioner for Infrastructure and Energy welcomed the Ministers and all delegations to the Third Session of the Conference of African Ministers of Transport (CAMT). She thanked the Government of the Republic of Equatorial Guinea for accepting to host the conference and recognised the particular support of **Honourable Francisco Mba Olo BAHAMONDE**, Minister of State for Transport, Technologies and Telecommunications and Ambassador **Simeon Oyono Esono ANGUE**, the Representative of the Republic of Equatorial Guinea in Ethiopia in the organisation of the conference.

13. The Commissioner briefly outlined the significant achievements made in the implementation of the Transport Plans of Action since the last Session in November 2011. She mentioned some of the finalised strategic frameworks which were to be submitted to the Ministers for consideration and adoption as indicated on the

conference agenda. In that regard, she expresses her gratitude to the outgoing Bureau of the Conference under the Chairmanship of Honourable Augusto da Silva TOMÁS, Minister of Transport of the Republic of Angola for the valuable guidance and support accorded to the Commission.

14. Furthermore, the Commissioner informed the Ministers about some important developments that were on course in the Commission including the elaboration of the African Agenda 2063 and the operationalisation of the Specialised Technical Committees (STCs) which are to replace Ministerial conferences. In that context, she informed that the Third Session of the conference was taking place as a Sub-Committee of the STC No. 4 on Transport, Transcontinental and Interregional Infrastructures, Energy and Tourism. She also mentioned that the conference will define the contribution of the transport sector to the Agenda 2063.

Address of Dr. Olumuyiwa Bernard ALIU, President of the Council of the International Civil Aviation Organisation (ICAO Council)

15. Dr. Olumuyiwa Bernard ALIU, President of the ICAO Council thanked the Government of Equatorial Guinea and the African Union Commission for inviting him to the conference and giving him the opportunity to highlight ICAO's priorities for global and African aviation. In that regard, Dr. ALIU provided a projection of the aviation sector indicating its growing importance in the socio-economic development of countries. He specified ICAO's focus to be on aviation safety, security and protection of the environment.

16. To that end, Dr. ALIU mentioned the various programmes and facilities supported by ICAO for enhancing aviation safety, security and protection of the environment in the States. These include the ICAO Global Aviation Safety Plan (GASP), the ICAO Global Air Navigation Plan (GANP) and the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI) Plan. Finally the ICAO Council President underscored the need for African States to continuously ensure effective implementation of ICAO's Standards and Recommended Practices (SARPs) in order to enable equitable participation of African States in the global air transport system and facilitate socio-economic prosperity in the continent

Address of Mr. Jean-Pierre Loubinoux, Director-General of the International Union of Railways (IUR)

17. Mr Jean -Pierre Loubinoux, Director General of the International Union of Railways (UIC) thanked the African Ministers of Transport for the opportunity to present the Vision 2040 for the revitalization of railway transport in Africa as a concrete result of the cooperation between UIC and the African Union. He recalled that the vision is based on the African Union Brazzaville Declaration underscoring that railways are the backbone of continental transport network.

18. Mr. Loubinoux There was, therefore the need to provide Africa with a railway system that was reliable, safe, secure, cost-effective, and environmentally sustainable and that is able, in complementarity with other transport modes, to promote socio-economic development and regional integration as well as enhance the competitiveness of the continent globally. He outlined the focus of the vision and commended the ongoing concrete railway projects in the continent which were a

clear indication that the continent no longer wished to be left behind in this important mode of transport.

Opening Address of H.E. Mr. Vincente EHATE TOMI, Prime Minister in charge of Administration

19. His Excellency Vincente Ehate TOMI, Prime Minister of the Republic of Equatorial Guinea, chaired the opening ceremony of the Third Session of the Conference of African Ministers of Transport in representation of the Government and the President of the Republic of Equatorial Guinea, His Excellency Teodoro OBIANG NGUEMA MBASOGO.

20. During the opening ceremony, he reminded the participants that the objective of the Conference is to accelerate the implementation of continent wide programmes of transport aimed at promoting the economic growth of Africa. Furthermore, the Prime Minister underscored the positive effect of the implementation of the strategic plans of the African Union as well as the gradual improvement of African transport policies and the development of transport infrastructure over the continent.

PROCEDURAL MATTERS

1. Presentation of the Report of the Outgoing Bureau

21. The Chairman of the outgoing Bureau of the Conference of African Ministers of Transport presented his report on the activities that had taken place under its tenure since its election in Luanda, Angola in November 2011. The Bureau met twice during its time in office. The first meeting took place on 20 July 2012 on the side lines of the Ministerial Conference on Aviation Safety in Africa, Abuja, Nigeria, from 16 to 20 July 2012. The Second meeting was held on 23rd July 2013 in Luanda, Angola. During the meetings, the Bureau reviewed the implementation of the continental Action Plans in the various transport sub-sectors as well as preparations for the Third Session of the Conference of African Ministers of Transport.

22. The composition of the Bureau was as follows:

Chairman	:	Angola (Southern Africa)
1 st Vice-Chairman	:	Tanzania (East Africa)
2 nd Vice-Chairman	:	Ghana (West Africa)
3 rd Vice-Chairman	:	Cameroon (Central Africa)
Rapporteur	:	Egypt (North Africa)

23. The report of the Bureau provided a comprehensive outline of the activities whose development and implementation it had overseen. In that regard, the Bureau presided over some major achievements in the transport sector. Its period was particularly marked by the following notable outcomes:

- 1) Adoption of Programme for Infrastructure Development in Africa (PIDA) by the AU Summit in January 2012;
- 2) Adoption of the African Civil Aviation Policy (AFCAP);
- 3) Finalisation of the Inter-governmental Agreement on Standards and Norms for the Trans-African Highway network;

- 4) Finalisation of the African Road Safety Charter;
- 5) Finalisation of the Vision 2040 for Railway Development in Africa;
- 6) Finalisation of the institutional, legal and regulatory instruments for the implementation of the Yamoussoukro Decision on the Liberalisation of Air Transport Markets; and
- 7) Completion of the prefeasibility studies of missing links on a number of major transport corridors including:
 - Study on the Cotonou-Niamey-Ouagadougou-Abidjan railroad, with a link at Asango to Mali Study for the construction of the Bridge over River Gambia;
 - Feasibility study on the western section of the Trans-African Highway 9, the Beira-Lobito Highway;
 - Feasibility study on selected sections at the Brazzaville-Kinshasa Bridge and strategic options of the ports of Banana and Pointe-Noire in Central Africa;
 - Pre-feasibility study for the missing links of the Dakar-Ndjamena-Djibouti transport corridor; and
 - Pre-feasibility study for the missing links of the Djibouti-Libreville transport corridor.

24. The report of the Bureau also reported on the various challenges faced by the African Union Commission and other key actors in the transport sector in the course of implementing the AU Plans of Action in the transport sector. These include:

- 1) Insufficient resources for development activities;
- 2) Inadequate human resources;
- 3) Low participation of Regional Economic Communities and Specialised Institutions in infrastructure activities of the AUC;
- 4) Slow integration of the continental and regional adopted policies, strategies and legal frameworks into national legal and regulatory frameworks including non-ratification of regional/continental policy frameworks which render them ineffective; and
- 5) Low private investment share for Infrastructure Development in Africa.

25. In particular, the Bureau expressed concern over the delayed entry into force of the Revised African Maritime Transport Charter and the Revised Constitution of the African Civil Aviation Commission adopted by the AU Summit in July 2010 and January 2010 respectively.

26. In that context the Bureau urged the Member States to prioritise implementation of the regional and continental programme activities and decisions adopted at the AU and RECs for which they have major responsibility. Also, it requested the RECs to align their activities and allocate resources for participating in AUC programmes.

2. Election Of The Bureau

27. The Bureau of the conference was elected for the period 2011 – 2013 as follows:

- Chairman : Equatorial Guinea (Central Africa)
- 1st Vice-Chairman : Sudan (East Africa)
- 2nd Vice-Chairman : Guinea (West Africa)
- 3rd Vice-Chairman : Namibia (Central Africa)
- Rapporteur : Tunisia (North Africa)

V. ADOPTION OF AGENDA

28. The meeting adopted the following agenda:

I. OPENING CEREMONY

II. PROCEDURAL MATTERS

- *Report of the Outgoing Bureau*
- *Election of the Bureau*
- *Adoption the Draft Agenda and Work Programme*

III. WORKING SESSIONS

1. *Consideration and endorsement of the Report of the Meeting of Experts*
2. *Consideration and adoption of the Declaration of the Ministers' Meeting*
3. *Any Other Business*
4. *Consideration and adoption of the report of the Ministerial meeting*
5. *Vote of Thanks*

IV. CLOSING

29. The meeting agreed on the following working hours: 09:00 – 13:00 and 14:00 – 18:00 with a lunch time in between.

VI. WORKING SESSIONS

SESSION 1: CONSIDERATION OF THE REPORT OF THE MEETING OF EXPERTS

30. The Report of the Experts' Meeting was presented in detail to the Ministers by the Rapporteur of the respective meeting. the Ministers then considered each item of the report and made the following observations and decisions:

A. PROGRESS REPORTS

(i) Implementation of the Transport Plans of Action

31. The Ministers took note of the Progress Report on implementation of the Transport Plans of Action of the air, maritime, railway and road transport subsectors including the development of major transport corridors. They particularly noted that the progress report focused on those activities for which the AUC had direct executive responsibility as well as those whose implementation was overseen or followed up by the AUC.

32. They commended the Commission and partners for finalising key strategic frameworks for the transport sector including the following:

- i) Intergovernmental Agreement on Road Standards for the Trans-African Highways network;
- ii) African Road Safety Charter;
- iii) Regulatory framework for the implementation of the Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa;
- iv) Vision 2040 for Railway Revitalisation in Africa; and
- v) Transport sector strategies for the African Agenda 2063.

33. They noted with great concern the delayed entry into force of the African Maritime Transport Charter due to lack of the required minimum number of fifteen (15) instruments of ratification.

34. They finally, decided as follows:

- a) Member States are urged to:
 - i. Prioritise implementation of the regional and continental programme activities and decisions adopted at the AU and RECs for which they have major responsibility; and
 - ii. Speed up incorporation of the continental and regional policies and legal frameworks into national legal and regulatory systems and especially ratification of regional and continental treaties.
- b) RECs are requested to align their activities with those of the AUC and make provision in their calendars and budgets to participate; and
- c) Both Member States and RECs are requested to support AUC initiatives geared towards promotion of completion of the missing links within the major transport corridors including promoting air connectivity in the continent.

(ii) Implementation of the Almaty Programme of Action

35. The Ministers noted the report of the African regional meeting on the Implementation of the Almaty Programme of Action held in Addis Ababa, Ethiopia from 16 to 18 July 2013 pursuant to UN General Assembly resolution 66-214 calling for a comprehensive evaluation of the implementation status of the Almaty Programme of Action. They recognised the role of United Nations Economic Commission for Africa (UNECA) in advocating for Africa's interests in the Almaty programme and endorsed the outcome of the African regional review meeting of Addis Ababa with a view to ensuring that being landlocked does not constitute a constraint to the development of non-littoral countries.

36. The Ministers also urged UNECA, RECs and ADB to continue supporting corridor management organisations in order to improve efficiency of the corridors.

B. PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)

37. The Ministers considered the progress made on the status of implementation of the Programme for Infrastructure Development in Africa (PIDA) adopted in January 2012 by the 18th Assembly of Heads of State and Government of the African Union (Assembly/AU/Decl.2 (XVIII)). They noted that PIDA is a long term, multi- sectoral continental programme (Transport, Energy, ICT and Trans boundary Waters) over a period up to 2040. It was adopted with its Institutional Architecture for Infrastructure Development in Africa (IAIDA) , as well as its Priority Action Plan (PAP) covering the period 2012-2020 .

38. The PIDA priority Action Plan includes 51 projects and programmes worth 68 billion U.S. dollars. It is an ambitious but affordable programme as commitment levels remain within reach of the resources of African states, particularly because they represented only 0.2% of Africa's GDP in 2011 or only 1% of national budgets or 5 % of investment budgets

39. The Ministers further noted that adoption of PIDA was followed by the development of a Roadmap for 2012 – 2013 by the stakeholders, including the African Union Commission (AUC), African Development Bank (AfDB), NEPAD Planning and Coordinating Agency (NPCA) , Regional Economic Communities (RECs), the Specialized Agencies and Institutions of the African Union. According to this roadmap, the interventions of the AU Commission , AfDB and NPCA mainly focused on:

- The support of RECs in PIDA-PAP prioritization projects in regional priorities (SADC in June 2012, COMESA in October 2012 and ECOWAS in November 2012);
- Developing a strategy for mobilizing domestic resources for project preparation (presented in June 2012 to NEPAD Steering Committee of Heads of State and Government, and in March 2014 to African Ministers of Finance, Planning and Economic Development);
- Establishment of an infrastructure "Task Force" following the joint Retreat in Durban which brought together Representatives of the AUC, RECs and NPCA. The Executive Director of NPCA was charged to lead Task Force;
- Promotion of PIDA among different partners (European Union , Brazil, TICAD , FOCAC , Afro-Arab , India, South America ...);
- Organization of " Road show " with the ACP Secretariat , the Islamic Development Bank and AU Group of Partners;
- Cooperation with the World Economic Forum (WEF) which later set up a business working group (BWG);
- Developing a PIDA Communication plan;

- Updating PIDA-PAP project profiles;
- Establishment of an infrastructure Database for Africa with its portal: Virtual information center on PIDA (VPIC);
- Preparation of the Dakar Summit on Financing Infrastructure , scheduled for 14-15 June 2014;
- Development of Capacity Building Programme for PIDA stakeholders; and
- Operationalization of IAIDA, including the launch of the Council for Infrastructure Development (CDI) in January 2014 and its Infrastructure Advisory Group (GCI) in September 2013.

40. Regarding the transport sector, in particular, the Ministers noted that the efforts of the AU Commission were focused on i) preparation of the draft Intergovernmental Agreement on the harmonization of norms and standards on the network of the Trans Highways ; ii) development of the draft African Charter on Road Safety; iii) support to the Abidjan -Lagos Highway project; iv) support for the Cotonou-Niamey-Ouagadougou- Abidjan Railway segment; and v) cooperation with WEF-BWG for the selection of two or three pilot projects to be submitted to the WEFsummit in Africa, scheduled from 7 to 9 May 2014 in Abuja (Nigeria).

41. The Ministers also took note of the main activities of the Roadmap 2014-2015 which include:

- a) continued support of the RECs in the prioritization of PIDA-PAP projects in the regional priorities (ECCAS , IGAD, AMU and EAC);
- b) implementation of the capacity building programme for PIDA stakeholders;
- c) implementation of the strategy of mobilizing domestic resources for project preparation;
- d) identification of legal and regulatory reforms to attract private investment; and
- e) Development tools, framework and rules for procurement of work for regional infrastructure.

42. The Ministers finally urged the Commission to continue the capacity building and resource mobilization efforts for the implementation of the PIDA PAP.

C. ROAD TRANSPORT

i) Intergovernmental Agreement on Trans-African Highway Standards and Norms

43. The Ministers deliberated on the draft Intergovernmental Agreement on the Harmonization of Standards and Norms on the network of the Trans Highway as considered by the Experts. In that regard, they noted its preparation process which involved all the key stakeholders, including the African Union Commission (AUC), the African Development Bank (AfDB), United Nations Economic Commission for Africa

(UNECA), UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLLS), Sub-Saharan Transport Policy Programme (SSATP), the NEPAD Planning and Coordinating Agency (NPCA), Regional Economic Communities (RECs), Specialized Agencies, Specialised Institutions of the Union and the AU Member States.

44. The Ministers further note that the objectives of the Agreement are to: i) contribute to the integration and the physical, political, economic and social cohesion of Africa; ii) contribute to trade facilitation in road safety and reduce transport costs; iii) establish appropriate linkages between production areas and consumption areas on the continent; and iv) establish minimum standards and common standards for the design and maintenance of the Trans-African Transport Network, with roads that are practicable all year long.

45. The Ministers decided to adopt the Intergovernmental Agreement and its five (5) Annexes which are:

- Annex I: Trans Highway network itineraries;
- Annex II: General Guidance for the Design, Construction/Reconstruction and Maintenance of the Trans-African Highways Network;
- Annex III: Highway safety;
- Annex IV: Socio-economic aspects;
- Annex V: Environmental aspects.

46. They requested the Commission to ensure rigorous application of the standards so as to avoid the current situation of non-compliance with axle load, causing massive destruction of heritage roads. They observed that the Agreement was also crucial for trade facilitation in the continent including adhering to all international principles of UN trade facilitation conventions, particularly the Convention on Harmonization of Goods Control at the Borders, the International Road Transport (TIR) Convention, Agreement on the Transport of Perishable Foodstuffs (ATP) and Agreement on Dangerous Goods (ADR).

ii) African Road Safety Charter

47. The Ministers noted the report on the preparation of the African Road Safety Charter which was done alongside the Intergovernmental Draft Agreement on Road Transport Standards and Norms.

48. They recognized the importance of the Charter as a strategic and awareness tool for improvement of road safety in Africa that targets the reduction of road accidents and which is expected to operate in accordance with the following principles:

- a) Autonomy and sense of responsibility in instilling a strong and clean vision on improving road safety in each country of the Union;
- b) Solidarity and knowledge sharing on road safety;
- c) Subsidiarity between African States Parties, the Commission of the African Union and other regional and continental institutions contributing to the development and integration of the continent;

- d) Development Partnership between African Stakeholders, the United Nations and other international institutions working towards equitable human development in other regions of the world.

49. The Ministers acknowledged that in the course of implementing this strategy, the role of the state will remain essential in particular by ensuring effective management of Road Safety activities including institutional strengthening, data management, inter-sectorial collaboration; provision of increased safety for roads and mobility (inspection and audit of Road Safety, training, education, information, enforcement, case of vulnerable users, vehicle safety, accident management as well as financing, monitoring and evaluation of Road Safety (financing arrangements, stakeholder conference , regional and international cooperation), etc. .

50. In the area of training professional drivers, the Ministers took note of the role of the Academy of the International Road Transport Union (IRU) which has developed specialized training and aide memoires for drivers which could be adapted for use in the continent.

51. Finally, the Ministers adopted the Draft African Charter on Road Safety to be submitted to the Ministerial Meeting of Ministers and urged for its accelerated implementation.

D. AIR TRANSPORT

- i) **Regulatory instruments of the Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa;**
- ii) **Specifications of a database for the implementation of the Yamoussoukro Decision**

52. The Ministers reviewed the deliberations of the experts on regulatory texts and the architecture of African air transport database for facilitating the creation of a single African aviation market. The regulatory texts are made up of (i) Competition Regulations; (ii) Dispute Settlement Mechanism and (iii) Consumer Protection Regulations.

53. In view of the existence of outstanding issues on which the experts had not yet reached consensus, The Ministers decided to postpone adoption of the regulatory texts and requested the aviation experts to meet later by mid-2014 to finalise and agree on texts.

- i) **Establishment of the Human Resources Development Fund (HRDF) for the promotion of the Aviation Sector in Africa**

54. The Ministers considered the proposal made for the establishment of the Human Resources Development Fund (HRDF) for the promotion of the Aviation Sector in Africa. As much as they recognized the importance of such Fund for the development of civil aviation in the continent, the Ministers decided that such a fund should be created on the basis of the outcome of a study to be done by AFCAC and ICAO.

E. MARITIME TRANSPORT

Status and implementation of the Revised African Maritime Transport Charter

55. The Ministers considered the current status of the Revised African Maritime Transport Charter which was adopted by the AU Summit in July 2010 in Kampala, Uganda. In that regard, they noted that currently, out of the fifty-four (54) Member States of the AU, sixteen (16) countries had signed the Charter and only six (6) had ratified it and deposited the instruments of ratification with the AUC Chairperson.

56. The Ministers also took note of the outcome of the meeting of the Working Group on the African Transport Maritime Charter which was jointly convened by the AUC and the Maritime Organisation for West and Central Africa (MOWCA) in Abidjan, Cote d'Ivoire in December 2013 whose main objective was to consider actions and modalities for speeding up the entry into force and implementation of the Charter.

57. In the end, the Ministers decided to:

- i) Declare the year 2014 as the year for accelerated actions for the ratification and coming into force of the Charter;
- ii) Urge Member States to give priority to actions and processes for ratification of the Charter; and
- iii) Request the AUC, RECs and specialised agencies to intensify advocacy for the ratification of the Charter.

58. To that end, the Ministers noted that the Charter was also available at: <http://www.au.int/en/treaties>.

59. Furthermore, the Ministers endorsed the specific actions and a road map recommended by the Working Group for achieving the entry into force of the African Maritime Transport Charter. They requested the Commission to keep pursuing and facilitating its implementation.

F. RAILWAY TRANSPORT

Vision 2040 for Railway Development in Africa

60. The Ministers considered the deliberations of the experts on the conclusions of the study conducted by the International Union of Railways (IUR) on the revitalization of railways in Africa and especially its proposed vision which is based on the following elements:

- i) Technological railway development;
- ii) Sustainable development;
- iii) Growing costs of fossil energy;
- iv) Advantages of the digital world;
- v) Evolution of transport; and
- vi) Generational changes.

61. It was noted that the proposed vision focuses on the following five (5) interrelated strategies:

- i) Modernization development and interconnection of African railway networks;
- ii) Improvement of service efficiency to users and economic operators;
- iii) Improvement of governance for railway enterprises;
- iv) Development of multimodal complementarity; and
- v) Promotion of regional integration and the continent's place at the global level.

62. The Ministers commended the support of the IUR and decided to adopt the Vision 2040 for Revitalisation of Railways in Africa. They also requested the Commission to take necessary actions towards the strengthening of the Union of African Railways (UAR).

G. AFRICAN AGENDA 2063: Transport sector development strategy in the context of the African Agenda 2063

63. The Ministers considered Director of Infrastructure and Energy of the AUC introduced the African Agenda 2063 to the meeting. He gave the rationale and detailed background of the Agenda which seeks to define the development vision of Africa for the next fifty (50) years following the celebration of 50th anniversary since the creation of the Organisation of African Unity (OAU), the predecessor of the African Union in 1963. It was noted that the elaboration of the African Agenda 2063 entails all sectors aligning their goals, targets and strategies to the seven (7) aspirations that form its visionary foundation.

64. The Ministers considered the work done by the experts in defining transport goals, targets and strategies for the African Agenda 2063 taking into account the aspirations that the transport sector could contribute to their attainment and those whose attainment would contribute to the growth and sustainability of the transport sector. They commended the Commission for the initiative taken to define the development vision of Africa for the next fifty (50) years around the seven (7) well-consulted and identified African Aspirations.

65. They finally decided to adopt the outcome of the experts work as follows:

1. Sector Vision

66. As an input to the preparation of the Transport 2063 two vision statements were provided for the future preparation process to rationalize and validate. These are:

- An Africa that provides transport Infrastructure and services that connect its countries and the continent with the rest of the world in an affordable, safe, accessible, reliable and sustainable manner.
- To see all African citizens have access and connectivity to safe and affordable modes of transport internally and inter-continently

67. The transformative effect of the transport sector on the economies of Africa has not been captured by any of the two vision statements and the future preparation process for Transport 2063 should take cognizance of this deficiency.

2. Aspirations which the transport sector can contribute to its attainment

68. Three aspirations were identified:

Aspiration 1: A prosperous Africa based on an inclusive growth and sustainable development

69. The transport sector could contribute to the attainment of this aspiration in the following ways amongst others:

- Developing new transport business models that are efficient- including cost reductions, self-sustaining, technology driven and employment generating
- Developing rail transport / mass transit in all Cities of 2 million inhabitants and above in an affordable and sustainable manner.
- Linking all towns/ settlements at the local government level by good roads to support rural agriculture development
- Increasing the share of rail transport in the transportation of people and goods
- Tunnel connectivity between islands constitution small island states and small island states and the nearest continental mainland

Aspiration 2: An Integrated Continent politically united and based on the ideals of Pan-Africanism

70. The transport sector could contribute to the attainment of this aspiration in the following ways:

- Implementation of the PIDA programmes – linking African Cities/ countries by road and rail transport;
- Implementation of the PIDA programmes- joint energy production and distribution;
- Development of air and sea transport business models that are affordable, efficient and reliable for intra Africa tourism development and for the free movement of goods and services envisaged under Agenda 2063.

Aspiration 7: An Africa as Strong and Influential Global Player and Partner

71. A contribution of the transport sector is:

- Creation of shipping related businesses to handle the expected increase in Africa's exports and imports in the areas as – new and efficient ports; shipping lines; stevedoring; inland haulage businesses, etc.

3. Aspirations which if attained will contribute to the growth of the Transport Sector

72. Four aspirations were identified and these are:

Aspiration 3: Africa of Good Governance, Democracy, Respect for Human Rights, Justice and the Rule of Law

73. The transport sector's growth would be hastened if the process for the attainment of this aspiration takes cognizance of:

- The provision of transport regulatory frameworks that reward business innovativeness, ensures/enforces service delivery standards, ensures the protection of the consumer and reduction in the contribution of carbon emissions;
- Development/facilitate implementation of policies for the development of human capital for the transport sector;
- Maintenance of high professional standards by the law enforcement/ border protection agencies with respect to their dealing with the transport businesses and their clientele;
- Ensuring the harmonization of road safety standards and regulations in a regional / continental context.

Aspiration 4: Peace and Secure Africa

74. The contribution of this aspiration to the development of the transport sector could be:

- Strengthening of the security agencies to eliminate highway robberies;
- Enforcement of the traffic regulations to minimize roads accidents – deaths, injuries and loss to properties.

Aspiration 5: Africa with a strong cultural identity, values and ethics

75. This aspiration could contribute to the transport sector's growth by:

- Making respect for traffic rules and avoidance of corrupt practices in resolving traffic infractions as part of our cultural identity, values and ethics.

Aspiration 6: An Africa whose development is people driven, especially relying on the potential offered by its youth and women

76. The contribution of this aspiration to the growth of the transport sector could be:

- Providing the enabling environment – training, access to funds etc. – for women to set up / own transport businesses;
- Providing the enabling environment – entrepreneurship, access to finance etc. – for salaried drivers to own/drive own vehicles for commercial purposes.

77. The Ministers finally requested the Commission to prepare an African Transport Sector Strategy Transport 2063 basing on the goals, targets and milestones defined for the sector in the African Agenda 2063.

SESSION 8: SUSTAINABLE DEVELOPMENT GOALS

78. The Ministers took note of the briefing that was made on the progress of on-going work in identifying Sustainable Development Goals (SDGs) as part of the agenda of the post 2015 development being developed at the initiative of the United Nations. The SDGs come on the heel of the Millennium Development Goals (MDGs) for the period 2000-2015. In 2005, the African Union Commission and the Economic Commission for Africa with the support of SSATP had played a crucial role to compliment the MDGs with indicators on the transport sector which had not been identified as a priority sector in the original definition of the MDGs. The absence of transport in the MDGs led to a lack of interest of development partners in transport, which made it more difficult for attainment of MDGs.

79. In that regard, the Ministers decided to reaffirm the importance of transport as a factor of development in the SDGs and, to that end, to request the Commission to form a working group to define transport targets and indicators that are crucial for the achievement of the SDGs.

UPDATED PLANS OF ACTION

80. The Ministers considered the updated Plans of Action submitted by the Experts and adopted them with amendments.

DRAFT MALABO DECLARATION

81. The Ministers considered the Draft Malabo Declaration submitted by the Experts and adopted it with amendments.

ANY OTHER BUSINESS

82. The Minister of Transport of the Republic of Guinea took the floor to brief the meeting of the outbreak of the Ebola fever in his country and its neighbourhood and the efforts taken to contain its outspread. He mentioned the various measures taken to that effect especially in the transport sector and the personal involvement of the Head of State. He assured the delegates that Guinea will take all the necessary measures to ensure the malady is eradicated. He requested their understanding and support.

ADOPTION OF THE REPORT OF THE MINISTERS' SESSION

83. The Ministers decided to limit their deliberations to one day (10th April) and, in that regard, they decided that their report should be finalised by the AU Commission and submitted to the Bureau of the Conference for endorsement.

VOTE OF THANKS

84. The Ministers adopted a vote of thanks to the President of the Republic of Equatorial Guinea, His Excellency Teodoro OBIANG NGUEMA MBASOGO for his unwavering commitment to development of infrastructure in Africa and to the Government and people of Equatorial Guinea, for the warm hospitality as well as for all the excellent arrangements made which enabled all the Delegations attending the Third Session of the Conference of African Ministers of Transport to have an enjoyable and productive stay in Malabo.

CLOSING

85. The conference was closed by Honourable Francisco Mba Olo BAHAMONDE, Minister of Transport, Technology, Posts and Telecommunication of the Republic of Equatorial Guinea. He thanked all the Ministers and delegates for entrusting him and the Republic of Equatorial Guinea with the honour of chairing the conference for the next two years.

86. The Minister assured his colleagues and other delegates that he was very confident that with their cooperation and solidarity they will be able to make significant achievements in the implementation of the adopted Plans of action. He ended by wishing all participants enjoyable stay in Malabo before their departure and declared the conference formally closed.

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

P. O. Box 3243, Addis Ababa, ETHIOPIA Tel.: (251-11) 5182402 Fax: (251-11) 5182400
Website: www.au.int

**THIRD SESSION OF THE
CONFERENCE OF AFRICAN
MINISTERS OF TRANSPORT
07 – 11 APRIL 2014, MALABO
EQUATORIAL GUINEA**

AU/TPT/MIN/Decl. (III)

MALABO DECLARATION

MALABO DECLARATION

WE, African Ministers of Transport, meeting in Malabo, Republic of Equatorial Guinea, on the 10th and the 11th April 2014, on the occasion of the Third Session of the Conference of African Ministers Responsible for Transport, organized by the African Union Commission in collaboration with the Government of Equatorial Guinea to consider strategies for strengthening the transport sector in order to accelerate its productivity for supporting Africa's economic growth;

Considering the Constitutive Act of the African Union, adopted on 11 July 2000 in Lomé, Togo, in particular Articles 14, 15 and 16 which entrust the African Union Commission with a coordination mission in the Transport, Communication and Tourism sectors;

Considering the Treaty Establishing the African Economic Community, signed in Abuja, Nigeria in June 1991;

Considering the Decision of the Assembly of Heads of State and Government of July 2001 in Lusaka, Zambia, dealing with the establishment of the New Partnership for Africa's Development (NEPAD) as the framework for Africa's development;

Considering the Decision of Heads of State and Government of the African Union, meeting in July 2005 in Sirte, Libya, to include in the Millennium Development Goals (MDGs) the transport targets and indicators adopted in April 2005 in Addis Ababa, Ethiopia by African Ministers responsible for transport and infrastructure, within the framework of poverty alleviation;

Considering the Declaration: **Assembly/AU/Decl.2(XVIII)** adopted by the Eighteen Ordinary Session of the Assembly of Heads of State and Government of the African Union held in Addis Ababa, Ethiopia, in January 2012 which adopted the Programme for Infrastructure Development in Africa (PIDA) as the single policy and strategic framework for the development of infrastructure in Africa;

Considering the challenges arising from the globalization of economies and the need for Africa to fully and effectively implement the 1999 Yamoussoukro Decision relating to the Liberalization of the Air Transport Markets in Africa as well as the African Maritime Transport Charter;

Considering the Resolution 64/255 adopted by the UN General Assembly on 02 March, 2010 proclaiming 2011-2020 a Decade of Action for Road Safety;

Considering the challenges arising from globalization of the economy and the need for Africa to implement, in a complete and effective manner, the Almaty Programme of Action of 2003, the United Nations' programme for cooperation in transit transport for developing landlocked and Island States;

Considering the special development challenges including special shipping needs confronted by small island developing states and the need for implementation of the Mauritius strategy for Small Island Developing States (SIDs) and its successor programme to be adopted at the third UN Conference in Samoa 2014;

Considering the importance and role of infrastructure and transport services in political, economic and social development as well as the integration of Africa, in a bid to deepen its participation in the global economy;

Considering the relevant international conventions in transport matters, especially in the areas of safety and security, the protection of the environment as well as facilitation of transport;

Bearing in mind further the Decision of the Assembly of Heads of State and Government of the African Union held in Maputo in 2003 and in 2010 on maritime safety, security and protection of environment in Africa;

Noting and commending the various initiatives of the Regional Economic Communities, Specialised Institutions and partner organisations for the development of transport infrastructure and services in Africa.

Concerned by:

1. The long delay in the ratification and, hence, entry into full force of the Revised African Maritime Transport Charter and the Constitution of the African Civil Aviation Commission (AFCAC);
2. the low level of development of transport infrastructure and services in Africa with particular regard to the relentless degradation of railways which are expected to form the backbone of transport networks in the continent;
3. the multiplicity of rules, regulations and standards as well as the complexity of administrative procedures in transit transport between African countries which hinder integration of transport networks in the continent;
4. the increase in the number of traffic accidents and their negative economic, social and cultural impact;
5. the overall deterioration in safety, security and the environment as a result of unsustainable transport activities;
6. the growing menace of piracy, armed robbery against ships and other illegal activities on Africa's waters;
7. the low level of resources mobilised at the national, regional and continental levels for the development and maintenance of transport infrastructure; and
8. the unilateral imposition of regulations and standards relating to global transport safety, security and environment such as the EU airline operational ban;

9. lack of recognition of the crucial importance of transport in the attainment of the Millennium Development Goals (MDGs) destined for the year 2015; and
10. Problems facing non-coastal and Island States in their development endeavours.

Recalling:

1. the African Union Commission role to coordinate, and facilitate the harmonisation of transport policies, regulations and standards for infrastructure and services on the African continent;
2. the central role of the Regional Economic Communities in the implementation of programmes and projects for the coordination and development of transport infrastructure and services;
3. The primary role of Member States to incorporate continental policy, strategic and regulatory frameworks into national systems as well as implement regional and continental transport projects in their territories.

Reiterating:

1. our firm determination to combine our efforts for the sustainable development of viable, reliable, safe, secure, efficient, environmentally sound and affordable integrated transport systems and services for the economic and social development of Africa;
2. the urgency to implement regional and continental strategies in respect of transport in support of the Millennium Development.

Decide to:

1. Adopt the draft Intergovernmental Agreement on Road Standards for the Trans-African Highways network with a view to ensure that Africa develops a coherent and efficient transport network in support of accelerated integration and socio-economic development of the continent and speed up its ratification;
2. Adopt the draft African Road Safety Charter which will serve as a policy framework for Road Safety improvement in Africa and guide the continent to contribute more effectively to the implementation of the 2010-2020 UN Decade of Action in Road Safety and speed up its ratification;
3. Adopt the draft Vision 2040 for Railway Revitalisation in Africa in order to place railway transport at the core of the Programme for Infrastructure Development in Africa (PIDA) and focus efforts for recovery of the transport sub-sector;

4. Set up a Working Group to examine the draft Regulations of the Yamoussoukro Decision. This Working Group made up of key African Stakeholder experts in the air transport States (AUC, RECs, AFRAA, AfDB, UNECA and AFCAC) will meet to complete the documents before end of June 2014 and submit to the Bureau of the Conference of Ministers of transport to be held in September 2014 for consideration before submission to the AU Summit of January 2015 for consideration;
5. Encourage African airlines to enter into cooperation agreements amongst themselves;
6. Include a transport sector strategy (Transport 2063) in the African Agenda 2063 framework;
7. Speed up the ratification and implementation of the African Maritime Transport Charter in line with the recommendations made by the Working Group on the African Maritime Transport Charter at its meeting of 18-19 December 2013 in Abidjan, Cote d'Ivoire;
8. Accelerate the ratification of the Constitution of the African Civil Aviation Commission;
9. Endorse the outcome of the African regional review meeting on the implementation of the Almaty Programme of Action for facilitating the development of non-coastal countries;
10. Ensure the inclusion of the transport sector targets and indicators that are crucial for the achievement of the Sustainable Development Goals (SDGs) which are currently under elaboration for the post Millennium Development Goals (MDGs) period;
11. accelerate the completion of the missing links on the Trans African Highway network, modernise and develop the railway network mainly linking the landlocked countries by 2020;
12. promote the development of regional and continental transport infrastructure and services in a holistic manner based on the policies and programmes of Regional Economic Communities and through the Programme for Infrastructure Development in Africa (PIDA);
13. speed up the facilitation of inter-State transport by harmonising legislations, simplifying transit procedures, removing non-physical barriers and improving efficiency and safety in transport operations;
14. strengthen and where necessary put in place institutions responsible for the management of safety, security and facilitation in the transport sector;
15. encourage the establishment of regional safety and security oversight, search and rescue and accident investigation organisations as a means of

developing State capabilities to implement international obligations and protect users;

16. integrate in all transport programmes as a specific component to combat and prevent HIV/AIDS and STIs as well as sexual tourism;
17. foster the use of ICT and other technologies in the development of transport infrastructure and operations;
18. take specific measures to ensure the sustainable financing and appropriate management of the transport sector and to create enabling conditions for national and foreign private investments;
19. ratify and speed up, the implementation of international conventions relating to safety, security and the protection of the environment as well as regional agreements on market access, facilitation of transport and transit traffic;
20. Promote and facilitate establishment of regional training institutions for technical and professional staff in the different modes of transport;
21. Create a Human resources development fund for the civil aviation sector in Africa on the basis of the outcome of the study done by AFCAC and ICAO; and
22. Promote research and development programmes for transport infrastructure and services in Africa.

Request the African Union Commission to:

1. take all the necessary measures to submit to the next Ordinary Sessions of the Assembly of the African Union for adoption the following key transport instruments:
 - i) Intergovernmental Agreement on harmonization of Road norms and Standards for the Trans-African Highways network;
 - ii) African Road Safety Charter;
 - iii) Vision 2040 for Railway Revitalisation in Africa; and
 - iv) Transport sector strategies for the African Agenda 2063.
2. organise structured workshops for dissemination and facilitation of implementation of the adopted continental transport instruments;
3. form a working group to define transport targets and indicators that are crucial for the achievement of the Sustainable Development Goals (SDGs).

Appeal to the various key regional and international partners including the African Development Bank (AfDB), United Nations Economic Commission for Africa (UNECA), the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), the Office of the United Nations High Representative

for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLLS), the International Railway Union (UIC), the International Road Transport Union (IRU), the International Labour Organization (ILO), the African Development Bank (ADB), the World Bank, the European Union (EU), the Transport Policy Programme (SSATP), International Union of Public Transport (UITP) and the Africa, Caribbean and Pacific Group of States (ACP) to continue supporting the transport and infrastructure development programme in Africa.

Appeal to:

- The Member States of the African Union and Regional Economic Communities to strengthen inter-African and continental cooperation in the transport sector;
- The African Union Commission to submit this Declaration to the next Assembly of Heads of State and Government of the African Union to be held in June 2014 in Malabo, Equatorial Guinea.

Adopt the updated Plans of Action annexed to this Declaration.

Done in Malabo, Equatorial Guinea, 10th April 2014

2014

Report of the AU conference of ministers responsible for transport, Malabo, Equatorial Guinea, 7 - 11 April 2014

African Union

African Union

<http://archives.au.int/handle/123456789/4229>

Downloaded from African Union Common Repository