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ADDIS ABABA

ORGANISATION DE L'UNITE
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SECRETARIAT
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COUNCIL OF MINISTERS
Seventeenth Ordinary Session
Addis Ababa, June 1971.

CM/401

DEVELOPMENT IN TRANSPORT AND COMMUNICATIONS



DEVELOPMENTS IN TRANSPORT AND COMMUNICATIONS

1. Whereas the General Secretariat closely followed various sorts of developments in the area of transport and communications in Africa certain specific activities of the Secretariat within the last year need mention for the appraisal of the Council of Ministers.

PART I

AIR TRANSPORT

2. One of the main tasks with which the General Secretariat was preoccupied was the Organization of the East and Central African States Conference on Air Transport. It would be recalled that the Sixth Summit Conference of the East and Central African Heads of State and Government held in Khartoum in January 1970, decided to convene in Addis Ababa a meeting of East and Central African States Civil Aviation officials and Air Lines Companies and called upon the OAU to grant every necessary assistance for the holding of the Conference. Hence upon request from the Khartoum Summit the General Secretariat proceeded to prepare the Agenda and Working Papers for the Conference on Air Transport, which took place in Addis Ababa from 25 to 28 November 1970. The Agenda, the main working paper of the Conference and the opening statement of the Secretary-General are attached to this report as annexes I, II and III respectively.

3. At the end of its deliberations the Conference made various recommendations which are due to be discussed by the Seventh East and Central African Summit in Mogadiscio in early autumn. The OAU and ECA Secretariats were requested to prepare a draft agreement of a multi-national air services agreement and study the best ways and means to realize the establishment of multinational air companies. Thus both the OAU and the ECA are in the process of preparing these documents which will be circulated to the Member States and later discussed by the Summit in Mogadiscio.

4. It must be pointed out here that the activities of the East and Central African States in the area of air transport is very encouraging,

Once adopted, the multinational air services agreement and the establishment of a multinational air company would constitute a great step forward as a concrete and meaningful co-operation among African States. It could further be a model which could form a nucleus for an all-African effort in the area of air transport.

5. Finally the OAU took part in the meeting of the East and Central African States Sectoral Committee on Transport and Communications which took place in Addis Ababa from 30 November to 4 December 1970. The meeting discussed various aspects of co-operation in Roads and Railways development, Coastal Shipping, Inland Water Transport, Post and Telecommunications and the report of the Air Transport Conference which was unanimously adopted. In all these the East and Central African States are undergoing through a very encouraging experience which can play a meaningful role in the overall African endeavour for concerted action to develop. The report of the Sectoral Committee is also going to be discussed by the Mogadiscio Summit.

ROAD AND RAIL TRANSPORT

6. In the area of road and rail transport the General Secretariat is co-operating with the ECA in various areas. Having failed twice to get a quorum to convene the Interim Committee of eight for the establishment of an African Highway Association the OAU and ECA Secretariats are now considering the possibility of giving it another try toward the end of this year. The Council may deem it useful to request the members of the sub-committee to respond favourably to the invitation when the new dates are fixed.

7. In another aspect the General Secretariat is co-operating with the ECA on the proposal for the construction of a trans-African Highway stretching from Mombasa to Lagos, a distance of 7,870 km. A resolution was adopted on this by the ECA Conference of Ministers which was held in Tunis early this year. Hence a meeting of a Committee composed of Cameroon, Central African Republic, Congo (K), Kenya, Nigeria and Uganda as well as representatives of interested non-African countries and institutions is planned to be held in Addis Ababa from 14 to 18 June 1971.

8. Furthermore the OAU is again co-operating with the ECA in its efforts to establish an African Railway Union. Here the West German Government is going to assist the financing of the meeting which will probably be held in Nigeria sometime during 1971/72.

PART II

TELECOMMUNICATIONS

9. In the area of telecommunications the General continued to keep an up-to-date information on the realization of an African Telecommunications Network thanks to its close contact with the International Telecommunications Union (ITU). Thus among other things, the OAU was invited and participated in the Regional Plan Committee for Africa which took place in Lagos, Nigeria from 18-27 January 1971. The meeting, the third of the African Plan Committee meetings was convened to review the Addis Ababa Plan and was attended by representatives of thirty-five African countries and eleven non-African countries as well as representatives of international organizations and scientific and industrial institutions.

10. The Plan Committee set up the following working parties to undertake the main tasks of the Committee. These working parties and these responsibilities were briefly:

- a. Working Party on Telephone
 - forecasts for 1970, 1974, 1978
- b. Working Party on Telegraph and Telex
 - forecasts for 1970, 1974, 1978
- c. Working Party on Arteries
 - international arteries in Africa, consistency of arteries with the number of circuits.
- d. Working Party on Organization of Network
 - telephone numbering and routing plan, Telex routing plan and list of destination codes.
- e. Working Party on Technical Assistance
 - Resolutions on Technical Assistance and Addis - Abidjan Pilot Project.

11. To facilitate these tasks the Working Parties examined numerous information and statistical data submitted by the various administration and compiled by the CCITT and CCIR. All the information examined and agreed upon by the Plan Committee will be shortly published in a Plan Book which will be known as "Joint CCITT/CCIR Study Group for the General Plan for the Development of Telecommunications in Africa." When published the book will inter alia contain the following facts:

- Tables of telephone and telegraph traffics in Africa in 1970, 1974, 1978
- Tables showing the estimated number of circuits required for telephone and telegraph services between countries in Africa in 1974 and 1978
- a table showing the general telephone routing in Africa in 1974
- a table of telex traffic in Africa in 1970, 1974, 1978
- a table of the estimated requirements in telex circuits between African countries in 1974 and 1978
- a table showing the total telegraph circuits between countries in Africa in 1974
- a list of voice frequency telegraph systems existing in Africa.
- a list of permanent circuits, existing or planned, for sound broadcasting
- a list of permanent circuits for television
- a list of requirements in leased circuits notified by special users
- a list of international metallic lines in Africa.
- a descriptive list of international radio relay systems existing in Africa.
- a descriptive list of HF radio circuits existing or to be provided
- a list of international submarine cables in Africa
- a list of earth stations in Africa
- a map of existing and planned international routes.

12. Furthermore, in view of the rather long span of time between Plan Committee meetings the Lagos Conference decided to establish a Co-ordination Committee. The Committee is composed of the Chairman and Vice Chairman of the Africa Plan Committee, the Central African Republic, the East African Administration, Nigeria and Morocco. Its terms of reference is:

- a. To assist the Plan Committee which meets in principle once in four years, to keep in touch with the member countries by correspondence and bilateral discussions for the supply of information and answers to questionnaires from study groups and CCITT Secretariat and thus bring about greater participation in the planned development of the region.
- b. To convene with the members of the CCITT Secretariat periodical meetings at regular intervals between the Plan Committee Meetings at places convenient to the majority of the countries concerned for a close review of the progress made during the period.

In addition, this committee is expected to co-ordinate the establishment of earth stations in Africa.

13. As has already been referred to, the Working Party on Technical Assistance debated at length on the usage of the Addis Ababa - Abidjan Pilot Artery. Finally, the Working Party noting OAU Resolution CM/Res. 224(XV) on telecommunications adopted a resolution calling upon the ITU to undertake the following:

- a. Assess and determine potential traffic between East and West Africa that could be passed on this link;
- b. Explore the technical and operational facilities at Abidjan and Addis Ababa and beyond;
- c. Examine if there is a basis for creating further reduction in tariffs for traffic to be routed on the pilot link in order to encourage the effective utilization of the link;

d. Examine the future of the pilot link within the context of the planned Pan African Network.

14. Another important question was taken up at the end of the Plan Committee meeting. This was the meeting of the Tariff Group for Africa which lasted for two days. This meeting examined procedures to be followed in fixing the accounting rates and collection charges and further studied the questionnaire which had been prepared for circulation to the various administrations. An ITU expert has already been seconded to assist the Tariff Group as well as the administrations to reply to the questionnaires for the ultimate solution of the Tariff problem in Africa.

15. In general, the third meeting of the Regional Plan Committee for Africa undertook its tasks successfully. On the whole administrations were realistic than they were during the Addis Ababa Plan and thus adopted a more conservative forecasts. This will definitely enhance the possibility of a rapid implementation of the African Telecommunication Network than the basis upon which the plan had been developed in the past.

16. On the question of the progress of the Pan African Network it is very encouraging to note that the East African Sector is making commendable progress. On the basis of a meeting convened by the ITU and held in Nairobi on 25 and 26 March 1971, OAU has been informed that the East African countries (Botswana, Ethiopia, Kenya, Somalia, Sudan, Tanzania, Zambia) and the firms selected for the engineering surveys to be carried out had discussed among other things.

- a. Plan of operation and proposed amendments
- b. Consultants' field work programme
- c. Counterpart contributions in staff transport and equipment
- d. Radio licensing for field communications.

In his opening speech the Deputy Director General of the EAP&T corporation remarked that "this project is in fulfilment of the ardent wishes of the ITU and the OAU to provide, improve and strengthen communications between countries within the African continent, so that eventually it would be possible to eliminate completely the transmitting of traffic destined to a neighbouring state through a foreign country outside Africa."

The OAU will definitely follow with eagerness this progress in east Africa and hopes that the other sub-regions will accelerate their efforts to realize this important infrastructure in the economic development of the continent.

17. Here then are a few of the developments with which the General Secretariat has been closely involved. The General Secretariat will continue to reinforce the various efforts in this sector which constitute a very important pre-requisite for the economic development of Africa, for in the final analysis the rational and integrated growth and development of trade, industry and agriculture in Africa will be greatly hampered if the transport and communications networks are not improved rapidly.

WP/ECAS/AT/I/1

EAST AND CENTRAL AFRICAN STATES
CONFERENCE ON AIR TRANSPORT
ADDIS ABABA, 25 - 28 November 1970

PROVISIONAL AGENDA

EAST AND CENTRAL AFRICAN STATES
CONFERENCE ON AIR TRANSPORT
Addis Ababa, 25 - 28 November 1970

PROVISIONAL AGENDA

1. Opening of the meeting
2. Election of Officers
3. Adoption of the agenda and organization of work
4. Review of the terms of reference of the Conference on Air Transport in East and Central Africa.
5. Problem of Air Transport in East and Central African sub-region.
 - (a) Traffic rights;
 - (b) Co-ordination of technical and commercial services
 - (c) Establishment of multinational air companies;
 - (d) Possibility of pursuing an appropriate air transport policy with foreign air companies;
 - (e) African carriers and tourism.
6. Adoption of the report to Governments of Member States
7. Any other business.

EXPLANATORY NOTES

1. Opening of the meeting:

The conference will open at Africa Hall at 3.30 p.m. on 25th November, 1970. The representative of the Government of the Sudan will preside over the opening session. Opening addresses will be given by the representative of the Host Government and H.E. Mr. Daillo Telli.

2. Election of Officers:

It is suggested that the Conference elect the following officers:-

- (a) One Chairman
- (b) One Vice-Chairman
- (c) One Rapporteur.

3. Adoption of the agenda and organization of work:

The provisional agenda containing seven items is now before the Conference for adoption.

The following working schedule is also suggested:-

Morning: 9.30 - 1.00
Afternoon: 3.30 - 6.00

4. Review of the terms of reference of the conference:

Resolution lll of the Sixth Summit Conference of the East and Central African Heads of State and Government held in Khartoum in January 1970 assigned a seven point terms of reference for the Conference. The resolution is herewith presented.

5. Problem of air transport in the East and Central African sub-region:

Deriving from the Resolution lll the major points for discussion are itemized under five headings which are now before the Conference. Working paper is submitted for consideration by the Commission.

6. Adoption of the report of Governments of Member States:

Operative paragraph (4) of Resolution 111 invites the Conference on Air Transport to submit a report to Member States. The Report will be based upon the conclusions resulting from the discussion of item (5) of the agenda.

7. Any other business:

The Conference may discuss any other item as may deem necessary to complete its tasks.

WP/ECAS/AT/I/3

EAST AND CENTRAL AFRICAN STATES
CONFERENCE ON AIR TRANSPORT
Addis Ababa, 25 - 28 November 1970

PROBLEMS OF AIR TRANSPORT IN THE
EAST AND CENTRAL AFRICAN SUB-REGION

AGENDA ITEM 5

Whereas all delegates are invited to speak on this in a general way, in order to facilitate the task of the Commission specific points are drawn here under for consideration by the Commission.

AGENDA ITEM 5 (a)

To protect the African market from exploitation by non-African carriers in particular and to expand and develop fully the aviation industry within Africa in general the following points are suggested for discussion concerning traffic rights applicable in accordance with the technical and commercial freedom agreements incorporated by the Chicago Convention:-

- (1) The granting of all traffic rights to Member States in Africa can be divided to three situation categories:-
 - (a) Where there are established national carriers in Member countries;
 - (b) Where a member country has not yet established a national carrier.
 - (c) When a member country desires to designate another carrier the following suggested approach can be considered for discussion and deliberations:-

SITUATION (A)

Where there are established national carriers in Member countries: -

- (i) there should be maximum opportunities given to the designated airlines of Member countries to exploit and develop the traffic to the maximum extent possible.

- (ii) since most of the African routes are yet undeveloped and cannot support direct non-stop schedule operations member countries should grant to each other a liberal 5th freedom traffic right.
- (iii) In the event of any one carrier being able to establish more frequencies than the other, there should be no restriction for such operations since the interest of the regions could be best served by having as many flights as possible.

SITUATION (B)

WHERE A MEMBER COUNTRY HAS NOT YET ESTABLISHED A NATIONAL CARRIER:-

- (i) In such situation other carriers of member countries should be able to operate without any restrictions.
- (ii) The Member States of the sub-regions should be granted the necessary full traffic right and all other desired facilities that the operation may require.
- (iii) With such provisions, countries of member states should grant 5th freedom traffic right to schedule operators of the sub-regions.

SITUATION (C)

WHEN A MEMBER COUNTRY DESIRES TO DESIGNATE ANOTHER CARRIER:-

- (i) If a member country wishes to designate a carrier other than its own national carrier, that carrier should be in principle among the member countries.
- (ii) In the event the member country is unable to find the carrier to be designated from member countries of the sub-region, it can designate another African airline from other sub-regions.
- (iii) Furthermore any member country may designate a non African airline upon the unanimous approval of member countries upon failure to find an African airline for designation.
- (iv) The governing conditions in relation to the exploitation of traffic in the sub-regions should be considered with the same provisions as per situation (a).

AGENDA ITEM 5(B)

Coordination of Commercial and Technical Services

For the problems of the use of common technical and commercial services the following points are suggested for discussion:-

- (i) In order to avoid economic wastage and attain the maximum economic advantage from the existing resources, member countries with such facilities should make available to other member countries the possible use of the resources and facilities within the region.
- (ii) Another possibility of pooling resources is the establishment of various facilities stationed in certain parts of the regions jointly. For instance, maintenance and over hauling may be established in country "A" and training facilities of pilots and sales staff in country "B".
- (iii) Furthermore, in order to strengthen the sales source of member countries and to be able to promote tourist traffic in the region, they should be given unrestrictive provisions to exercise the desired sales activities, such as joint advertising, exchange of sales, staff and business information.

AGENDA ITEM 5 (C)

Establishment of Multinational Air Company:

Under this item of the Agenda, the recommendation of the African Air Transport Conference held in Addis Ababa in 1964 should be reviewed. Nevertheless, note should be made that this agenda item must be looked into very carefully, particularly in regard to:-

- (i) satisfying the needs of the domestic points within the regions, taking full account of the experiences in areas where the existing established practices of multinational airlines are in operations.

- (ii) The constitutional and practical organizational set up and the areas of its functional responsibility - for example whether the said multinational air company would cover the inter-regional routes and leave out the area within the regions to the responsibilities of each region independently or whether the multinational air company would coordinate both the domestic and inter-regional routes under one centralized body.
- (iii) In the interim period however carriers of member countries can operate in consortium in some fields of operations in anticipation of a co-ordinated service within the regions.

AGENDA ITEM 5 (D)

The principal objectives in the establishment of an air transport policy for Africa vis-a-vis foreign air companies should meet the following essential assumptions and desired objectives.

- (i) that the African market of air traffic should be controlled by African carriers.
- (ii) that the African carriers should be able to interchange equipments and traffic rights freely so as to withstand any foreign carriers competitive advantages that may be evident at this present stage of the development of aviation in Africa.
- (iii) that all member countries should revise the terms of the existing bilateral agreements in relation to each other and also with non-African countries so as to expand liberally the terms of the agreements where they may have failed short in satisfying the above mentioned desired objectives.

AGENDA ITEM 5 (E)

African carrier and Tourism

To cater effectively in the provisions of air transport for the international tourist traffic by the carriers of member countries the following ways and means are suggested for consideration.

- (i) Adopt complimentary special tourist air fares to each region.
- (ii) Remove the restrictions in either the applicability of special fares or period of validity of transporting such traffic to each areas of the member countries.
- (iii) that African airlines and their sales agents and ticket offices at all points of member countries attempt to sell African carriers for tourist traffic to/from Africa.

EAST AND CENTRAL AFRICAN STATES
CONFERENCE ON AIR TRANSPORT
Addis Ababa, 25 - 28 November 1970.

ADDRESS OF HIS EXCELLENCY MR. DIALLO TELLI
TO THE AIR TRANSPORT CONFERENCE OF THE
EAST AND CENTRAL AFRICAN SUBREGION
ADDIS ABABA, 25 - 28 NOVEMBER 1970

Mr. Chairman,
Honourable Delegates,

This is an auspicious occasion on which it is a great pleasure for me to be present with you and I will avail myself of this opportunity to welcome you all here to Addis Ababa, the Headquarters of the Organization of African Unity. In welcoming you, moreover, I cannot resist the temptation to remind you that it is not pure coincidence that the central theme of your gathering in the hall concerns the very mode of transport thanks to which you are now present in this city. It is not a matter of coincidence because hardly anyone of the honourable delegates could have overcome the geographical and technical barriers to be present here had it not been for the vital nucleus of air transport our countries have managed to develop in East and Central Africa.

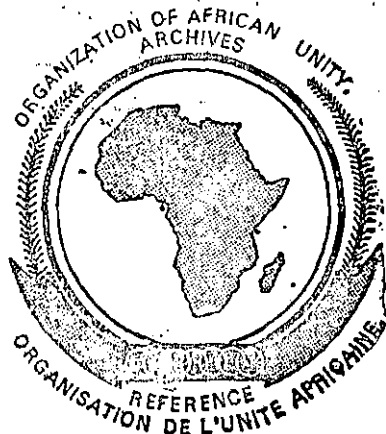
This proven importance of air transport is no less significant in the national economies of the East and Central African States for there are already at least eight thriving African commercial air transport companies in the sub-region. While acknowledging this fact, it must also be realistically admitted that the hidden grip of the colonial legacy is ever present and ready to impede any real progress and the true "africaness" of this vital sector of national economy. Here I need no more refer to the preamble of the resolution adopted by the Khartoum Summit in which the leaders of East and Central African States reiterated that they were "convinced that survival of the vertical concept and remnants of the colonial organization of air transport in Africa is detrimental to the

well conceived interests of African States and mainly serves those of former metropolitan states imperialist interests in Africa".

To-day, you, as the leaders in this area of the African struggle you are assembled here with the primary task of not only assessing the condition of air transport in these sub-regions of Africa but also to undertake such concrete steps as would yield positive results and ensure the consolidation of inter-regional co-operation in the field of air transport. It is such an important assignment that the result of your deliberation here will be immediately and directly forwarded to the member states in accordance with the decision of the Heads of State and Governments in Khartoum in January 1970.

I need not emphasize the value and importance which the Organization of African Unity attaches to the terms under which this meeting is now taking place. It was at the Berlin Conference of 1885 that non-African leaders decided the fate of our continent for more than three generations and the benefit of the human and natural resources of such a vast continent was denied the people from whom it was taken. But then it was a moment in history when in 1963 leaders of independent African states decided to establish the Organization of African Unity and thereby put the destiny of Africa in the hands of Africans. It was then that the African leaders pledged "to coordinate and intensify their cooperation and efforts to achieve a better life for the peoples of Africa". It is no wishful thinking on my part that today in this very hall the honourable delegates assembled here represent a vivid example of that pledge of cooperation on the part of our leaders and what is more it is up to meetings of this nature to translate the pledge into action.

Of African cooperation in general, I could have made a long speech and keep you here for hours. However, we are now concerned about a particular problem in a particular sub-region in Africa. What is before you today and is going to require your utmost resourcefulness and seriousness for the following few days is the question of air transport in East and Central Africa.



The state of air transport in Africa leaves a lot to be desired if it were measured against any yardstick of the air transport industry. To begin with it is no uncommon phenomenon that in these sub-regions it is much easier for a passenger in one country to go through Europe in order to come to another country in the sub-region. As it has already been pointed out, the main air routes in the African continent take a North-South direction rather than East and West and this constitutes one of the main problems surrounding air transport in East and Central Africa. On account of the established North-South routes, and hence the trade and business direction, scheduled services on the East-West direction operate on routes which so far have not been found to be viable. The losses entailed by such a situation can be evidenced by the fact that companies which have established East-West lines operates at a very low percentage of passenger load factor coming as low as 18%.

This being the case it has been noted that the Governments concerned should at least develop additional routes and links to minimize the losses incurred through the limited and strict links they maintain at the present. Granted that no airline can exist to offer air transport services without routes, it must be realized also that the present method of negotiating for route is unsuitable for Africa and that of our immediate concern, East and Central Africa. Moreover, none of the routes available to the carriers of the countries of East and Central Africa in general could enable them to utilize a fleet of high capacity air craft which is the basis for greater economy, comfort and safety. Hence ways and means must be sought in order to develop a more feasible route structure which is wide enough and reasonably protected from foreign competition.

The crux of all these constitutes, as you see, one of the main points of the agenda before you. In the final analysis, therefore, you must endeavour to formulate certain policies to be adopted by all the countries of the sub-region for the rapid growth of our air transport industry in the African continent. From my own point of view, we cannot sincerely and honestly establish anything less than the fact that truly African carriers with full African interests should not be restricted either in capacity or fifth freedom rights when operating within Africa.

Here I must also add that it is ridiculous for an African country to pay for the provisions of services and yet be forced to operate in numerous sectors without traffic rights to uplift local passengers. However unpleasant it is, this happens to be true in many cases and it is up to you now to face the problem and find ways of correcting the anomaly.

The next major question before you is that of the pooling of resources among the existing companies in East and Central Africa. Undoubtedly, many difficulties could be alleviated if there were greater cooperation and pooling of resources both in commercial and technical aspects since the basic problem of the size of airlines companies in East and Central Africa, being small as they are, is that of limited resources in a fast growing industry. This makes operating costs unbearable.

It is proven that there is a general trend towards lower unit operating costs as the size of an airline increases and that there is a much larger scatter in unit operating costs among the smaller airlines than there is among the large ones. In concrete terms if an airline company has a commercial aircraft and it needs to overhaul it must have an overhaul hangar. If it has only one of that type of aeroplane it needs one hangar built but that same one hangar could handle up to a fleet of twenty-five aeroplanes. There are many other examples of this sort where a small airline requires certain facilities but where the same facility could serve a greater number and thereby spread the costs.

This question being very important, I shall give you a further definite example. It has been estimated that to build a complete ground facility including simulator, overhaul hangar and workshop for engines for a major aircraft would cost around ten million dollars. On only one aircraft the operating cost would amount to two hundred and eighty five dollars an hour. If there were five aircrafts the amount become fifty seven dollars an hour, and, if the same facilities were used for thirty aircrafts the cost would be nine and half dollars per hour.

Thus, it is evident that the investment required in ground and air facilities is enormous and duplication of these facilities can only work against the small airlines such as we find in the East and Central African sub-regions. The under-utilization of these expensive facilities which exist in one country while there is a need in another country cannot be tolerated at all. If this will continue the air transport companies in the sub-region will have to operate at a loss and thus depend heavily upon governments for subsidies and hence overtax the already much needed resource for development. On the other hand the situation will provide an excellent pretext for the perpetuation of the industry attached to the apron strings of foreign interests. Either situation will retard the economic growth of the countries concerned and that in turn would regrettably undermine the hard won independence of Africa.

In the commercial aspect, the cooperation of African airlines in these sub-regions must aim at developing common organizations and common policies. The African airlines will have to start operating as a team striving for high efficiency and effective competition with external airlines and even moderately with sister organization in the other sub-region which would lead to the ultimate cooperation of all African airlines.

The ultimate stage of the commercial cooperation among the airlines of the sub-region must out of sheer necessity aim at the creation of African multinational airlines. The benefit of such a situation both in terms of negotiation for traffic rights elsewhere and the scales of sales outlets for markets in and outside Africa can have tremendous impact on the commercial success of the air transport industry in East and Central Africa. In connection with this I shall only remind you that already in 1964, the African air transport conference had already envisaged the establishment of multinational African airlines and for your information you will find a copy of the resolution of the conference during the course of your deliberations.

As regards the possibility of an appropriate air transport policy between African States and foreign air transport companies it must be imperatively understood that African air transport traffic should be controlled by African carriers. It is known fact that most foreign airlines would like to develop commercial links with Africa. Up till now, however, both the inter-African bilateral agreements and the extra-African bilateral agreements have imposed a situation whereby the agreements tend towards the disadvantage of African airlines. I regret to say, in fact, that the attempts of some African airlines to expand services within Africa have been throttled by various African authorities although these same authorities have not shown the same reluctance in granting traffic rights to non-African carriers. It must be a major concern of your deliberation, therefore, to take an appropriate initiative that would enable East and Central African carriers to withstand any competitive advantage that foreign carriers are enjoying or will enjoy. Thus, it is up to you to recommend a definite policy whereby all Member States of the East and Central African countries would revise the terms of the existing bilateral agreements in relation to one another as well as with non-African carriers so as to expand liberally the terms of the existing agreements where they may have failed short in satisfying the objectives of maximum rights and advantage for African carriers.

Another vital aspect of the air transport industry in Africa and an important point of your agenda is the problem of increasing the utilization of African carriers in the transportation of tourists to and from Africa. International tourism is now the largest single item of international trade amounting to \$14,000 million a year. The relevance of this to air transport is that today increasingly a good number of tourists travel by air.

It is further to be pointed that one of the most important factor of the African economy is, without doubt, the development of tourism. The role played by air transport, therefore, is indispensable since the aeroplane is the only effective means of transport on the continent and in the East and Central African sub-region in particular. Moreover an IATA statistics indicated a 20% growth of tourist arrivals in Africa from 1968 to 1969 and there is no doubt that the East African countries must have had a good portion of the tourists.

Now then we are faced with the obvious question. Have the airlines in East and Central Africa catered effectively for the international tourist traffic to and from Africa? The existing agreements and practices both in terms of special fares and period of validity of travel documents do not warrant a positive reply. Moreover, the lack of direct and frequent connections in the East and Central African sub-region effectively reduces the potential growth of the tourist industry in the sub-region.

While a lot of the problem could be alleviated by favourable solutions to the previous problems I have mentioned, such as traffic rights, the airlines must also consider a better coordination of policies, specially as concern special tourist air fares, removal of restrictions on special fares, and joint intensification of effort to sell African carriers for tourist traffic.

I do not wish to take any more of your time but I would only like to add that today when Africa is striving to translate political independence into economic benefit it is in such types of activities as air transport that we can show our sincerity for action and forward movement. We should consider ourselves as having passed the stage of verbal gymnastics and as engaged in a struggle of will power to do and to act. If your decision here could only reassert the determination of Africa to strive together for a progressive and successful Africa then you will have done your duty to the millions of African brothers and sisters who are watching you and looking up to you.

Finally I wish you all success in your deliberations and rest assured that I and my colleagues will give you all possible assistance that you may need to facilitate your work and ensure the success of the high mission which the Conference of the East and Central African Heads of State and Government entrusted to you concerning one of the most determining sectors for the rational and balanced development of our continent - which is the development of air transport and civil aviation. This, further, constitutes a basis for concerted action by African leaders in creating the best possible condition of life to which all Africans aspire.

Thank you for your attention.

1971-06

Development in Transport and Communication

Organization of African Unity

Organization of African Unity

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