2014 - 2017 JOINT AFRICA-EU STRATEGY
REFERENCE GROUP ON INFRASTRUCTURE MEETING

Transport Working Group Session

Enhancing Cooperation in the Domain of Aviation and Maritime Transport

Yamoussoukro Decision towards the Establishment of the Single African Air Transport Market (SAATM)

25 APRIL 2017 - Ngoe Ndoh
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OUTLINE OF PRESENTATION

1. Background on the Yamoussoukro Decision
2. Creating the Single African Air Transport Market
3. Challenges
4. WAY FORWARD
BACKGROUND

YAMOUSSOUKRO DECISION (1999) - YD

- Gradual liberalisation of scheduled and non-scheduled intra-African air services (Article 2 of the YD);

- Free exchange of traffic rights including third, fourth and fifth freedom rights on both scheduled and non-scheduled passenger and air freight (cargo and mail) air services performed by an eligible airline (Article 3 of the YD);

- Non-regulation of tariffs by government (Article 4 of the YD);

- No restriction of frequencies and capacities offered on air services linking any city-pair combination (Article 5 of the YD);
Multiple designation by each party on a city-pair basis (Article 6 of the YD);

- Competition regulation and Consumer protection rules (Article 7 of the YD);
- Settlement of disputes through negotiations (Article 8 of the YD);
- A monitoring body to oversee the implementation process (Article 9 of the YD).
- Provision for an Air Transport Executing Agency of the YD (Art 9)
In July 2007, functions of Executing Agency were entrusted to the African Civil Aviation Commission (AFCAC).

In November 2011, the African Civil Aviation Policy (AFCAP) was adopted.

In 2013, the AU Agenda 2063 was elaborated including a number of flagship projects.

Among these projects is the creation of a single African air transport market.

In June 2014, the YD regulatory text were adopted by Ministers in charge of air transport.
In January 2015, the Heads of States and Government took note of the serious challenges and the slow pace of implementation of YD. In this regard, they adopted the Declaration on the establishment of Single African Air Transport Market (SAATM).

The HoSG issued a Solemn Commitment towards the establishment of the SAATM, with the immediate effect of implementing the YD towards the establishment of a SAAMT by 2017. Some 11 countries signed the “Solemn Commitment” to actualize this Decision.

Countries that signed the solemn commitment were constituted into a Ministerial Working Group.
The Ministerial Working Group (MWG) hence established a Road Map of Activities for the Establishment of the SAATM, including:

- Consultation with Executing Agency and RECs on management of the project on single market at continental and regional levels. Conclusion of Memorandum of Cooperation (MOC) between AFCAC and the Regional Economic Communities (RECs)

- Review the Functions and Responsibilities of the Monitoring Body and come out with concrete recommendations to replace functions in Annex 2 of the YD

- Adoption by the STC of competition rules, dispute settlement mechanism, consumer protection regulations and regulatory and enforcement powers of the Executing Agency
The Ministerial Working Group (MWG) hence established a Road Map of Activities for the Establishment of the SAATM, including:

- Initiate the process for facilitating the free movement of persons and goods within the SAATM
- Resource mobilization and Funding of the Executing Agency
- Formulation of External Policy Guidelines and Binding Clauses for negotiation of air services agreements with non-African states and regions.
- Operationalisation of the African Civil Aviation Arbitration Tribunal:
- Development of a continental air transport infrastructure master plan.
- Formulation of rules for smooth management of the Single African Air Transport Market
- Capacity building measures (training, staffing and technical assistance) for Member States,
Twenty (20) countries have currently signed the Solemn Commitment to open their respective air transport markets immediately and without conditions, namely: Benin, Botswana, Capo Verde, Republic of Congo, Côte d'Ivoire, Egypt, Ethiopia, Gabon, Ghana, Guinea Conakry, Kenya, Mali, Mozambique, Nigeria, Rwanda, Sierra Leone, South Africa, Swaziland, Togo and Zimbabwe;

The market is to be launched in June/July 2017.

- Total population of the 20 countries 620 million people
- Total GDP 1500 billion US Dollars
- Potential passengers greater than 200 million passengers per years
- Cover 75% of intra African Air Transport
- African main long haul airlines in the market include: Egypt Air, Kenya Airways, South African Airways, Ethiopian Airlines

(See Map)
Main Challenges

❖ Non harmonisation of regional regulations with the continental framework to ensure a comprehensive legal framework for the single air transport market (Competition and Consumer protection regulations)

❖ Different rules in the continent for granting market access under the eligibility criteria;

❖ Lack of safeguard measures, regulations on ground handling services and slot allocations at airports;

❖ Protectionist policies of some states to grant fifth freedom rights;

❖ Dependences on BASA;

❖ Poor quality and inadequate infrastructure;

❖ Some states unable to meet the Minimum ICAO standards in Safety and Security;

❖ Lack of manpower at the AUC
CHALLENGES

Overall

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<th>Country</th>
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1. Harmonisation of Regulation at RECs level with the Continental framework, in particular as concerns the granting of market access to eligible airlines, competition and consumer protection regulations;

2. Elimination of BASAs within the SAATM;

3. Technical Assistance to the AUC on the operationalisation of the Single African Air Transport Market;

4. Capacity building for RECs, MS and AFCAC States on air transport liberalisation; and

5. Establishment of guidelines on the negotiation of air service agreement with third parties; and

6. Strengthen the capacity of Member States subscribed in the Market to meet the minimum ICAO Safety and Security requirements.
Thank You for Your kind Attention

Merci Beaucoup