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African Civil Aviation  
Commission

# ***USER CHARGES IN IMPLEMENTING SAATM REGULATORY TEXTS AND AFCAP***

M a r c h 1 3 , 2 0 2 3

## Vision

*“A safe, secure, environmentally friendly, reliable and sustainable civil aviation industry in Africa”*

- **Mission** *“To facilitate cooperation and coordination among African States towards the development of integrated and sustainable Air transport system, and foster the implementation of ICAO SARPs by Member States”.*

## Objectives

**Fostering the implementation of ICAO SARPs.**

- Coordinate, cooperate with ICAO and all other relevant organizations and other bodies which are involved in the promotion and development of civil aviation.
- Promoting understanding on policy matters between its Member States and States in other parts of the world.

## EA OF YD/SAATM

**Facilitate, coordinate and ensuring the successful implementation of the YD/SAATM**

- Formulating and enforcing appropriate rules and regulations.
- Ensuring adherence to and implementation of Decisions of the Executive Council and Assembly.



# AFCAC Member States

## AU Flagship Projects

- AfCFTA
- African Passport and Free Movement of People

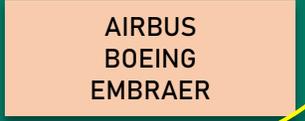
### Strategic Partners



### Financial Partners



### Industry Partners



### Host State Senegal



### International & Regional Partners



### Partner States



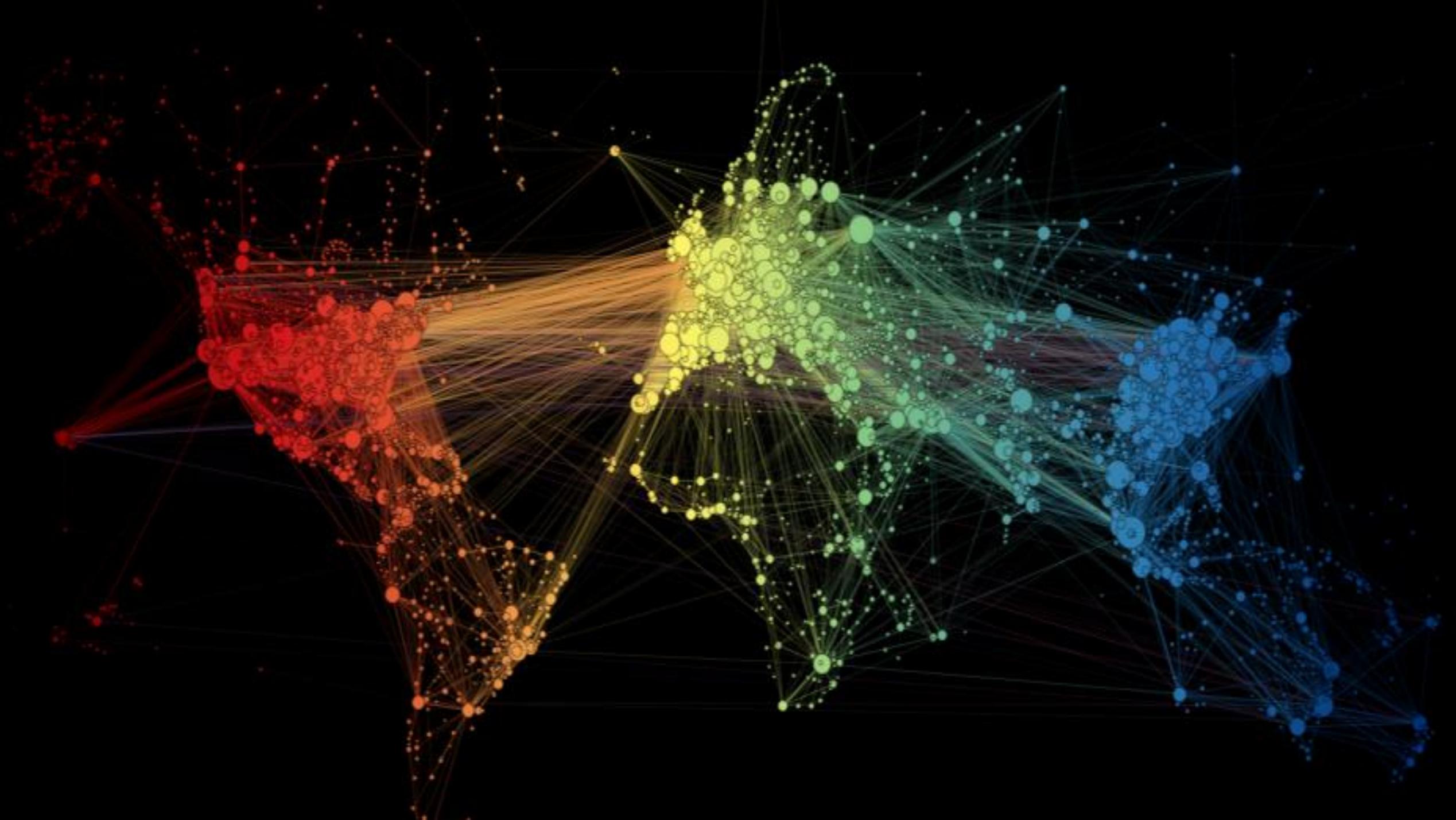
### Official RECs





Daily activity

Aviation is a NORTHERN HEMISPHERE business





**EU: 27 member states**  
**Population: 450 million**  
**Aviation Hubs: Paris, Amsterdam, Frankfurt, Rome, Madrid, Munich, Helsinki, Zurich, Vienna (also, still London Heathrow)**

**ASEAN: 10 member states**  
**Population: 636 million**  
**Aviation Hubs: Singapore, Bangkok, Kuala Lumpur, Jakarta, Manila, Ho Chi Minh City**



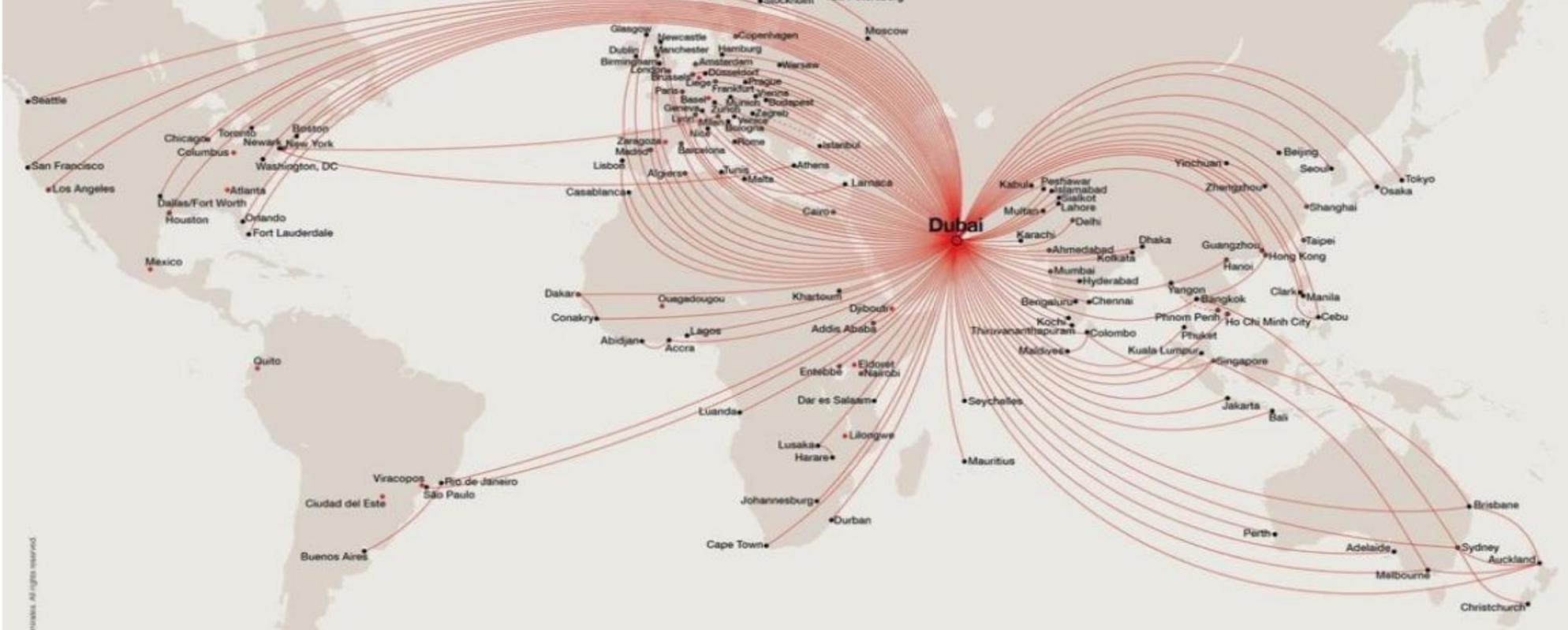
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### Middle East Network



### Route Map

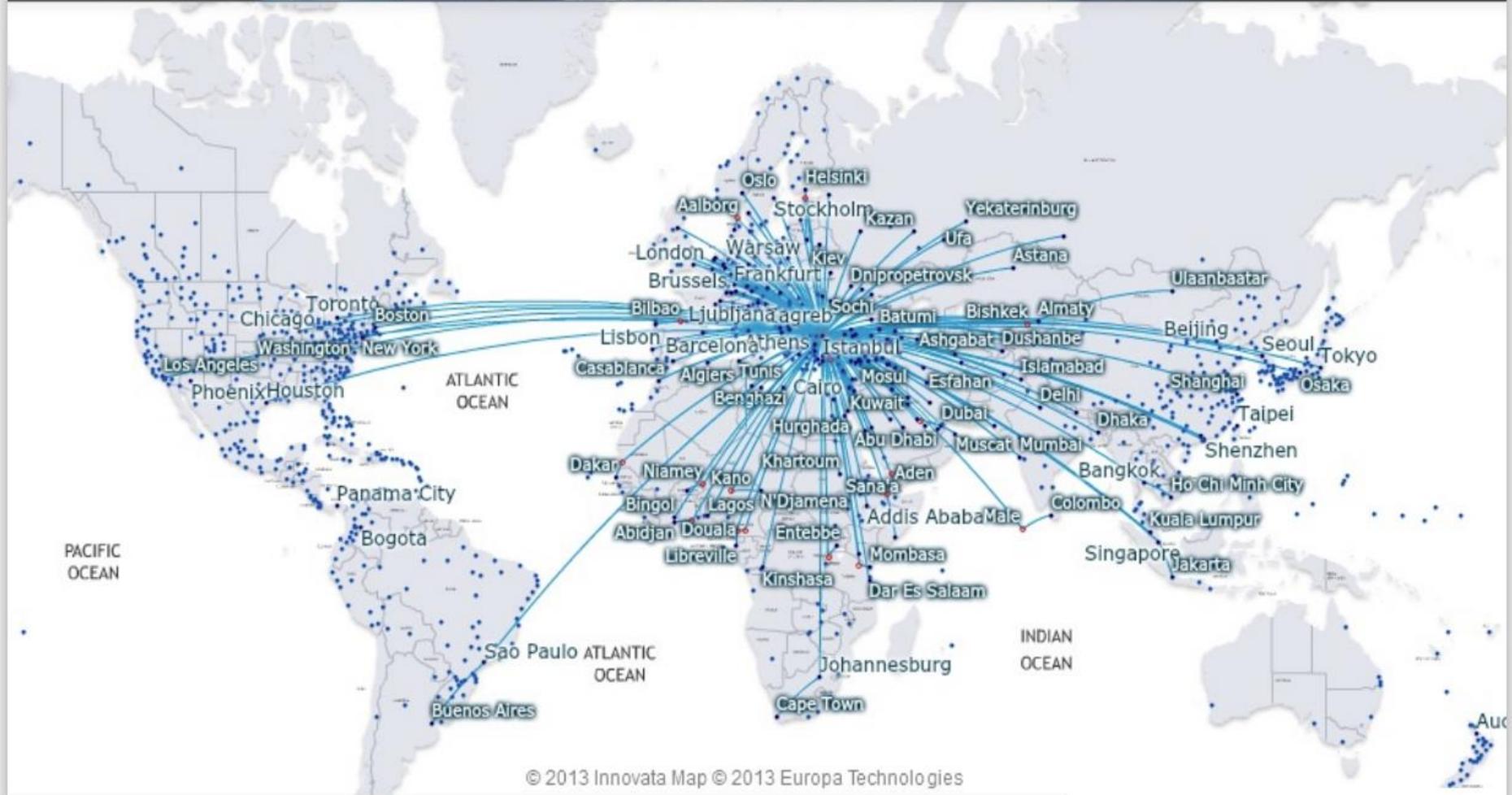
March 2017

- Passenger Routes
- Freighter Routes
- Passenger & Freighter Routes
- Upcoming Passenger Routes

Graphic illustration only, not a complete representation of its scale. © 2017, Emirates. All rights reserved.



# The Battle of the Hubs



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# The Battle of the Hubs



## Size:

30 million square km

1.4 billion people

Only 10% Fly by Air

18% Intra-Africa Trade

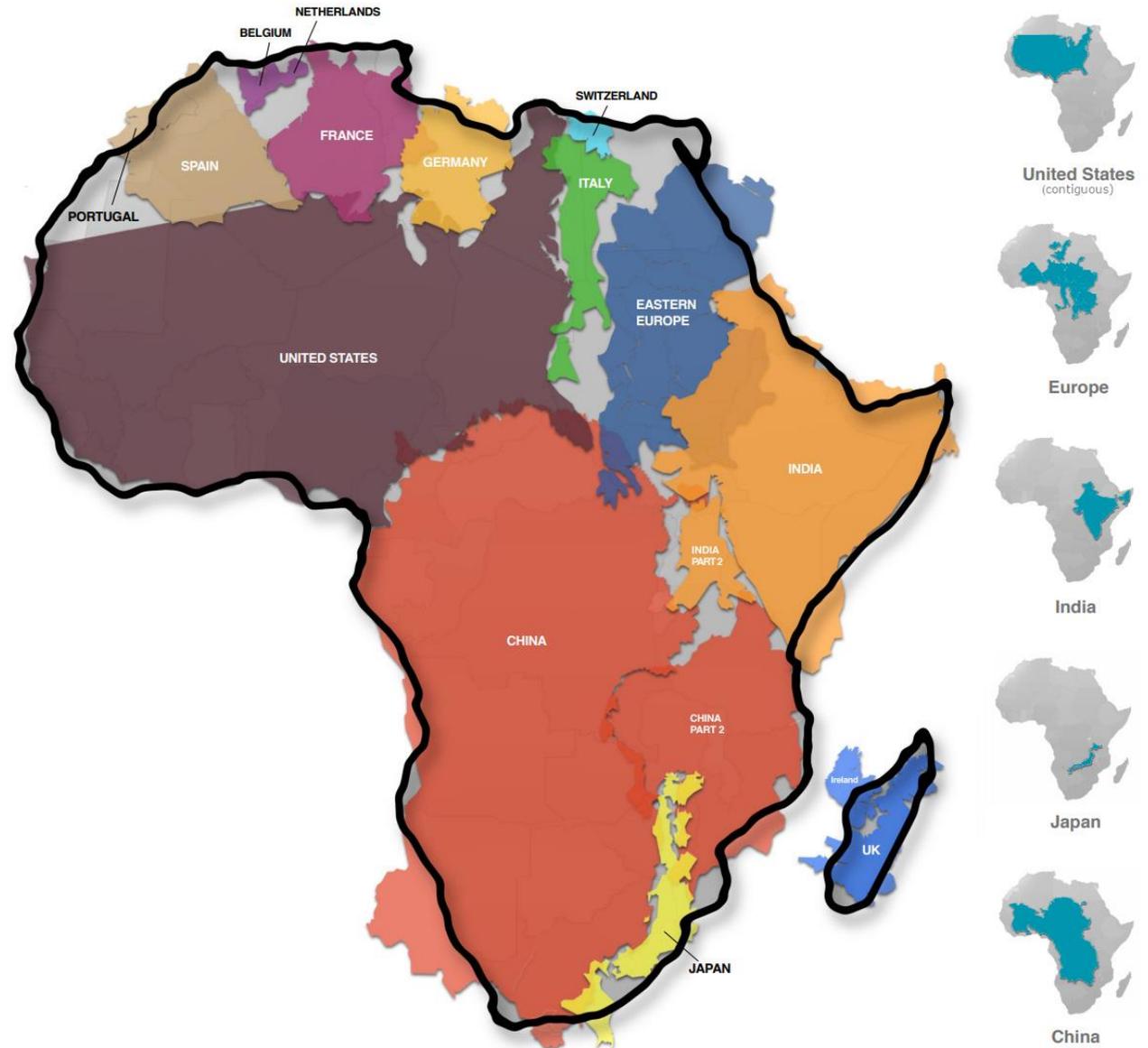
## African Priorities:

Agenda 2063 flagship projects on  
Connecting and Integrating Africa Better  
(SAATM, AFCFTA and FMP)

=

## Outcomes:

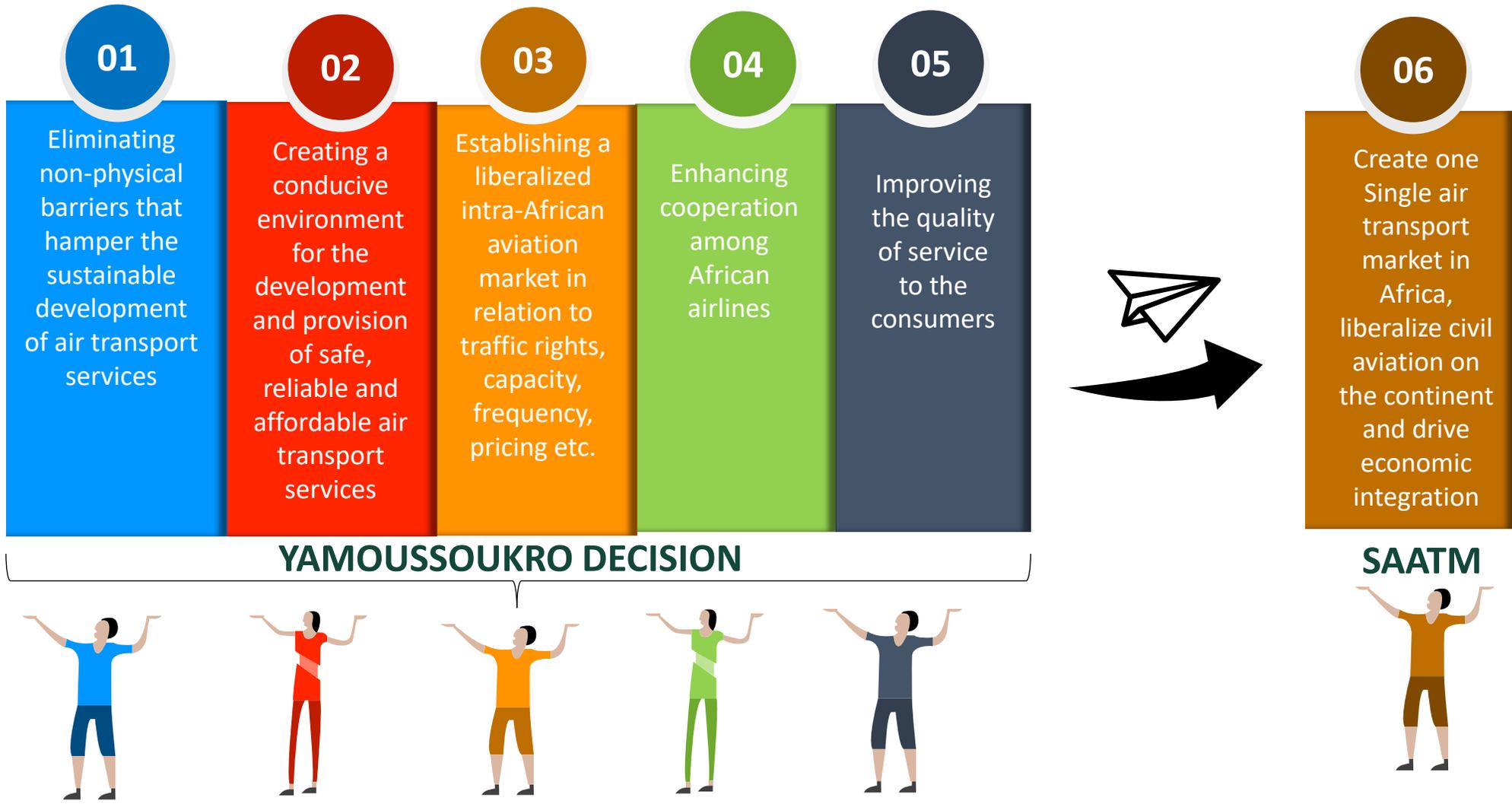
Accelerating Africa's economic growth and  
development



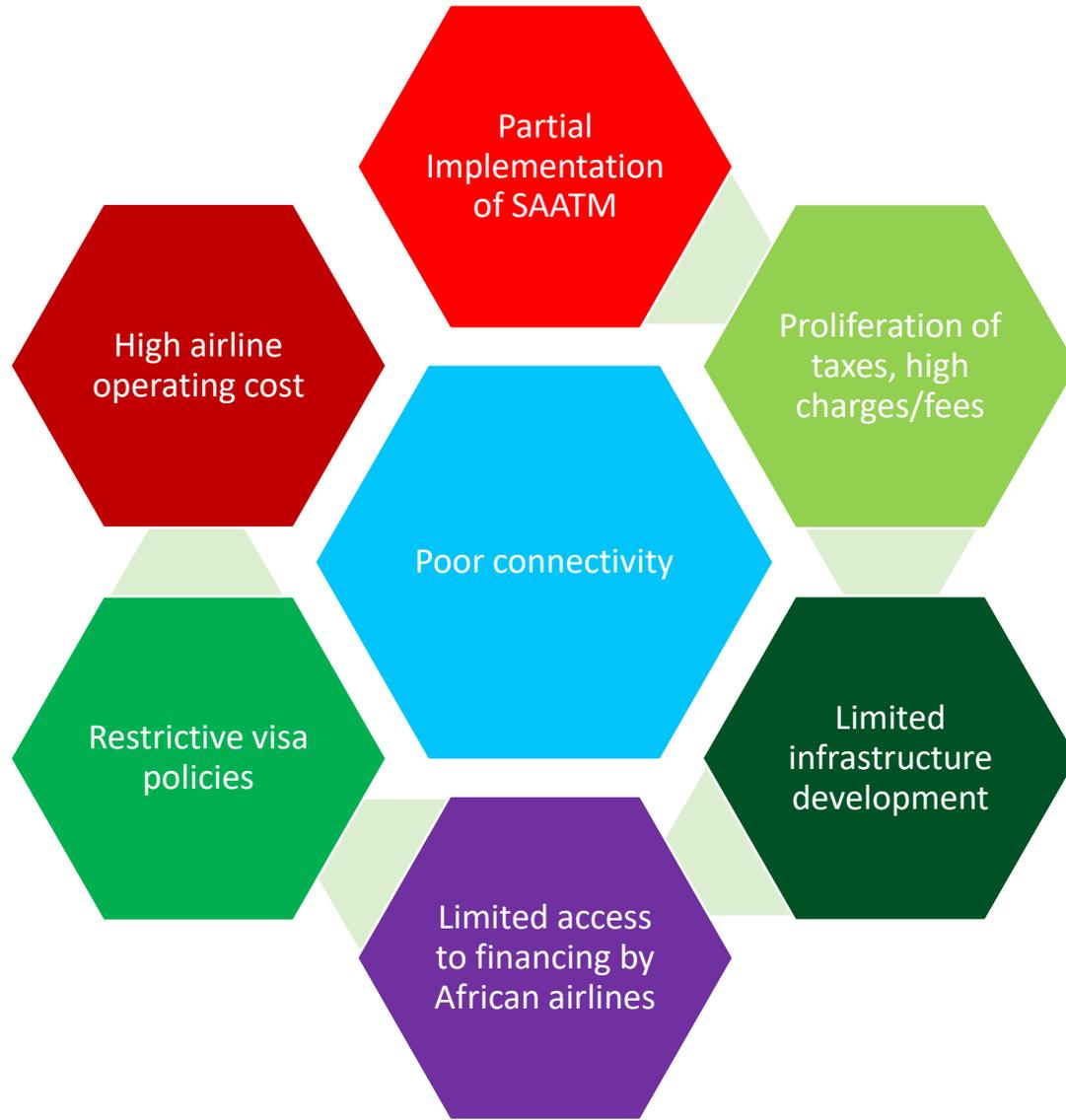
**Why?**



**The Assembly of Heads of State and Government of the AU adopted Declaration (Assembly. Doc./Au/Decl.1 (XXIV)) on the creation of SAATM in 2015 and on 29<sup>th</sup> January 2018 launched the SAATM – Full Operationalization of YD**



# Challenges of SAATM Implementation



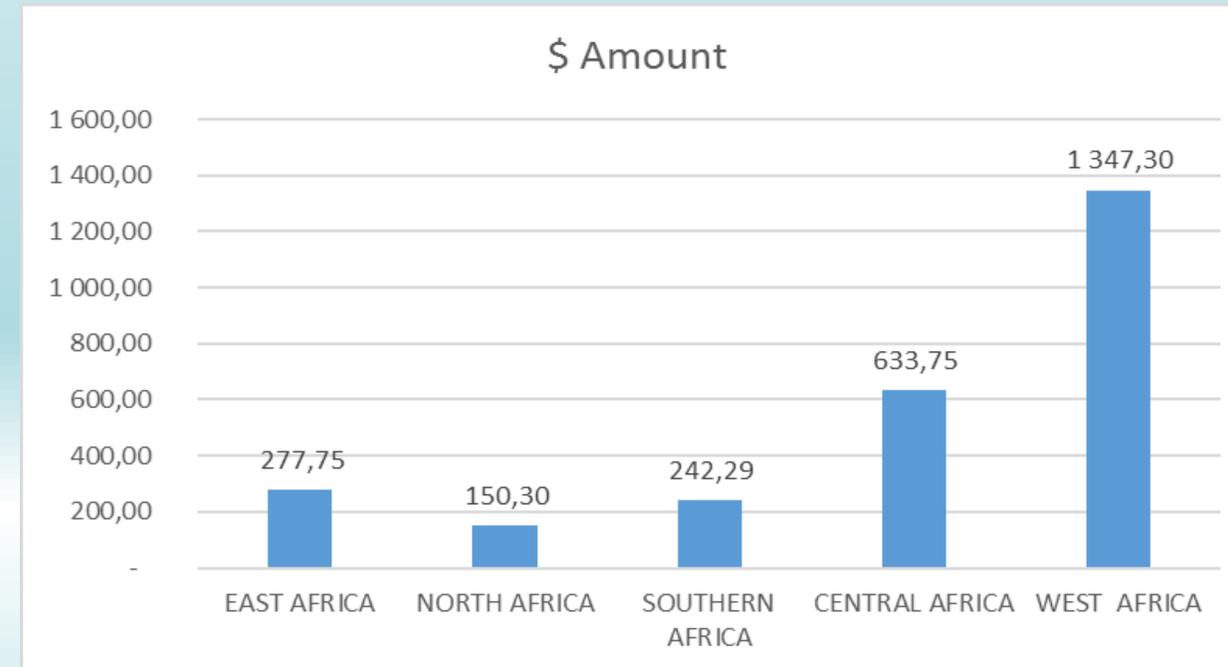
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# Outline of existing Taxes, Fees and Charges on flight tickets in Africa Post-COVID

## Taxes, Fees and Charges comparison per Region:

West Africa counts the highest number of taxes and charges and East Africa the lowest. In terms of rate average, still West Africa records the highest rate average \$17.05 and North Africa the lowest \$5.78

Zone	Total Taxes #	Country #	\$ Amount	\$ AVG
EAST AFRICA	19	5	277,75	14,62
NORTH AFRICA	26	4	150,30	5,78
SOUTHERN AFRICA	21	6	242,29	11,54
CENTRAL AFRICA	39	6	633,75	16,25
WEST AFRICA	79	14	1 347,30	17,05



## TICKET FARES

**ADDIS ABABA – DAKAR – ADDIS ABABA : DEPARTURE FROM ADDIS : 9 June 2022 - RETURN FROM DAKAR : 11 June 2022 for 1 passenger : 532,500**

**LAGOS - DAKAR – LAGOS : DEPARTURE FROM LAGOS : 9 June 2022 - RETURN FROM DAKAR : 11 June 2022 for 1 passenger : 663,600**

**NAIROBI – DAKAR – NAIROBI : DEPARTURE FROM NAIROBI : 9 June 2022 - RETURN FROM DAKAR : 11 June 2022 for 1 passenger : 556,800**

**ADDIS ABABA – DAKAR – ADDIS ABABA : du 9 au 11 juin : xof 559.900 CFA**

**LAGOS - DAKAR – LAGOS : xof 789.900 CFA avec un retour le 12 juin.**

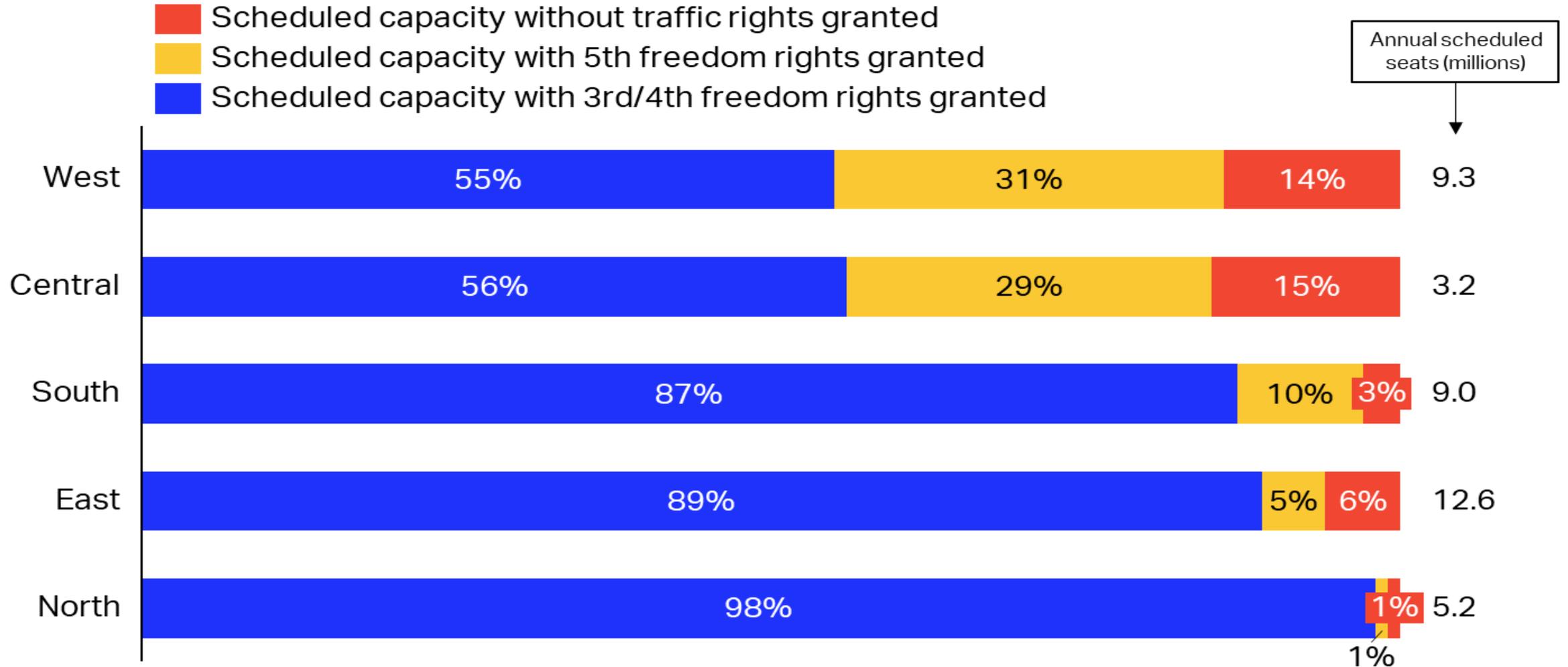
**DAKAR – LAGOS - DAKAR , du 9 JUIN au 11 JUIN en classe économique : 554.000 FCFA pour le moment (meaning that the price may change).**



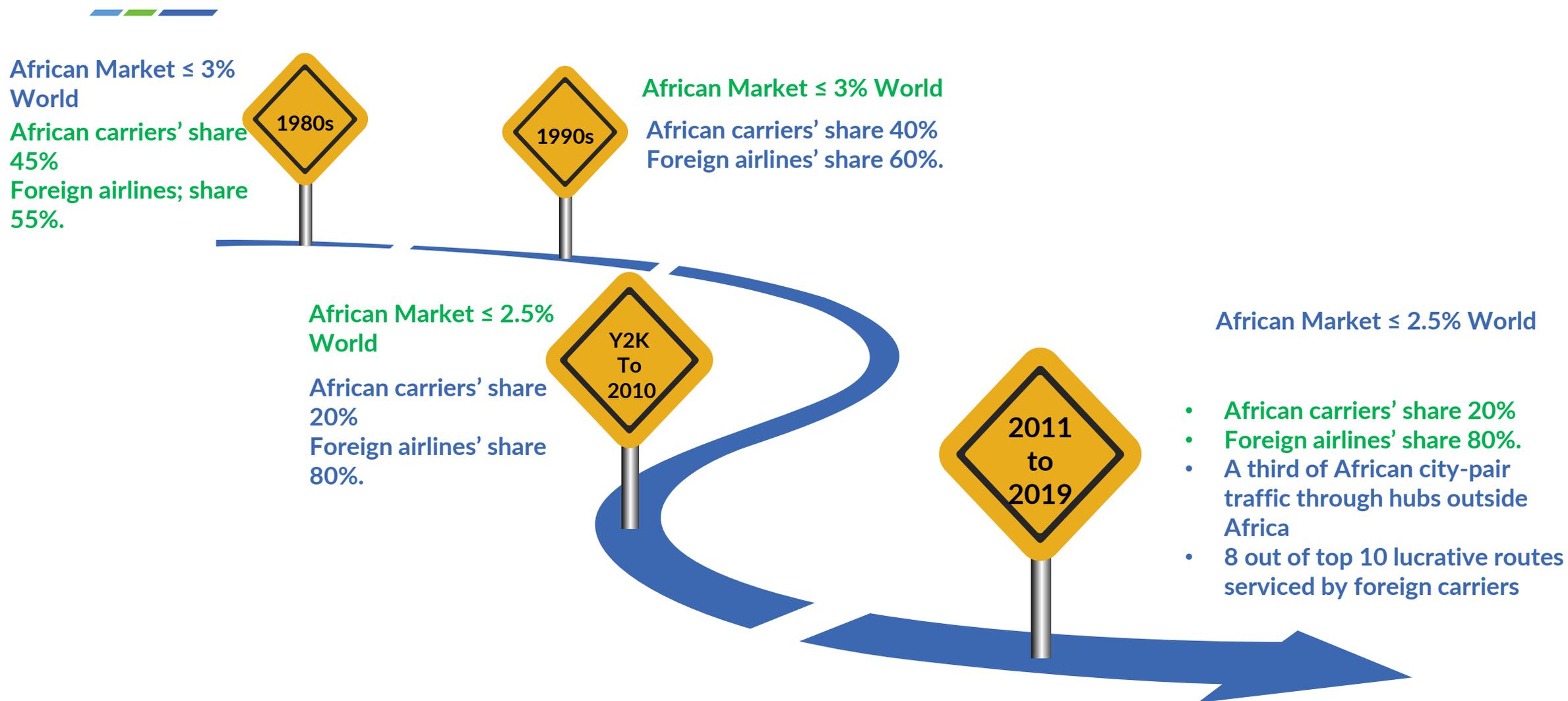
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# Scheduled capacity by freedom utilization and sub-region

Source: African Development Bank (2018)



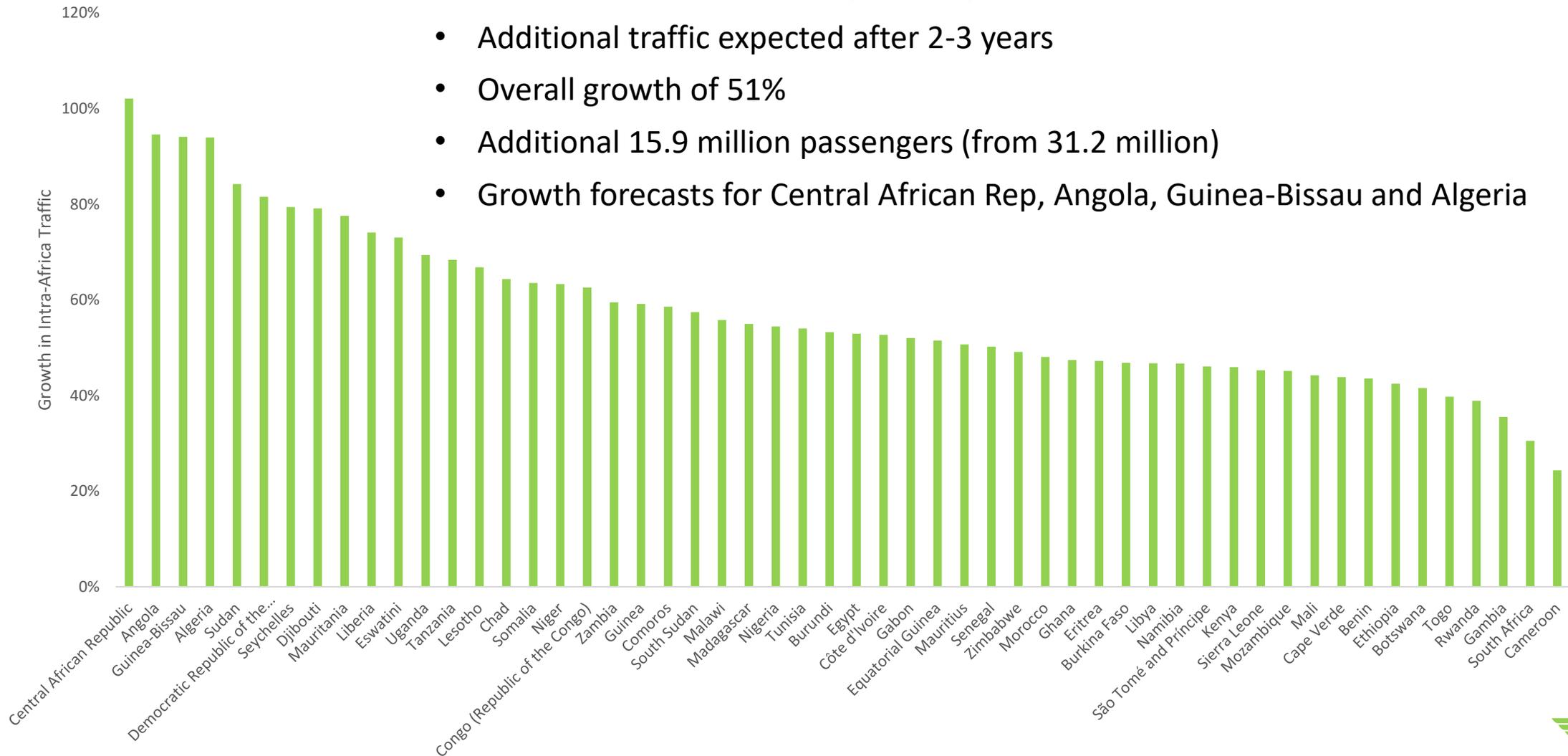
# Consequence of all those challenges : the Marginalization of African Market



# Benefits of SAATM | Traffic Impacts

## Growth in intra-Africa traffic by country

- Additional traffic expected after 2-3 years
- Overall growth of 51%
- Additional 15.9 million passengers (from 31.2 million)
- Growth forecasts for Central African Rep, Angola, Guinea-Bissau and Algeria



Source: InterVISTAS analysis.



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# AFRICAN CIVIL AVIATION POLICY (AFCAP)

Part 1: General Provision

# Civil Aviation Initiatives in Africa

## Decisions/Declarations

- Yamoussoukro Declaration 1988
- Yamoussoukro Decision 1999
- 2005 Sun City Follow up on the YD
- SAATM 2015
- 2018 AU Assembly Decision on SAATM

## 2006 Libreville Plan of Action

- 2007 Addis Ababa Declaration on civil aviation security
- 2010 Abuja Joint Declaration and a Road map

## Almadies and Gauteng Declarations

- 2016 Windhoek Declaration on Aviation Security and Facilitation in Africa;
- 2017 Sharm El Sheik - Africa and the Middle East aviation security Roadmap;



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# Challenges of Civil Aviation Initiatives in Africa



## Challenges of the various Initiatives

- Lack of political will
- Institutional and procedural constraints
- Lack of coordination/different perspective and objectives
- Focus was on National/Inter-State

## AFCAP Adopted (21<sup>st</sup> - 25<sup>th</sup> November 2011) and revised in June, 2022

- Outline and solicit the necessary political commitment of African States
- Framework for the formulation, collaboration and integration of national and multinational initiatives
- Provide the appropriate empowerment to national and regional technical bodies
- Guide for the development of national and regional policies to foster harmonisation

**AFCAP - The policy document amongst others, addresses the following issues:**

**The vision and strategic objectives for African civil aviation.**

**Specific targets to bring Africa at par with the rest of the world**

**Common objectives, policy statements and strategies**

**Linkage with other socio-economic sectors**

**Common approach to external relations and foreign operations**



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# Key Principles of AFCAP

## Aviation Safety and Security-Key Priorities

Progressive  
Liberalization

Necessity of  
Harmonization,  
Coordination  
and  
Cooperation to  
Enhance  
Efficiency

Reciprocity in  
International  
Relations –  
Opportunities,  
Obligations,  
Rights and  
Privileges



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# Key Principles of AFCAP

## Necessity of Regenerating Aviation - for Growth

Human  
Resource –  
Key Priority

Environmental  
Protection

Necessity of  
Stakeholders  
consultation –  
Regional and  
National



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## 5.6: AVIATION TARIFFS AND CHARGES

### 5.6.2. OBJECTIVE

to ensure that all aviation tariffs and charges are simple, consistent,

economical and non discriminatory in accordance with ICAO policy and guidelines.



### 5.6.3 POLICY STATEMENT

Aviation service providers shall develop tariffs and charges in consultation with the users of their services

and in accordance with ICAO policy and guidelines, and file those tariffs and charges with the regulatory authority.



### 5.6.4 STRATEGIES

MSs shall ensure that aviation charges are only applied to services rendered.

MSs shall ensure that the charging system is simple and suitable for general application.



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## 5.6: AVIATION TARIFFS AND CHARGES



### 5.6.4 STRATEGIES

All user charges shall be in accordance with ICAO policy and guidelines and international best practices.,

All aeronautical charges shall be filed with the CAAs for the purpose of anti-trust and consumer protection.

MSs shall develop, review and harmonize policies on aeronautical related taxes and charges as well as other non-tariff barriers in consultation with the users of the services.

CAAs, Airports & ANSPs shall ensure that charges are only applied towards defraying the costs of providing facilities and services for civil aviation, and that service providers consult users.

MSs shall ensure the establishment of Economic Regulations which are to set the basis for user consultation on user charges matters

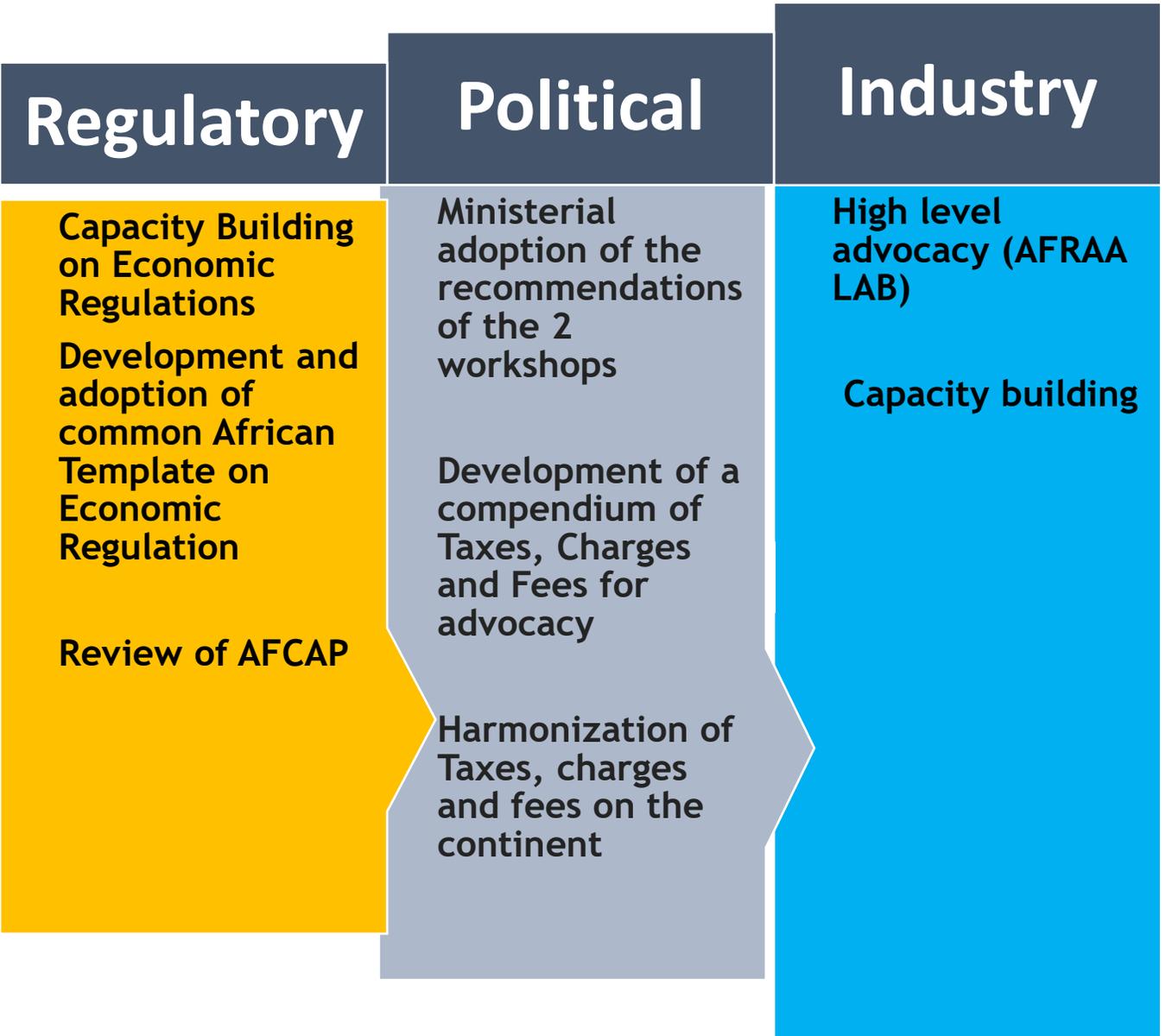
CAAs shall ensure that tariffs and charges are not imposed in such a way as to discourage the use of facilities and services necessary for safety

CAAs shall ensure that tariffs and charges are determined on the basis of sound accounting principles and may reflect, as required, other economic principles, provided that these are in conformity with provisions of the Chicago Convention and AFCAP.



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# Conclusions



**THANK YOU!**  
**MERCI**

