

Statement
by
Mr. Shinji Matsui, Representative of Japan on the Council of ICAO
on the occasion of
Second ICAO Meeting on the Sustainable Development of Air Transport in Africa
(Session 3 on 29 March 2017 in Accra)

Good morning, thank you Ms. Sosina, Secretary General of AFCAC for introducing and moderating this very interesting session.

Excellencies, Distinguished Speakers, Colleagues, Ladies and Gentleman,

At the outset, I would like to appreciate the Government of Ghana, in particular Ghana Civil Aviation Authority and people of Ghana hosting this meeting which is very important for us all and even more so for our future generations. I am particularly pleased to be invited here as coincidence with the year of the 60th anniversary of diplomatic relations between Ghana and Japan.

I welcome the fact that the agenda for the session is *Developing a Long-Term Vision for Sustainable Air Transport in Africa*, because this aim resonates, indeed, with what exactly the leaders of Africa and Japan taking initiative, together with other like-minded countries and stakeholders have been exploring in a cross-sectoral manner since 1993 in the Tokyo International Conference on African Development or so called "TICAD". Most recently, TICAD VI hosted by Kenya was held in Africa for the first time, and adopted "Nairobi Declaration" and "Implementation Plan" for advancing Africa's sustainable development for prosperity. These documents are available for this ICAO meeting in its website.

I express my special thanks to President of the ICAO Council Dr. Aliu for drawing our attention to TICAD in the opening session yesterday, in the context of importance of integrating partnership for capacity and infrastructure building into national plans to attract private finance. So, I feel more encouraged to say now, it is my intention to contribute to this session by aligning with the TICAD perspectives and suggesting some elements to be factored in the long-term vision.

Ladies and Gentlemen,

Before I highlight the key principles and unique approach cherished by TICAD, please

bear with me to start with my own encounter with Africa. In 2004 I joined the donor mission from Geneva to refugee camps in Guinea, one of which was Camp at Nzerekore, an asylum for thousands of Liberian refugees at that time. It is truly unforgettable that, among children separated away from their parents, there was an 11 years old boy named Jamil, who said, "I wish to cross the borders freely on my own will someday, through the air like a bird, and want to learn more about my neighbors." I am so glad to remember this, because his message seems to remind us of a need of sustainable development of air transport of the people, by the people, for the people of Africa first and foremost. We should not lose sight of this direction. This is my first point to make.

Secondly, now to recall the principles cherished by TICAD, I would like to shed light on the fact that the TICAD is an open and inclusive forum based on twin principles which are international partnership and African ownership for cooperation on African socio-economic infrastructure and human development. I note that these were also touched upon and stressed in the sessions yesterday by some distinguished speakers.

International partnership building for quality and reliable aviation infrastructure is an enabler for African prosperity. It should be supported by growth approach, not by assistance-oriented approach in the long term. Growth approach is a focus on, and trust in African potential. Quality growth of African aviation can be promoted by investment in Africa through public and private partnership.

This growth approach also reflects the importance of African ownership. TICAD, as you are aware, is not exactly foreign initiative but your own vehicle to drive with us. It reflects Africa's own efforts to lead economic growth through its regional or sectoral initiatives. I believe this approach will promote connectivity to earn by tourism and logistics, rather than connectivity only to move at work. These are my second points to share with you.

Thirdly, commitments are not completed without effective implementation. I give you just a snapshot of actions being taken on the Japanese side. In order to promote international support to African efforts up to about 30 billion USD until 2018 under public-private partnership. Japan-Africa Public and Private Economic Forum has also been launched in Africa to lead to further Japanese investment in business and infrastructure. The Japanese embassy close to you remains a focal point of your interest or contact.

These ongoing measures include human resource development for empowerment.

Among those, I am encouraged by the fact that many qualified African youth from most African states including Ghana, Liberia, Guinea, Senegal, Nigeria, Kenya, Niger, Uganda, Madagascar, Tanzania, South Africa, Ethiopia and more across Africa are invited to Japan under the program named ABE Initiative. This is a five-year plan up to 2020 providing 1000 youths of Africa with opportunities to study for engineering and other master's degrees at universities and intern at enterprises in Japan. They are all expected to grow as future leaders of sustainable industrial development in Africa. You might wish to invite and recruit them to the African aviation community. Japan will host next TICAD in 2019.

Last not the least, TICAD is also a unique process which has progressed with Africa's own development initiatives. While TICAD aims at mobilizing efforts to meet SDGs Agenda 2030, TICAD VI was an opportunity to also confirm support to AU Agenda 2063, which envisions that improved connectivity will spur intra-African trade and free movement of people, goods and services. I also note that African air transport infrastructure stakeholders are expected to attract public and private capital in the most cost-effective manner as stated in paragraph 7 of the Antananarivo Declaration.

Ladies and Gentlemen,

While I am concluding, I am asking myself where Japan's passion in this regard is coming from. What would be good for you to drive with us? We probably all know from our own experience especially in Asia that individual dedication to hard work and quality products and services as well as respect for education never lie in human development and nation building. As a result, Japan is not left behind in civil aviation, simply because we have desperately brought up our own operators and regulators and thus realized socio-economic benefits of safe and reliable air transport in the country to sustain itself through its trade, technology and underlining culture. I believe that this could be also valuable for Africa's continuing efforts for sustainable economic growth in the long run.

As for my own passion on this meeting, I thank Jamil, the boy I introduced earlier, for enriching my contribution to this session. For the coming decades, when more African people study at universities in Africa, give rise to more business in Africa, and find more places to visit in Africa as tourists, the vision we are developing will turn out to have been the right one.

Thank you for your attention.

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