

# OPTIMIZING THE AIR TRANSPORT OPERATING ENVIRONMENT

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The Sustainable Development Of Air Transport In Africa  
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- Honourable Cecilia Dapaah, Minister of Aviation, Ghana
- Dr. Antoinette Weeks, Commissioner of Infrastructure, ECOWAS
- Dr. Olumuyiwa Benard Aliyu, The President of ICAO Council
- Mr. Simon Allotey, Director General, Ghana Civil Aviation Authority
- Directors General of African CAAs
- Representatives of Regional and Global Institutions
- Distinguished Guests
- Members of the Media
- Permit me to stand on other existing Protocols

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## OPENING

- I want to first thank ICAO for the invitation to Speak at this very important event.
- The topic of this Session: “**Optimizing The Air Transport Operating Environment**” is vital as the Operating Environment has a huge influence on the overall performance of Airlines and the Air Transport Industry, at this stage of Africa’s economic development.
- This **Second Meeting on the Sustainable Development of Air Transport in Africa**, following the **First Meeting in Antananarivo, Madagascar in 2015**, therefore requires that States, Operators and Industry Partners focus closer attention on the benefits that Africa will gain from implementing the resolutions identified in the **Antananarivo Declaration** .

# ANTANANARIVO DECLARATION ON SUSTAINABLE AIR TRANSPORT DEVELOPMENT IN AFRICA 2015

- Most, if not all, the **14 issues identified in the Antananarivo Declaration of 2015** are yet to be implemented to a satisfactory level in Africa. And these issues are generally related to the topic of this Session, “**Optimizing The Air Transport Operating Environment.**”
- While we must find ways to fast-track the efforts already being made at continental, regional and national levels to achieve these all-important goals as contained in the **Antananarivo Declaration**, it is vital to identify and properly address the factors that slow down or prevent the implementation of these beneficial resolutions.
- Importantly, these issues are not new; but we need a new level of commitment to drive the realization of the Sustainable Air Transport in Africa.

# THE ANTANANARIVO DECLARATION 2015 (Contd.)

## IMPORTANT NOTE:

- In line with the above 14 key areas emphasized in the **Antananarivo Declaration of 2015**, the objective of this Second Meeting should therefore be to drive greater action for the sustainable development of Air Transport in Africa in these key areas.
- Therefore, the important question to answer here is: “Why the resolutions in the **Antananarivo Declaration** and indeed previous others have not been implemented entirely or to the extent that would be desirable.”

# OVERVIEW OF AIR TRANSPORT INDUSTRY IN AFRICA

- **AFRICA: QUICK OVERVIEW**

- Africa is the second largest continent in terms of size and population; Africa has over 1.3 billion population, and a total land area of approximately 11, 724,000 square miles (30,365,000 square km)
- Less than 10% of Africa's over 1 billion population uses Air Transport for travel.
- Aviation in Africa carries over 70 million passengers a year; and supports more than 6.9 million jobs on the continent and generates over \$80 billion in GDP
- Africa contributes only 3 % of global air passenger traffic, and less than 2% of global air cargo traffic, therefore Africa needs to accelerate its Air Transport growth rate.
- The air transport industry in Africa (direct indirect and induced) generated an estimated 1.1 million jobs and contributed USD 38.2 billion to the gross domestic product (GDP) in Africa, i.e. 1.7 per cent of the economy. In comparison, the air transport industry generates a total of 63.5 million jobs globally.
- Poor Airport, Cargo, MRO Facilities, etc.
- Tourism to grow at about 4 % over the coming two decades.

# PRIORITIES NEEDED TO OPTIMIZE AFRICA'S AIR TRANSPORT OPERATING ENVIRONMENT

- To clarify, **Optimizing the Air Transport Operating Environment** simply means:
  - to enhance or improve the Operating Environment in Africa; as well as
  - to make the best use of the Operating Environment in Africa.
- Therefore, this subject of Optimizing the Air Transport Operating Environment is a call to Airlines, Airports, and other Operators and Stakeholders, including governments, in the Air Transport Industry to make the best of the potentials in the Air Transport Industry in Africa.
- It is also a call to the Governments to provide such excellent conditions as Aviation Policies and Regulation; and other general Fiscal and Economic Policies that promote unfettered air transport activities and related services.
- Other factors in the Operating Environment such as Competition, Suppliers, Partnerships, interest rates, etc. Are influenced by the Policies and Regulations prevalent in the State.

# **PRIORITIES NEEDED TO OPTIMIZE AFRICA'S AIR TRANSPORT OPERATING ENVIRONMENT**

- **Aviation Policy Environment**
- **Infrastructure & Cargo Facilities**
- **Security**
- **Safety**
- **Training & Manpower Development**
- **Fuel Availability & Pricing**
- **Supply Chain, Other Service Providers In Aviation Value-chain**
- **Insurance Capacity And Perception Of Africa/Credit Rating**
- **Leveraging On Technology Excellent Economic Policy Environment, Industrialization Attention To Secondary/Hinterland Cities**
- **Easy Movement For Business And Trade**
- **Political Stability**
- **Reorientation Of Governments/Stakeholders To See Air Transport As Economic Development Catalyst For Africa**
- **Reliable Sources Of Funding, And Low Lending Rates**

# CONCLUSION

- Optimizing the Air Transport Operating Environment is a priority that is achievable with the effective and dedicated efforts of States, Operators and regional and global Institutions.
- Priority attention should be given to issues in the operating environment in the areas of: Aviation Policy and Regulation; Infrastructure and Cargo Facilities; Security; Safety; Training and Manpower Development; Fuel and other Resources; Fiscal and Economic Policy; Funding and Insurance; Cross-Boarder Movement for Trade and Tourism; Political Stability; Industrialization and Economic Empowerment, etc.
- Cooperation, collaboration and consultation are essential to make Declarations work in Africa, be it the Antananarivo Declaration on Sustainable Development of Air Transport, the Lome Declaration on Sustainable Cargo Development in Africa, or any other Declarations in Africa's Air Transport Industry,

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Thank you.

