

DEVELOPING A LONG TERM VISION FOR SUSTAINABLE AIR TRANSPORT IN AFRICA

BY

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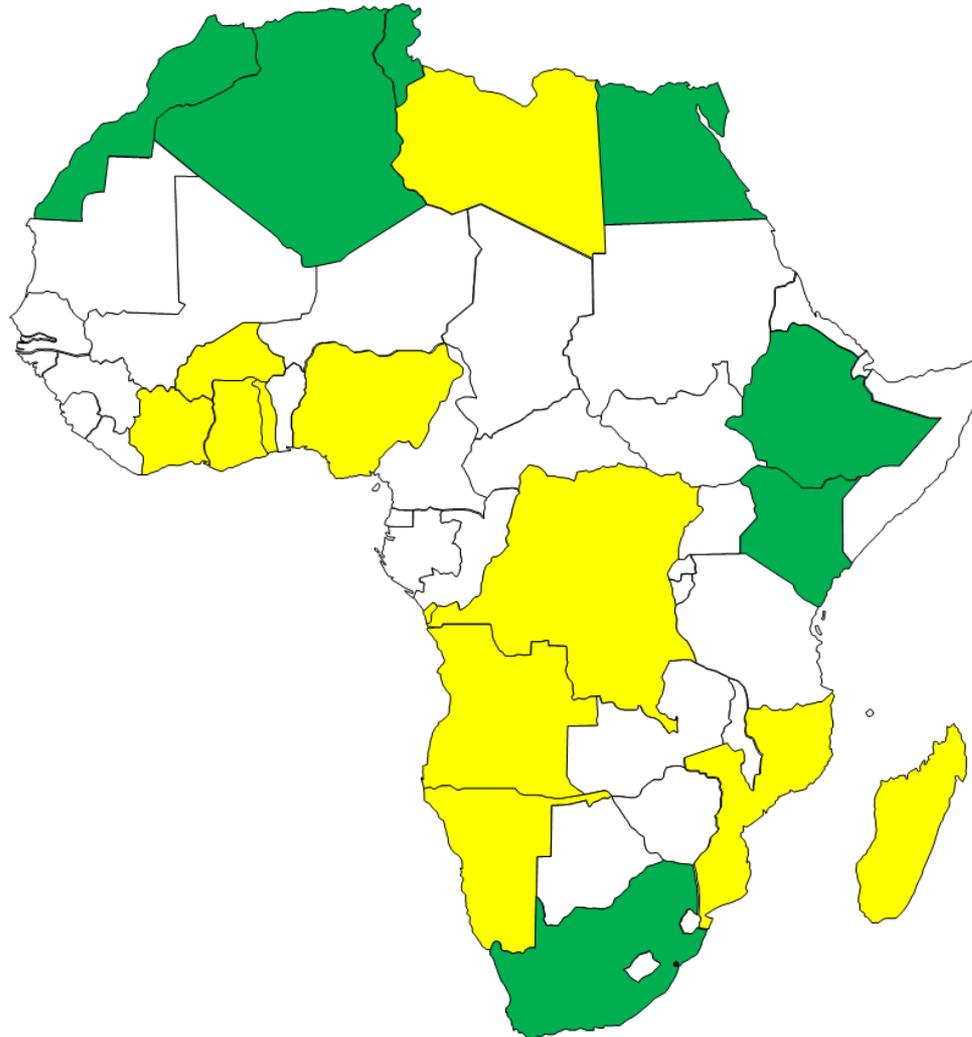
INTRODUCTION

- Expression of gratitude to the Organizers for inviting me as a Veteran to address this august assembly of Aviation Experts.
- What is at stake is actually very challenging, developing a long term vision for AirTransport in Africa.
- In other terms, how is the Future of our Industry profiling for the decades to come?
- How far are Africans determined to take the destiny of their air transport in their own hands.
- What are we doing toward this goal? Who are really in charge of the job?
- Can we honestly deliver?

INTRODUCTION

- I tend to consider that we can rally more capacity and expertise to invent or shape our future and effectively implement a strong proactive development Vision for the Industry in Africa.
- Many Speakers Yesterday highlighted the poor connectivity of Air services across the Continent,
- I wonder how we can seriously talk about connectivity issues, whereas in many of our regions, there's no airlines or a decreasing number of viable airlines?
- Our concern or action move should be how to put in place strong and viable airlines where there are none! And whose responsibility should be this? Individuals, States, AU, RECs... ?

I > STATE OF THE INDUSTRY



I> STATE OF THE INDUSTRY

- Ernst & Young Vision expressed by our Good friend Zemedeneh Negatu is very clear:
- There will be probably 5 major airlines in Sub Saharian Africa:
- SAA, Ethiopian Airlines, Kenya Airways, plus likely 1 or 2 carriers from Nigeria may join the « Majors » Club within 5 years.
- This sad statement dates back to 2011/12. But obviously the prediction has turned to reality. In addition, Nigeria is not making it. The rest of West Africa and Central Africa are far from serious hope.
- SAA and KQ are already seriously seak. Even healthy, could these three carriers alone, rescue the industry in Sub-saharian Africa? Certainly No! So what's next?
- What role CEMAC and ECOWAS are playing ? What role all of them African Union, AFCAC, NEPAD and ADB are playing in front of this catastrophe profiling ahead? They are the Policy makers or Development funding Organizations.

II> QUESTIONS AND REMARKS

- Ladies and Gentlemen, the Full implementation of the YD or the SAATM, even unanimously approved by the States would not make it!
- The question is who is handling this economic « do or dy » issue at the Continent and Rec's levels?
- West and Central Africa count for instance many experienced industry Leaders.
- The President of ICAO Council is from Nigeria, the Director of Air Transport Bureau ICAO is from Niger, the VP Africa of IATA is from Ghana, the Secretary General of AFCAC is from Nigeria, the Director General of ASECNA is from Niger. They have taken over from many others from the region, but yet, West and Central Africa are very poorly performing in Air Transport Industry.
- Are we using them to find solutions? Some of our pan-African Industry Leaders of the same caliber have retired, are we using them?

II> QUESTIONS AND REMARKS

- My late father used to say, those who have traveled have seen more than the ones who climbed over the tallest tree of the village.
- Why don't we try them, collect their vision and advice. Why don't we involve them?
- We are wondering which way forward to speed up the implementation of the YD or/and the SAATM. Why don't we use some of them that have connections and diplomatic Authority and Experience?
- One of the Big men in this arena was asking me why should IATA be our only choice to perform our African Organization's Studies?
- Have we asked AFRAA? Have we solicited other African Consultancy Firms?

CONCLUSION

- Ladies and gentlemen, the Clock is tickling, time is running off.
- These iconoclast remarks and questions may contribute as eye-openers for some of us before any more elaborated reflection on the future of our industry in Africa.
- The Food for thought that I would like you to carry back home is that the future seems very blink.
- Our African Aviation market lists among the two fastest growing markets in the world, but there may be no African Airlines to benefit from this growth.
- The situation is serious but not desperate. One of the Kings of Dahomey, used to say: « If all the sons and daughters of this Kingdom, could cover with their bare Hands, the holes of our common Pot, the Pot will continue holding water. »

CONCLUSION

- Ladies and gentlemen, I wish to thank you for your kind listening.
- THANK YOU VERY MUCH INDEED
- MERCI BEAUCOUP
- NA GODE
- ASANTE SANA

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