



# Second ICAO Meeting on Sustainable Development of Air Transport in Africa

*Session 2 – Implementation Status of the Antananarivo Declaration & State Air Transport Action Plan (SATAPS)*

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# Summary

- Background
- Purpose
- Features
- Usage
- Feedback
- The Way Forward



# Background of SATAPS

- *ICAO Declaration on the Development of Air Cargo in Africa* adopted in Lomé, Togo, on 7 August 2014
- *ICAO Declaration on the Sustainable Development of Air Transport in Africa* adopted in Antananarivo, Madagascar, on 27 March 2015

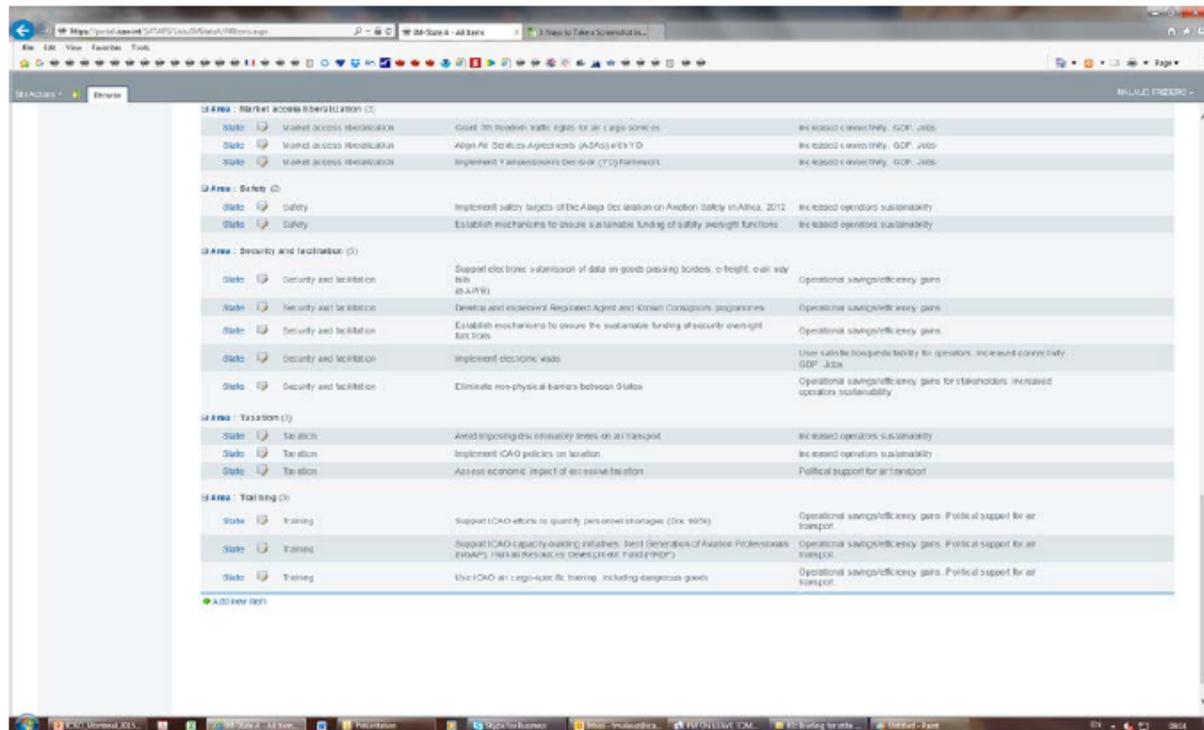


# Purpose of SATAPS

Support States by:

- monitoring progress towards implementation
- identifying priority areas for action
- exchanging information on challenges and best practices pertinent to the implementation of 2 Declarations

# State Air Transport Action Plan System (SATAPS)



Area	Topic	Description	Impact
Market Access Regulation (3)	State	Market access liberalization	Greater freedom, traffic rights for air cargo services
	State	Market access liberalization	Align Air Services Agreements (ASAs) with WTO
	State	Market access liberalization	Implement Yamoussoukro Decision (YD) framework
Safety (2)	State	Safety	Implement safety targets of the Asean Declaration on Aviation Safety in Asean, 2012
	State	Safety	Establish mechanisms to ensure sustainable funding of safety oversight functions
Security and facilitation (5)	State	Security and facilitation	Support electronic validation of data on goods passing borders, e-flight, e-air way bills (EWABs)
	State	Security and facilitation	Develop and implement Regulated Agent and Known Consignor programmes
	State	Security and facilitation	Establish mechanisms to ensure the sustainable funding of security oversight functions
	State	Security and facilitation	Implement electronic visas
	State	Security and facilitation	Eliminate non-physical barriers between States
Taxation (3)	State	Taxation	Avoid imposing de minimis taxes on air transport
	State	Taxation	Implement ICAO policies on taxation
	State	Taxation	Assess economic impact of excessive taxation
Training (3)	State	Training	Support ICAO efforts to quantify personnel shortages (Doc 9806)
	State	Training	Support ICAO capacity-building initiatives, best practices of Aviation Professionals (EAPAs) Human Resources Development Fund (HRDF)
	State	Training	Use ICAO air cargo-specific training, including dangerous goods

- Based on Lomé & Madagascar Declarations
- **Online** tool managed by ICAO
- States to **upload** implementation status (& documents)
- **Advantages**
  - proactive approach
  - clear picture
  - preparation of follow-up meetings



# Usage of SATAPS

- **9 States have registered** to the SATAPS secure portal
- **8 States have contributed information**, under the form of data and/or documents.
- The nature of the information follows closely the items identified in the Declarations (see event website).



# SATAPS RESPONDING STATES

- Cabo Verde; Congo; Ghana; Madagascar; Mozambique; Seychelles; Sudan; Togo
- Available on ICAO Accra event website under “Reference Documents”



# Preliminary feedback from SATAPS

- ***Liberalization of market access, air cargo and air carrier ownership and control:*** support for the implementation of the Yamoussoukro Decision (YD); initiatives were taken to align bilateral air services agreements with the YD. However, concerns regarding liberalization of air carrier ownership and control in some cases. Signing of *Solemn Commitment*
- ***Consumer protection:*** support for ICAO's core principles on consumer protection, need for the development of consistent regulations; need for additional ICAO guidance in this area; support for MC99
- ***Competition:*** support for cooperation between authorities and between air transport operators; approval of alliances and codeshare agreements



# Preliminary feedback from the SATAPS

- **Infrastructure development:** current ongoing projects are reported, incl. w/ private sector involvement, for development of “hard” infrastructure (hub airports, air navigation equipment) and related regulatory initiatives (e.g. formulation of legislation on public-private partnerships)
- **Connectivity enhancement:** support for frameworks such as the Essential Service and Tourism Route Development (ESTDR) (ICAO-UNWTO), and for the expansion of airline networks, including for Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS)



# Preliminary feedback from the SATAPS

- ***Taxation and user charges***: support for ICAO policies (Docs 8632 and 9082); concern with the creation of levies on passengers having the nature of taxes
- ***Fleet renewal***: support is expressed for adherence to the Cape Town Convention 2001
- ***Cooperation across air transport value chain***: support is comprehensive national strategies to encourage tourism and aviation development; and advocacy and promotion initiatives encouraged to bring all stakeholders on board for the implementation of YD



## Preliminary feedback from the SATAPS

- **Safety:** progress re: *Abuja Declaration*; level of implementation of USOAP; implementation of SMS
- **Security and facilitation:** activities w/ industry for e-AWB; national programmes for Reg. Agent and Known Consignor regime; visa on arrival
- **Training:** support to Human Resources Development Fund (HRDF); air cargo-specific training; DG training



# The Way Forward

- Explain to aviation regulators the functionalities, registration process to (<https://portal.icao.int/>) as well as benefits of SATAPS
- Present preliminary findings, based on information contributed through the SATAPS
- Further promote its use with a view to maximizing coverage and quality of information
- Showcase SATAPS as a tool to support regional and global implementation frameworks in the area of air transport regulation



**Thank you!**