

2nd ICAO Meeting on the Sustainable Development of Air Transport in Africa

Cabo Verde SATAPS - Overview

Accra – 28th March 2017

CABO VERDE SATAPS

- Antananarivo Declaration established 14 Milestones;
- After 2 years which are the level of implementation By States?
- ICAO developed the SATAPS Tool to give States an overview on the level of implementation of the Antananarivo Declaration;
- Cabo Verde is full engaged in the implementation of the Antananarivo Declaration once Aviation is extremely important for our economy and we believe it will bring benefits for all African countries;
- Cabo Verde consider SATAPS as a very important tool to help states monitor the national air transport policy and to compare its achievement with other States (help cooperation among States);

CABO VERDE SATAPS - Overview

- Cabo Verde Takes YD as the main instrument for negotiating air services agreements with African States – it is in our national air transport policy;
- Cabo Verde is one of the 11 African Champion States that has signed the commitment to implement the single African air transport market
- Cape Verde has adopted liberal principles in the negotiation of air services agreements – remove restriction barriers on capacity, tariffs and ownership control;
- Cooperation among African States as the fastest way to improve the connectivity within Africa and to have stronger airlines;

CABO VERDE SATAPS - Overview

- In 2004, Cabo Verde ratified the Montreal Convention of 1999 in order to ensure the protection of air transport consumers – We developed a national legislation on consumer protection;
- Cabo Verde is already part of the ECOWAS agreement on free-movement of people (no visa required) - We believe that the full implementation of the YD and the establishment of the Single Market will only be possible by elimination of visa restrictions;
- Restructuring our legislation on privatization and public/private partnerships, to attract more investment to the air transport infrastructure;
- The national policies on taxation are in accordance with ICAO guidelines, and discriminatory practices are not allowed in national legislation – All taxes needs to be submitted to a public consultation – lowest aeronautical taxes in Africa;

CABO VERDE SATAPS - Overview

- Cape Verde ratified in 2007 the Cape Town Convention and its Protocols and, in our legislation we established mechanisms for the application of Article 83 BIS;

CABO VERDE CHALLENGES

- We bring to our national policy all AU/AFCAC recommendation, cause we believe that the sustainability of air transport in Africa can only be achieved with greater cooperation among African States and with the elimination of barriers, notably in the free movement of people and goods;
- The main challenge Cabo Verde faced in strengthening and developing national air transport was the establishment, in 2004, of an independent Civil Aviation Authority (not depending on Government and with managerial autonomy and its own financial resources);

RECOMMENDATIONS

- The Antananarivo Declaration contains a set of recommendations which, if implemented by African States, will lead the continent towards more sustainable air transport, in the medium and long term, with tangible benefits for all stakeholders, particularly aeronautical authorities, Airlines, ANSP, airport managers and air transport consumers.;
- We encourage the African States to complete the SATAPS developed by ICAO, as we believe it allow States to have an overview on the level of implementation of the Antananarivo Declaration and it help States in setting their policies and priorities in the aviation sector;
- We also recommend ICAO to listen the States that have already completed SATAPS, once they can help in the improvement and efficiency of this tool;

With greater collaboration among African States, the air transport system in Africa will be stronger and more sustainable.

THANK YOU