

THE SUSTAINABLE DEVELOPMENT OF AIR TRANSPORT IN AFRICA

2ND MEETING

Accra, Ghana

28 - 31 March 2017

Session 2 Review of Implementation Status of the Antananarivo Declaration

Sudan Status Report

Presented by Sudan Delegate

1- INTRODUCTION

Sudan recognizes the significant role played by air transport as a catalyst for economic growth and its direct, indirect and extended effects on all air transport subsectors as well its contribution to GDP. Air transport creates jobs for major sectors of the local communities and facilitation of other industries related to aviation such as trade, tourism and hotels. Having this in mind, Sudan adopted in 2010 a three-year strategic plan aiming at the enhancement of aviation safety and security, airport development and liberalization of air transport in Sudan. This high level strategy was endorsed by Sudan Government. To implement this strategy, Sudan Civil Aviation Authority did a lot of legislative and regulatory amendments and changes that have taken into consideration Sudan's international and regional obligations under Chicago Convention 1944, YD, COMESA and other international legal instruments such as Cape Town Convention 2001, ratification of Montreal Convention 1999 and article 83bis.

The liberalization experience was successful. Yes, it creates jobs, new destinations, new entrants, capacity, better connectivity etc. However, its benefits for the national carriers are limited due to challenges relating to access to aircraft acquisition, financial resources, bans, and embargo imposed against Sudan.

2- PRIMARY LEGILATION AND AVIATION POLICY

Recently Sudan has been engaged in amending its primary legislation to incorporate ICAO policy on air transport including air transport facilitation, security and charges principles. At the same time SCAA is developing aviation policy based on ICAO recommendations, AFCAP,

Antananarivo Declaration, Lomé Declaration relating to air cargo. The newly drafted policy is concerned with air transport development especially in the remote areas, and provides opportunities to public sector participation and investment in the provision of aviation related services. However, newly drafted legislation is now under the process of promulgation based on SCAA rulemaking manual and is expected to be finally approved by the President in six month time.

With respect Bilateral Air Service Agreement (BASA), Sudan has amended its Model BASAs to include the ICAO policy as contemplated in doc 9587 and other guidance material of relevance.

3- FACILITATION AND ECONOMIC REGULATIONS

SCAA has also drafted Facilitation and Economic Regulations that are also based on ICAO guidance material contained in ICAO docs (9626, 9587), and the regulatory texts attached to YD. The economic regulations thus include licensing of national and foreign airlines, operational requirements, insurance, tariffs, bilateral and multilateral agreements, consumer protection, competition regulations, facilitation requirements, airports and slot allocation, charges, collection of statistics and information, regulated cargo agents and other requirements for allied services and oversight. Following the rulemaking process, the drafted regulations were reviewed by all stakeholders including IATA for their feedback and comments. The regulations are expected to be promulgated after the final approval of the new primary legislation.

SCAA has developed National Facilitation Programme following the guidance developed by ICAO and other best practice on the subject. A National Facilitation Committee has also been established with clear cut terms of reference and work programme to do their tasks accordingly.

SCAA is also concerned with ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA). Last month there was a meeting in Khartoum on the issue of CAPSCA for MID region and also attended by seven countries from ESAF and WACAF regions. The objective of CAPSCA is to ensure the safe and orderly air traffic during times of health disasters which have become a threat to the aviation industry. Increased collaboration and coordination among civil aviation authorities, health organizations, airports and other relevant entities are crucially needed in order to avoid duplication of efforts and streamline procedures related to health events.

In this respect Sudan hosted the 6th CAPSCA Meeting of the mid regional collaborative arrangement for prevention and management of health events in civil aviation in Khartoum during the period from 20-22 Feb 2017. The meeting was attended by participants from Africa and Arab countries. This meeting indicates Sudan cooperation and coordination at the regional and sub-regional levels with respect to air transport development.

Furthermore, SCAA in collaboration with Ministry of Health and other stakeholders has developed and approved the National Aviation Preparedness Plan for Public Health emergencies of International Concern.

SCAA has submitted its State Action Plan relating to the reduction of CO2 emissions. The Action Plan contains clear measures and responsibilities to be implemented within a given period of time.

4- AIR TRANSPORT DEPARTMENT AND STAFF

The SCAA Air Transport Department is responsible for the regulations and implementation of Facilitation and Economic Regulations through licensing, negotiation of BASAs, issuance of permits and conduct of economic oversight of all document holders. The Department participates in most of ICAO, AFCAC and ACAC events relating to air transport. The department staff is well trained on all the areas related to air transport. namely air law, air transport economics, statistics, environment and climate change, charges, airlines licensing, risk analysis and emergencies etc. The department has also developed a good relation with stakeholder whose businesses affect air transport especially government agencies throw MoUs. This approach has been done through MoUs of cooperation and coordination defining and respecting the roles and areas of responsibilities, and assigning a focal point or points of each party to exercise such coordination and cooperation. MoUs are sound mechanisms for establishing appropriate and effective channel of communication with stakeholders in areas that require close coordination such as monetary, customs, immigration, fuel, health, agriculture and animal quarantine etc policies.

5- SCAA STRATEGY 2017-2031

In 2017 Sudan Government has endorsed the SCAA Aviation Strategy for fifteen years (2017-2031). The newly approved strategy focuses on the development of aviation in Sudan in general and air transport system in particular and surely safety, security and the other important matters related to civil aviation. It is a further continuation of the previous strategy mentioned earlier but it delineates the State's vision, mission and core values on aviation during the coming 15 years. The strategy also focuses on safety, security, infrastructure and human resource development, international cooperation, information technology, phased liberalization and sustainability of air transport operations. The Strategy takes onboard the stakeholders and those interested in order to achieve the State vision towards aviation.

6- CONCLUSION

Despite the challenges imposed against it, Sudan has managed to overcome some challenges by exerting more efforts and collaboration with a view to meet all his international obligations and commitments. However, there are some challenges such as embargo, EU ban, financial capabilities, provision and availability of financial resources, readiness of national carriers, access to fleet acquisition etc unless resolved may delay the implementation of the strategy.

The final promulgation of the primary aviation legislation, economic regulations, policies that constitute the fundamentals of the proper legal framework and sets the scene not only for the implementation of YD but also for the other International requirements for the development of aviation in Sudan.
