

Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa

We, the Ministers of Member States of the African Union (AU), Representatives of the African Union Commission (AUC), the New Partnership For Africa's Development (NEPAD) Planning and Coordination Agency (NPCA), the African Development Bank (AfDB), the United Nations Economic Commission for Africa (UNECA), the African Civil Aviation Commission (AFCAC), the Representatives of international and regional organizations, the industry, the donor communities, as well as financial institutions, attending the third International Civil Aviation Organization (ICAO) World Aviation Forum, held from 20 to 22 November 2017 in Abuja, Nigeria on the theme "financing the development of aviation infrastructure" gathered to establish a framework for a plan of action for financing the development of sustainable quality aviation infrastructure in Africa;

Considering:

- a) the *Convention on International Civil Aviation* (also known as the *Chicago Convention*) signed in Chicago, the United States on 7 December 1944 with entry into force on 4 April 1947;
- b) the *Treaty Establishing the African Economic Community* (also known as the *Abuja Treaty*) adopted at the Twenty-Seventh Ordinary Session of the Assembly of Heads of States and Government of the Member States of the Organization of African Unity (OAU) in Abuja, Nigeria on 3 June 1991 with entry into force on 12 May 1994;
- c) the *Constitutive Act of the AU* adopted at the Thirty-Sixth Ordinary Session of the Assembly of Heads of State and Government, in Lomé, Togo on 11 July 2000 with entry into force in 2001, especially its Articles 14 to 15, which define the mandate and institutional framework of the AU for coordination of policies in the fields of Energy Transport, Communication and Tourism sectors, among others;
- d) the *Constitution of the AFCAC* adopted at Addis Ababa, Ethiopia on 17 January 1969 and amended at Dakar, Senegal on 16 December 2009 with entry into force on 11 May 2010, which became an OAU/AU Specialized Agency in the field of Civil Aviation on 11 May 1978;
- e) the *Declaration on the Programme for Infrastructure Development in Africa* (Assembly/AU/Decl.2) adopted at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012, which i) approved the Programme for Infrastructure Development in Africa (PIDA) as the single policy and strategic framework for the development of infrastructure in Africa and ii) invited the AU Commission to define the modalities of Member States to contribute to the special fund of the NEPAD Infrastructure Project preparation facility; and
- f) the *Declaration and the Plan of Action 2017 – 2019* adopted at the First Ordinary Session of the AU Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism, in Lomé, Togo on 17 March 2017 and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI);

Recalling:

- a) the *Decision relating to the Implementation of the Yamoussoukro Declaration concerning the Liberalization of Access to Air Transport Markets in Africa* endorsed at the Thirty-Sixth Ordinary Session of the Assembly of Heads of State and Government, in Lomé, Togo on 12 July 2000;
- b) the *Convention on International Interests in Mobile Equipment* (also known as the *Cape Town Convention*) signed in Cape Town, South Africa on 16 November 2001 with entry into force on 1 March 2006;
- c) the *Resolution on Entrusting the Functions of the Executing Agency of the 1999 Yamoussoukro Decision to AFCAC* adopted at the Third AU Conference of Ministers Responsible for Air Transport in Addis Ababa, Ethiopia on 11 May 2007 and endorsed at the Eleventh Ordinary Session of the AU Executive Council in Accra, Ghana on 29 June 2007 through Decision EX.CL/Dec. 359 (XI);
- d) the *Presidential Infrastructure Champion Initiative (PICI)* adopted at the Sixteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 31 January 2011, which provides political leadership to accelerate the implementation of regional and continental infrastructure projects with high development impacts;
- e) the *African Civil Aviation Policy (AFCAP)* adopted at the Second Session of the AU Conference of Ministers Responsible for Transport, in Luanda, Angola on 24 November 2011 and endorsed at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012;
- f) the *Declaration on Boosting Intra-African Trade and the Establishment of a Continental Free Trade Area (CFTA)* adopted at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012;
- g) the *Abuja Declaration on Aviation Safety in Africa* and targets adopted on 20 July 2012 at the Ministerial Conference on Aviation Safety in Africa, in Abuja, Nigeria and endorsed at the Twentieth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 28 January 2013;
- h) the *Declaration on the Establishment of a Single African Air Transport Market* adopted at the Twenty-Fourth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 31 January 2015 as a flagship project under the AU Agenda 2063;
- i) *Solemn Commitment by AU Member States to the Implementation of the Yamoussoukro Decision towards the Establishment of a Single African Air Transport Market by 2017* declared at the Twenty-Fourth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 31 January 2015;
- j) the *Windhoek Declaration on Aviation Security and Facilitation in Africa* and targets adopted on 7 April 2016 at the Ministerial Conference on Aviation Security and

Facilitation in Africa, in Windhoek, Namibia and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI);

- k) the *MoveAfrica* launched by the NPCA on 11 May 2016 on the margins of the World Economic Forum in Kigali, Rwanda; and
- l) the *Final Communiqué* issued at the Meeting of the Second AU Ministerial Working Group on the Establishment of a Single African Air Transport Market (SAATM), in Addis Ababa, Ethiopia on 20 October 2016;

Noting:

- a) the *Declaration on the Development of Air Cargo in Africa* adopted at the First ICAO Meeting on Air Cargo Development in Africa, in Lomé, Togo on 7 August 2014, as well as the *Roadmap for the Implementation of the Lomé Declaration and Action Plan* adopted at the Second ICAO Meeting on Air Cargo Development in Africa, in Addis Ababa, Ethiopia on 29 June 2017;
- b) the *Declaration on the Sustainable Development of Air Transport in Africa* adopted at the ICAO Meeting on Sustainable Development of Air Transport in Africa, in Antananarivo, Madagascar on 27 March 2015, as well as the *Statement on the Implementation of the Antananarivo Declaration* adopted at the Second ICAO Meeting on the Sustainable Development of Air Transport in Africa, in Accra, Ghana on 30 March 2017; and
- c) the *Concluding Communiqué* issued at the Second ICAO World Aviation Forum, in Montréal, Canada on 26 September 2016, encouraging States to take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development;

Commending ICAO for its global leadership and continued technical assistance to Africa under its No Country Left Behind (NCLB) initiatives, including:

- a) development and effective implementation of the Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and Global Aviation Security Plan (GASeP);
- b) the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan);
- c) the ICAO Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan); and
- d) the Human Resources Development Fund (HRDF);

Further noting:

- a) the *Cooperation Agreement between the AfDB Group and ICAO* which entered into force on 20 August 1984;

- b) the *Memorandum of Understanding for cooperation between the AUC and ICAO* which entered into force on 2 April 2008;
- c) the *Memorandum of Cooperation between the AU and ICAO Providing a Framework for Enhanced Cooperation* which entered into force on 27 September 2010;
- d) the *Memorandum of Cooperation between AFCAC and ICAO providing a Framework for Enhanced Cooperation* which entered into force on 27 September 2010; and
- e) the *Human Resources Development Fund (HRDF) Implementation Arrangements between ICAO and AFCAC* which entered into force on 5 December 2014;

Declare the following:

Reaffirm the need to:

- a) support the realization of the *AU Agenda 2063*, and especially its goal to drive inclusive growth, sustainable development, and the accelerated integration of African economies;
- b) continue to stimulate the growth of intra-Africa and intercontinental air traffic through the implementation of the Yamoussoukro Decision, and the establishment of the SAATM which is critical for the operationalization of the CFTA;
- c) support the realization of the United Nations (UN)'s *2030 Agenda for Sustainable Development*, and especially its Sustainable Development Goal (SDG) 9 – Build resilient infrastructure, promote sustainable industrialization and foster innovation;
- d) mainstream and reflect the priorities of the aviation sector in States' economic development planning so that aviation can be used as an economic development driver;
- e) incorporate aviation infrastructure projects (such as terminals, runways, taxiways, check-in facilities, passenger gates, car parking, transshipment facilities, intermodal facilities, and connections to other modes of transport; transport equipment such as aircraft and aircraft maintenance facilities; air traffic management/air navigation infrastructure such as telecommunication equipment, aeronautical meteorology facilities, aeronautical information management systems, and navigation and surveillance systems; aviation training faculties and equipment; and border control facilities such as Automated Border Control (ABC) gates) in the PIDA for the sustainable development of Africa;
- f) ensure the awareness and visibility of the aviation sector in the AU infrastructure development agenda, especially for the presidential championing of regional and continental aviation infrastructure programs or projects under the PICI Process;
- g) establish sound and coherent governance to develop quality aviation infrastructure that enables more efficient access and mobility, improves safety, reliability and

resilience, enhances environmental performance, and ultimately supports the on-going transformation to a more sustainable aviation sector;

- h) promote effective cooperation among authorities and partnerships with the private sector, and enable exploration of innovative funding and financing systems for quality aviation infrastructure development; including airport cities “aeropolis”; and
- i) accelerate the regional integration and facilitate the movement of people and goods by air through pursuing the introduction of an African passport issued by Member States, capitalizing on the global migration towards e-Passports, the Public Key Directory (PKD) and Advanced Passenger Information (API), and the abolishment of visa requirements for all African citizens in all African Countries by 2018;

Urge African States and African Regional Economic Communities (RECs), in cooperation and coordination with the AUC, NPCA, AfDB, UNECA, AFCAC, the African Airlines Association (AFRAA) and international partners to:

- a) develop aviation infrastructure programmes and plans at national/regional levels based on a robust business case analysis, commensurate with the level of predicted traffic growth, and consistent with the ICAO Global Plans;
- b) align and integrate national and/or regional aviation infrastructure programmes and plans with an appropriately-balanced development of transport modes, including multi-modal and urban planning initiatives, and also link them with national and/or regional development plans and budgets;
- c) include the aviation sector in the overall planning, development and implementation of continental infrastructure programs and projects under the integrated, corridor development and spatial development approach of infrastructure development for bankability, effectiveness, maximum development impacts, sustainability and for the industrialisation of the continent;
- d) ensure the inclusion of major aviation infrastructure projects in the PIDA Priority Action Plan (PAP) for 2020 – 2030 and forging-African economic cooperation and international assistance platforms such as the Tokyo International Conference on African Development (TICAD);
- e) promote cooperation and compatible decision-making among transport authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, trade and tourism;
- f) consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, while harmonizing regulatory frameworks and balancing the benefits of these economic sectors;
- g) determine strategic infrastructure targets that are consistent with the ICAO Global Plans by conducting gap-analyses between forecasted demand and current capacity and according to national and regional needs;
- h) balance long-term uncertainty for infrastructure investment with the need to adjust to short-term priorities and funding constraints for successful project delivery;

- i) establish project monitoring and evaluation frameworks using a data-driven approach;
- j) build capacity of soft infrastructure, especially within the framework of the *MoveAfrica* initiative, as investment in quality aviation infrastructure development requires simultaneous enhancement in human capacity and is completely dependent on each other;
- k) identify and develop skills required for the preparation of aviation-related PIDA-PAP projects through the establishment and implementation of capacity building strategies, taking advantage of the existing intra-African training capacity and the assistance of partners, such as TICAD; and
- l) review national legislation and procedures to fulfil States' safety, security and economic oversight obligations and enhance their oversight capabilities and capacity of regional and sub-regional oversight mechanisms to effectively implement ICAO's Standards and Recommended Practices (SARPs);

Encourage African States and African RECs to:

- a) take pragmatic measures to build a transparent, stable and predictable investment climate to support quality aviation infrastructure development, for example, by engaging multi-stakeholders, diversifying funding sources, using domestic funds and increasing the participation of the private sector, including through private investment, business reform, private finance initiatives, public-private partnerships and various incentive schemes;
- b) actively engage and encourage the private sector to effectively participate in African aviation development by providing the necessary incentives, environment and support;
- c) create enabling institutional, legal and regulatory frameworks including the implementation of the AFCAP and the ratification of the ICAO International Legal instruments, in particular the Cape Town Convention and its Protocol, to encourage investments;
- d) share and exchange knowledge, experience and best practices with data and statistics to attract private investment while maximizing value for money;
- e) demonstrate and promote the socio-economic benefits of aviation through public awareness campaigns and education programmes to raise business confidence and obtain buy-in from the public; and
- f) foster a communication campaign and engage public as a crucial partner to highlight the benefits of the SAATM;

Call on ICAO, AUC, AfDB, NPCA, UNECA, AFCAC, African RECs, AFRAA, international assistance partners, donor communities, as well as financial institutions, consistent with their respective mandates, to:

- a) provide technical expertise, resources and support for the implementation of the above actions;

- b) engage in a resource mobilization campaign towards the realization of aviation infrastructure in Africa;
- c) determine, through appropriate gap-analyses, the aviation infrastructure needs of African States towards a single sky with an integrated, interoperable and seamless continental system taking into consideration Regional Plans, regional targets, and existing and future capacity requirements under the ICAO Global Plans; and
- d) prepare and incorporate in the PIDA Work Plan, an aviation infrastructure development plan for Africa and coordinate its implementation;

Call on African States, African RECs, other ICAO Member States, international assistance partners, donor communities, as well as financial institutions, to provide resources and support for the implementation of the ICAO AFI Plan, AFI SECFAL Plan and HRDF initiatives.

We hereby extend our sincere gratitude to our host, the Federal Government of Nigeria, for its warm hospitality and support for the organization of this third ICAO World Aviation Forum, as well as for its contribution to advancing the agenda of the development and modernization of quality aviation infrastructure in Africa.

Done and adopted in Abuja, Federal Republic of Nigeria on this 22nd day of November 2017.

Senator Hadi Sirika

**Minister of State, Aviation
Federal Republic of Nigeria**

Date: