



# Status of Full Implementation of the YD and SAATM at Continental Level, Concrete Measures, Progress and Challenges

BY

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# PRESENTATION OUTLINE

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# BACKGROUND OF THE YD

- ▶ In 1988, African Aviation Ministers of Air Transport crafted a vision for the African Aviation Industry, then known as the Yamoussoukro Declaration on a New African Air Transport Policy.
- ▶ In 1999, the Ministers met again and elaborated concrete measures for ensuring the liberalization of air transport markets in Africa through the Decision Relating to the Implementation of the Yamoussoukro Declaration concerning the Liberalisation of Access to Air Transport Markets in Africa, also known as the Yamoussoukro Decision (YD).
- ▶ The Decision was adopted by the Assembly of Heads of State and Government in July 2000, in Lomé, Togo.

# THE YAMOUSOUKRO DECISION (YD)

- ▶ **The YD aims at:**
  - Eliminating non-physical barriers that hamper the sustainable development of air transport services;
  - Creating a conducive environment for the development and provision of safe, reliable and affordable air transport services;
  - Establishing a liberalized intra-African aviation market in relation to traffic rights, capacity, frequency, pricing etc
  - Enhancing cooperation among African airlines; and
  - Improving the quality of service to the consumers.

# YAMOUSSOUKRO DECISION and ESTABLISHMENT OF SAATM

- ▶ The Assembly of Heads of State and Government of the AU adopted Declaration (Assembly. Doc./Au/Decl.1 (XXIV)) on the creation of SAATM in 2015 and on 29<sup>th</sup> January 2018 launched the SAATM.
- ▶ Following its launch, 11 Champion States: Benin, Cape Verde, Republic of Congo, Cote d'Ivoire, Egypt, Ethiopia, Kenya, Nigeria, Rwanda, South Africa and Zimbabwe immediately declared their Solemn Commitment towards actualizing the Declaration of the Heads of State, Jan. 2015
- ▶ **SAATM seeks to Create one single air transport market in Africa, liberalize civil aviation on the continent and drive economic integration.**

## MINISTERIAL WORKING GROUP (MWG)

- ▶ The Assembly also set up a Ministerial Working Group which initially composed of Ministers of Transport from the above-mentioned 11 countries but now have 32 member States.
  
- ▶ This Group is responsible for three main functions:
  - (i) Following up implementation progress on the establishment of the single market;
  - (ii) Provide guidance, and
  - (iii) spearhead the advocacy campaign to urge the rest of the Member States to join the single market.



# AFCAC AND SAATM

- ▶ AFCAC is charged with the responsibility of managing air transport liberalization in Africa.
- ▶ This responsibility includes the SAATM, which ensures that aviation assumes its rightful place, role and contributes to intra-African connection.
- ▶ The SAATM underscores Africa's social, economic, political integration and boosts intra-African trade and tourism as per AU-Agenda 2063.

## 8 CONCRETE MEASURES

1.	States shall publish or gazette in accordance with their national laws:
(i)	That they are committed to the immediate implementation of the Yamoussoukro Decision under the terms of the Declaration of Solemn Commitment in line with the AU Agenda 2063; and
(ii)	That named signatories of the Declaration of Solemn Commitment have been notified of their action under point 2 below.
2.	States shall notify other State Parties and especially signatories to the Declaration of Solemn Commitment that their skies are liberalised in accordance with the Yamoussoukro Decision.
3.	Review of BASAs to ensure conformity with the Yamoussoukro Decision:
(i)	Removal of all restrictions on traffic rights under the 3 <sup>rd</sup> , 4 <sup>th</sup> and 5 <sup>th</sup> freedoms, frequencies, fares, and capacity; and
(ii)	Ensure that all national Laws, Regulations, Rules, Policies are in conformity with the express provisions of the Yamoussoukro Decision.

4.

States shall propose to the Executing Agency (AFCAC) at least one airline established in their state for international air service for consideration under the eligibility criteria article 6.9 of the Yamoussoukro Decision. The proposed airline can also be from another State Party or a multi-national African airline in accordance with article 6 of the Yamoussoukro Decision.

5.

States shall immediately constitute their National Implementation Committees for the Yamoussoukro Decision and the establishment of a Single African Air Transport Market, designate a dedicated focal point and notify the RECS and the Executing Agency (AFCAC).

6.

States are encouraged to organise public awareness activities/advocacy on YD and the Single African Air Transport Market.

7.

States shall celebrate the YD (1999) on the anniversary of its signing on 14<sup>th</sup> November as part of advocacy for the promotion of AU Agenda 2063 in consultation with AFCAC.

8.

States shall sign the Memorandum of Implementation of the Yamoussoukro Declaration, adopted in May 2018 by the Ministerial Working Group on the establishment of the Single African Air Transport Market.

## SAATM Implementation Status - Continental

- ▶ 18 Member States of SAATM signed a Memorandum of Implementation (MoI) to remove restrictions in existing BASAs that are contrary to the YD:

Benin
Burkina Faso
Cabo Verde
Central Africa Republic
Cote d'Ivoire
Ethiopia
Ghana
Guinée
Liberia
Mali
Mozambique
Niger
Nigeria
Republic of Congo
Rwanda
Sierra Leone
The Gambia
Togo

- ▶ Africa's air transport liberalization is emphasised through a Joint Prioritised Action Plan involving all major stakeholders including AUC, AFRAA, ICAO, EU, IATA, World Bank, African Development Bank, etc.,.
- ▶ ICAO and AFCAC, have the assigned role to develop an African Air Transport Capacity Development Master Plan (ATCMP) and Master Plan for Infrastructural developments in the 2019-2021 Joint Prioritised Action Plan
- ▶ The Executing Agency's immediate action is to assist the SAATM States who are below the global average on Effective Implementation (EI) of SARPs on Aviation Safety and Security and the Regional targets aims to address the deficiencies.

- ▶ A number of advocacy on compliance with ICAO's guidance, Manuals and policies on Economic Oversight, Aeronautical Charges, taxation, etc. as well as capacity building initiatives to domesticate and implement the YD regulatory and institutional legal framework towards the implementation of SAATM are ongoing.
- ▶ AFCAC is currently engaging ICAO on joint programmes on capacity building on economic oversight and regulation of air transport and awareness program on ICAO policies.
- ▶ AFCAC utilizes all avenues to encourage more States to join SAATM and sign the Mol;
- ▶ Memorandum of Cooperation (MoC) with RECs are being signed - already concluded with EAC and COMESA

- ▶ Reluctance by some member States to sign the Solemn Commitment and Mol
- ▶ Excessive delay to report on Concrete measures from SAATM member States
- ▶ Unnecessary local procedures to sign Mol after signing the YD (1999) and Solemn Commitment on unconditional implementation of all the provisions of the YD

- Engage States that have not signed the Solemn Commitment and Mol to sign and join the SAATM ;
- Continue to engage RECs and AFRAA to partner with the EA on advocacy on SAATM and Mol;
- Aggressive awareness Program with RECs on Instruments of the YD.
- Study on socio-economic benefits of the SAATM for all member States in 2019 for its use in advocacy of SAATM; and
- Launch of studies related to Operational Rules and Manuals of the YD, and training of personnel of RECs, and member States.

# Conclusion

“we as consumers, though airlines determine where they set up station, have collectively our hands on the throttle and tiller to determine the success of creating this SAATM

For more information;

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