



Terms of Reference

Continental Study on the Benefits of the Single African Air Transport Market and Communication Strategy for SAATM advocacy

Terms of Reference for the continental mapping and evaluation of the implementation of the Yamoussoukro Decision and study on the cost and benefits of the operationalisation of the Single African Air Transport Market

1. This document outlines the scope of work and key requirements for recruitment of a consulting firm to undertake a continental diagnostic of the Yamoussoukro Decision in Africa as well as a rigorous analysis of the economic impact of air transport liberalisation, based on the full implementation of the Yamoussoukro Decision and the ongoing operationalization of the Single African Air Transport Market (SAATM). The study will provide a robust quantitative and qualitative analysis of the costs, benefits and impacts of air transport on tourism, trade, jobs, accessibility, connectivity, integration, and recommendations on effective actions to maximise the potential benefits of operationalising the Single African Air Transport Market based on the full implementation of the YD. There is high external demand for this study from key stakeholders: Member States demand supporting facts to argue for fully liberalising intra-African air transport. In particular, the African Union Commission and the Champion of the SAATM need the outputs of the study to advocate for more states to commit to the Single African Air Transport Market.

I. BACKGROUND

2. Air transport is critical for Africa to develop. The continent is home to over 12% of the world's population and accounts for just 4% of the global air transport traffic. Over the past two decades, air transport on the continent has been steadily rising at a rate of about 6% per year, with the strongest increase in Eastern and Southern Africa. Faced with rapid population growth, poor road infrastructure and almost a third of countries landlocked, air connectivity in Africa is becoming increasingly important to sustain the movement of people and products to both regional and global markets.

3. While many air transport markets in North America and Europe and between Africa and these continents have been opened or liberalised to a significant extent, most domestic and intra-African air transport markets have remained largely closed, with underserved, inefficient, and uncompetitive operations. The persistence of strict and protectionist regulatory regimes has sustained national airlines that have primarily focused on route development to European countries, rather than strengthening intra-African or domestic markets. As a result, African airline transport markets have suffered from poor safety and reliability records and face higher costs than anywhere else in the world, with inflated air fares dampening air transport growth in the region.

4. Long standing efforts to “open skies” in Africa and promote competition in intra-regional air transport markets have centred on the landmark Yamoussoukro Decision (the Decision). In November 1999, African Aviation Ministers adopted the Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa. The Decision was, subsequently, endorsed by the Assembly of the Heads of State and Government of the OAU in July 2000 in Lomé, Togo. For the purpose of implementing the Yamoussoukro Decision and in particular paragraph 4 of Article 9 thereof, AFCAC was entrusted in 2007, with the attribution of the Executing Agency and charged to supervise and manage and enforce the liberalization of African air transportation by the Meeting of the African Aviation Ministers. The Decision, signed by 44 signatory countries, calls for full liberalisation, to remove all restrictions on access, price, frequency and capacity

in intra-African air transport; free exercise of the first five freedom rights and promote fair competition.

5.The YD provides for the full liberalisation of intra-African air transport services in terms of market access, the free exercise of first, second, third, fourth and fifth freedom traffic rights for scheduled and freight air services by eligible airlines. It removes restriction on ownership and provides for the full liberalisation of frequencies, tariffs and capacity. It provides eligibility criteria for African community carriers, safety and security standards, mechanisms for fair competition and dispute settlement as well as consumer protection. The YD also provides for creation of the Monitoring Body, the Executing Agency and African Aviation Tribunal.

6.In practice however, progress towards implementation of the Decision has been slow. Studies have shown that none of the signatory countries have fully implemented the Decision to date, despite some references in bilateral agreements. Where partial progress in implementing the Decision has been made on the removal of restrictions, negotiations for freedom rights have mostly ignored it.

7.Examples of more liberalised countries in Africa include Nigeria, Ghana, Ethiopia and Rwanda; where up to a 40% increase in departure frequency in routes was experienced compared to those countries that remained governed by restrictive regimes. Ethiopia is a particularly strong example, where liberalisation efforts have been successful in significantly increasing bilateral agreements within Africa and creating stronger international networks for the national airline, capitalising on its comparative advantage as one of the main regional transport hubs in Africa.

8.Despite the commitments made by the African member states to fully implement the Decision the air transport within the region has remained protected. There is evidence that Bilateral Air services Agreements are restrictive and uncompetitive. Ownership issues have caused most concern for Member States, whereby own national regulations require majority ownership by state nationals as against majority ownership by African nationals. Wider discriminatory issues are also prominent, particularly, where non- African airlines are allowed to operate freely and African airlines are not licensed to operate.

9.There is a substantial amount of evidence on the quantitative benefits of liberalisation in Europe and America. A preliminary reading of the literature indicates a number of significant benefits:

- a. Liberalisation promotes overall economic growth. There is strong consensus in the literature that air liberalisation has positive economic impacts. Evidence from Europe and America has demonstrated increased air traffic supports a range of economic activities which are dependent on the availability of airline transport markets. In turn, this economic activity drives the demand for increased air services. Studies have also shown a direct link between liberalised air transport markets and countries Gross Domestic Product (GDP). The precise relationship is open to debate and indeed varies by market, but a typical value would be that a 2% increase in air traffic would represent a 1% increase in GDP.
- b. Liberalisation creates jobs. A strong evidence base confirms that an increase in intra-regional airline transport markets creates a significant number of jobs, mostly in the service sector. Statistics from established integrated regions such the European Union (EU) showed that after liberalisation, jobs in the aviation sector increased by 38% in the United Kingdom (UK). Other estimates suggest a 10% increase in passenger traffic results in a 1% increase in employment in service-

related industries. In Africa robust evidence is weak, though in 2010 the aviation sector was said to support about 7 million jobs, including 257,000 direct jobs, worth about US\$67.8 billion of the continent's GDP.

- c. Liberalisation increases trade. The effect of access to new destinations, better flight connections and increased frequencies of flights drives wider demand for existing and new products; including the promotion of international tourism through reduced air fares. In the EU, one study estimated that the net contribution of liberalised air transport markets to trade was €55.7 billion in 2003, or approximately 0.6% of GDP.
 - d. Liberalisation is good for private sector investment. Results from 625 businesses in five countries (China, Chile, United States, Czech Republic, and France) revealed that for the majority, reliable air transport was a very important factor informing investment decisions and accounted for 25% of their sales revenue. This view was supported by the results of an academic study showing a 10% increase international airline transport in an urban area was directly associated with a 4% increase in the number of large firm headquarters located in the same area. Other statistics from the EU suggest that between 1994 and 2003, air transport increased business investment by about 6% in 25 countries, worth approximately €66 billion.
 - e. Liberalisation encourages deeper regional integration - a single airspace would support current efforts to deepen regional integration across the continent. Regional integration communities are expected to facilitate and drive intra-regional trade in goods and services. Without effective air transport links, businesses face significant costs of doing business which in turn limit the opportunities for intra-regional trade and investment. Liberalisation of European airspace precipitated a growth in new industries, lowered the cost of intra-regional travel, and deepened political, social, and economic links between member states.
10. Connecting Africa through aviation and other transport infrastructure is crucial for the free movement of goods, people and services. This is critical to African integration, intra-Africa trade, as well as to tourism and economic growth and development. The air transport sector is an important creator of direct and indirect jobs in the industry and critical skills on the continent. It contributes positively to other auxiliary sectors such as tourism. It is an important sector for Africa's connectivity within Africa and with the rest of the world.
 11. The African Continental Free Area (AfCFTA) was launch in 21st March 2018. The AfCFTA aims to create a single market for goods and services, facilitated by the movement of persons in order to promote economic development and deepen the economic integration of the African Continent. In that regard, the Single African Air Transport Market (SAATM) and the Protocol on Free Movement of People, Right of Residence and Right of Establishment are projects that are essential to the successful operationalisation of the AfCFTA. Forty-nine (49) countries have signed the protocol establishing the AfCFTA, except for Benin, Botswana, Eritrea, Guinea-Bissau, Nigeria and Zambia. One of factor contributory to the high fares and low traffic in Africa are high and disparity in aviation taxation and charges. The successful operation of Single African Air Transport Market is a pre-requisite to facilitate boost Africa's trade competitiveness.
 12. In this regard, fostering the African air transport market through air transport liberalisation has been one of the driving forces of regional integration on the continent. Discussions on African air transport liberalisation have been on-going for

over the last three decades, culminating in the adoption of the decision on the establishment of a Single African Air Transport Market (SAATM) by the African Union (AU) Assembly of Heads of State and Government, on 29 January 2018, in Addis Ababa Ethiopia.

13. In line with aspirations of the AU Agenda 2063, the SAATM creates a common air transport market that is critical for the implementation of the African Continental Free Trade Area and also vital for the achievement of the long-term vision of an integrated, prosperous and peaceful Africa. Twenty-nine countries have declared their solemn commitment to the immediate implementation of the Yamoussoukro Decision, namely: **Benin, Burkina Faso, Botswana, Cabo Verde, Cameroon, Central African Republic, Congo, Côte d'Ivoire, Chad, Egypt, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Kenya, Lesotho, Liberia, Mali, Morocco, Mozambique, Niger, Nigeria, Rwanda, Sierra Leone, South Africa, Togo and Zimbabwe.**
14. The Single African Air Transport Market will be realised through the full implementation of the Yamoussoukro Decision. Twenty-six countries are still to subscribe to the solemn commitment namely: **Algeria, Angola, Burundi, Comoros, Democratic Republic of Congo, Eritrea, Libya, Madagascar, Malawi, Mauritania, Mauritius, , Namibia, Sahrawi Arab Democratic Republic, Sao Tome and Principe, Senegal, Seychelles, Somalia, South Sudan, Sudan, Tanzania, Tunisia, Uganda, and Zambia.** Forty-four countries are signatories of the Yamoussoukro Decision including the above countries except Djibouti, Equatorial Guinea, Eritrea, Madagascar, Mauritania, Mauritius, Morocco, Sahrawi Arab Democratic Republic, Somalia and South Sudan

II. DESCRIPTION OF THE ASSIGNMENT

➤ General objective:

15. The general objective of the study is to contribute to regional integration on the African continent through sustainable air transport networks for enhanced interconnectivity in Africa, between Africa and the rest of the world. The general objectives of the present study are to map out the current status of YD implementation by each of the Member States of the African Union, application of the 1999 Yamoussoukro Decision, to list the reasons for this non-application in order to enable the African Union Commission to look for ways and means to ensure the full application of this Decision.
16. Following the 2014 economic study commissioned by IATA/AFCAC/AFRAA on the potential benefits of a liberalized air service scenario between 12 African States, this project will involve a study on the benefits of implementing the SAATM across all AU Member States. It will go beyond a narrow industry economic analysis to also consider wider economic and social benefits, as well as alignment with development goals such as the Sustainable Development Goals (SDGs) and the objectives of regional organizations including the African Union (AU) and the African Development Bank (AfDB).
17. The study will generate material for SAATM Advocacy and Communication Strategy transforming the output from the country study in a manner that will support the implementation of the SAATM across the continent. The ultimate objective of the study therefore is to encourage the implementation of SAATM across the African

States as appropriate, starting with full implementation amongst the 29 “Champion States”.

➤ **Specific objectives:**

18. The specific objectives are:

- a. Undertake a continental mapping of the implementation of the Yamoussoukro Decision, for each of the African Union Member States and produce a dashboard on YD implementation;
- b. Undertake an expanded study on the value of aviation for the fifty-five African Union Member States and to assess the economic benefits of fully operationalising the SAATM among the twenty-nine countries that have currently subscribed to the solemn commitment; and
- c. Produce advocacy and communication Strategy material, to enable more states to join the SAATM.

Scope of Work

19. More specifically, the scope of work covers three components as follows:

20. **Component 1: Continental mapping of the implementation of the Yamoussoukro Decision, for each of the African Union Member States:** The Yamoussoukro Decision of 1999, which came into effect in August 2002 under the terms of the Abuja Treaty, is unfortunately not implemented in many African Union member states, which is a serious handicap to the liberalization of the African air transport market. The general objective of this component is to take stock of the application of the 1999 Yamoussoukro Decision, to list the reasons for this non-application in order to enable the African Union Commission to look for ways and means to ensure its full application of the Decision. The Consultant will therefore:

- a. Conduct a country by country assessment of the implementation of the Yamoussoukro Decision, indicating list of countries that are complying with the decision and those not complying and the constraints and reasons for non-compliance by identifying the objective or subjective obstacles and constraints that impede its effective implementation;
- b. Identify the objective or subjective obstacles and constraints that impede the effective implementation of the Decision;
- c. Assess the status of airlines operating intra-African traffic, the types of rights they enjoy and operate on 4th, 5th as well as 6th freedom operators and to document the city pairs that are serviced including the fares charged thereof for both African registered Airlines and non-African Airlines for the intra-African airport network only;
- d. Assess the level of coordination of schedules among African airlines, airline franchising, alliances as well as code-sharing and interlining within Africa, indicating the number of airlines operating under these arrangement in the last two years.
- e. Map out intra-African traffic city-pairs and document the city pairs that have multiple airline designations, the air services frequencies, and the airfares that are charged thereof; and also map out the degree of connectivity of the existing intra-African air services;
- f. Submit to the African Union Commission a dashboard, mapping countries according to their level of adherence to the Yamoussoukro Decision, with case-

specific approaches and make recommendation on how to assist States with noncompliance with the decision;

21. **Component 2: The Continental study on the Value of Aviation for the Member States of the African Union:** In 2014, InterVISTA 2014 conducted a study examining the impact of liberalising air transport between 12 countries within Africa namely: Algeria, Egypt, Tunisia, Ethiopia, Kenya, Uganda, Angola, Namibia, South Africa, Ghana, Nigeria and Senegal. Liberalisation of air transport through the full implementation of the Yamoussoukro Decision leads to increased air service level and lower fares, which in turn stimulates additional traffic volumes, facilitates tourism, trade, investment and other sectors of the economy and brings about enhanced productivity, economic growth and increased employment. This component therefore addresses the question of what would be the benefits of fully implementing the Yamoussoukro Decision between all Member States of the African Union.
22. The study will assess the costs and benefits from full liberalisation of air transport in Africa, disaggregated by country, indicating how each country stands to win or lose as a result. The assessment of the costs, benefits and impacts will:
 - a. develop scenarios to forecast the air transport market potential from full implementation of the Yamoussoukro Decision between the fifty-five African States.
 - b. assess the quantitative direct impacts (using economic modelling) of full liberalisation disaggregated by country, indicating how each country stands to win or lose as a result with respect to the following parameters:
 - c. overall economic growth
 - d. benefits to passengers (time, convenience and fare savings)
 - e. job creation, impact on gender and youth
 - f. trade expansion, tourism, inward investment, associated productivity benefits, as well as developmental considerations;
23. Finally, the Consultant will assess the benefits of operationalisation of the SAATM among its current member States as a sub-scenario and develop performance indicators for monitoring the performance of the market.
24. **Component 3: Production of advocacy and Communication material:** The ultimate objective of this Project is to encourage the implementation of SAATM across all AU Member States as appropriate. The output from the country study will be translated into advocacy and communication strategy in a manner that will support the implementation of the SAATM across the continent. The Consultant will therefore produce advocacy and communication Strategy material such as audio-visual material and country specific/regional leaflets on the value of aviation study outcomes, with the aim to: The research team will develop a conceptual framework with a clear hypotheses and a detailed methodology for the study, including the proposed research questions to be answered in response to the scope of works. The research team will conduct a rigorous synthesis of the existing literature and data available, and to critically appraise it on quality and relevance in relation to the research questions. The team shall be expected to set out a clear methodology for systematically searching, selecting and reviewing evidence for inclusion in the review, as well as an approach to assessing the quality and strength of evidence.
 - a. Enhancing visibility, generating more publicity and raising further awareness amongst all stakeholders of the AU's Flagship Project post SAATM launch;
 - b. Provide a unique and dedicated platform to spotlight the SAATM Champion States and celebrate their efforts; and

- c. Encouraging new States to sign on to the SAATM (alongside the request to be part of the publication and provide content, the “Solemn Commitment Letter” can be sent to the outstanding States that are yet to sign).
- 25. Component 3 can be sub-contracted to a contractor specialised in the production of such advocacy and communication material and/or produced by a consortium associate partner.
- 26. The consultant will propose their own technical approach and methodology on how to best undertake and deliver the assignment based on the above general and specific objectives.
- 27. The Consultant will integrate in its proposed methodology a preliminary schedule of its activities and a matrix indicating the level of participation of each expert in each phase and each task of the study
- 28. In mapping the implementation of YD, the consultant should be able to triangulate and confront desk research results with information from interviews and undertake a cross case analysis between the various member states
- 29. **Provide a detail work plan:** The Consultant will integrate in its methodology a preliminary schedule of its activities and a matrix indicating the level of participation of each expert in each phase and each task of the study

➤ **Required outputs**

- 30. The expected deliverable for this assignment include reports, advocacy material and a database of collected data. Reporting requirements are defined under V.

III. EXPERTS REQUIRED - Team Composition

- 31. The assignment will be carried out by a multidisciplinary team of globally recognised academic and industry subject experts, with a good regional knowledge and experience in working in the air transport and related projects and programme. The Lead Organisation must be a recognised higher education institution, research organisation or an organisation with a credible research capacity and proven experience of conducting similar research projects. The Lead Organisation should demonstrate adequate capacity to undertake this project, including demonstrated knowledge of data requirement, access to unbiased and reliable data sources and high quality related aviation information and outreach to Member States of the African Union. Preference will be given to groups incorporating both international and regional (Africa) expertise to encourage diverse perspectives, integrated and innovative thinking.
- 32. The Consultant firm will make a final determination on the selection, mix and size of the project team, given the complexity of the project, availability and circumstances that prevail at the time, including the use of support staff. The Consultant team should have a demonstrated extensive experience in air transport regulation, economic and social impact studies for Governments, airlines, airports and other aviation stakeholders. The Lead Organisation shall propose a highly qualified Transport Economist as Team Leader. Specifically the Consultancy team shall include the following key Personnel:

- Team Leader: Transport Economist,

- Air Transport Regulation Expert
- Air Transport Economists Researchers/Analysts
- Aviation data analyst
- Communication and information Expert
- Support Staff (as required) -

➤ **Qualifications, Skills and Experience:** The Experts should possess the following knowledge and skills:

33. **Team Leader and Transport Economist:** The Team Leader shall have at least a Master Degree in Economics, with a focus on transport Economics or Econometrics. He/she must have at least a minimum of fifteen years of professional experience working as a Transport Economist, or Econometric Analyst, Project economic impact modelling and evaluation, with proven academia and a thought Leader in this domain. Experience of managing large and complex, multidisciplinary consultancy projects is essential. The Team Leader shall be responsible for coordinating the study with a demonstrated knowledge and expertise of quantitative methods of economic modelling, demand forecasting, econometric analysis and economic policy analysis. At five years' experience in managing a consultancy team and a proven record of successfully undertaking of at least one similar project, with verifiable publication in a reputable referred journal. The Team Leader shall also have relevant and substantive experience of the African aviation industry. Fluent in English and / or French. A working knowledge of the other AU language will be an asset. Sound interpersonal and communication skills and excellent presentation skills are required.
34. **Air Transport Regulatory Expert:** The air transport regulatory Experts shall have at least a Master Degree in Law with a focus on international civil aviation or international aviation law with a sound working knowledge of dealing with Bilateral/Multilateral Air Service Agreements (BASAs and MASAs). He/She must be conversant with the provisions of the Chicago Convention (1944) as amend and related Agreements and Protocols on air transport economics regulation and in particular the provisions of the Yamoussoukro Decision. Demonstrated in-depth knowledge of the regional and continental regional integration programmes, the air transport liberalization programme and experience with the workings of regional and continental organisations (i.e. AUC, AFCAC, RECs, IATA, AFRAA, UNECA, RECs) and governments (especially in Africa). The air transport regulatory Expert will be responsible for the delivery of the output of component 1 and shall therefore have an extensive knowledge of the aviation legal and regulatory frameworks in Africa, the development of air transport liberalization in Africa. Knowledge in the use of the ICAO database is essential. He/she will have an extensive knowledge of the decision-making process of the AU and the AU institutions and AU Member States. Sound interpersonal and communication skills and excellent presentation skills are required.
35. **Air Transport Economists Researchers/Analysts:** The Consultant team shall include at least two experienced air transport research analyst with a proven record of undertaking similar research assignment including econometric modelling of large

dataset. At least a Master Degree is required or equivalent with at least ten years experience in undertaking similar assignments and familiarity with analysing aviation related data. The researcher must have demonstrated skills in economic impact assessment; knowledge and experience of air transport markets in integrated economies and specialist expertise in quantitative economic modelling.

36. **An Aviation data analyst:** Must have at least a bachelor's degree in an appropriate domain such as Physics, Economics, Applied Math, Statistics, Operations Research, Engineering, Computer Science, or other quantitative field (advanced degrees are a plus) with at least five years recent experience of working with large data set as a quantitative analyst in particular use of various aviation and related economic databases. Proficiency in the use of complex statistical software tools and data visualisation skills to expose complicated spatial-temporal data into easy to digest format. Ability to maintain attention to details and data accuracy is essential.
37. **Communication and Information Expert:** At least a degree in information and Communication. The Expert will be required to have at least ten years' experience in the development of communication material with extensive experience in producing transport infrastructure work related documentaries for international institutions with the aim of reaching both local and international audiences. Local knowledge of the region covered and excellent technical capacities are essential to ensure smooth and high quality of the communication material
38. **Project Management and Quality Assurance:** The Lead Organisation will also assure the quality-of any outputs before submission to the African Union Commission. It shall be responsible for the overall management of the project.

➤ **Indicative man-days inputs**

39. To perform the assignment, the following indicative man-days are required:

(a) Team Leader: Transport Economist	(1)	100 man-days,
(b) Air Transport Regulation Expert	(1)	80 man-days
(c) Air Transport Economists Researchers/Analysts	(2)	2*35=70 man-days
(d) Aviation data analyst	(1)	50 man-days
(e) Communication and information Expert	(1)	50 man-days
40. The selected consulting firm shall ensure deployment of suitable result oriented key experts who have the potential to lead and work in project mode to ensure timely compliance. The Key experts deployed by the consulting firm will be dedicated full time for the Project assignment

IV. LOCATION AND DURATION

➤ **Location of the assignment**

41. The work is primarily desk-based research and analysis and can be conducted at any suitable location. Consultation meeting with the Client and Stakeholders shall be held in Addis Ababa, Ethiopia.

➤ **Commencement date and period of implementation of the assignment:**

42. The indicative starting of the services is envisaged for the 1st February 2019 (kick-off meeting in Addis Ababa with the Team Leader with the participation of AUC, AFCAC, UNECA, and World Bank). The total duration of the contract is six calendar months.

V. DELIVERABLES AND REPORTING

➤ Deliverables

43. The expected outcomes of this assignment are as follows:
- a. Status report on the implementation of the Yamoussoukro Decision across all Member States of the African Union, with a dashboard on implementation status;
 - b. Benefits of Implementing the SAATM for each and all AU Member States; and
 - c. Developing Advocacy and communication strategies, including audio visual materials, clearly articulating the benefits of SAATM, through targeted sensitization/awareness campaigns, with States, Airlines and other relevant stakeholders throughout the African Union;.
44. In addition, the Consultant will provide the following outputs:
- a. An Executive Summary of the Study understandable to non-technical readers;
 - b. Appendices with all technical details of the quantitative analysis; and
 - c. Stand-alone Publication for each country on the benefits of SAATM

➤ Indicative Time Frame

45. The service shall be completed within a period of six (6) calendar months from the date of signing the contract (effective date). The following time frame/schedule (in months) is proposed for the deliverables

Signing/Effective Date of Contract	M
Submission of the Inception Report	M+0.5
Submission of the Draft report on YD implementation mapping	M+2
Submission of the draft Expanded study report	M+4
Submission of Advocacy and Communication Material	M+5
Submission of the Final Project report	M+6

➤ Reporting

➤ Content

46. **Inception Report:** The inception report shall include a synthesis of literature reviewed, describe preliminary findings on the mapping of the YD, the detailed methodology, detailed work plans and Experts schedules including the timing of missions/visits to the selected SAATM key players. The report should also indicate a clear strategy for the collection of data, instruments for data collection and identification data sources. The consultant shall also provide as annex to the inception report outline contents of the interim Report 1 and 2.

47. **Interim Report 1- Mapping of YD implementation:** This interim report shall cover the findings on the research under taken in component 1. The output shall include a dashboard indicating the implementation of the YD and a section on specific measures to enable specific states fully implement the YD. Data collected for this mapping should be annexed to the report.
48. **Interim Report 2- Findings of the expanded study on the value of aviation and operationalisation of SAATM amongst AU Member States:** This interim report shall cover the findings on the research under taken in component 2. The output shall include individual country fact sheets on the benefits of full air transport liberalisation and. Data collected and analytical models developed for the study shall be annexed to the interim report 2.
49. **Advocacy and Communication Material:** audio-visual material to be provided on an appropriate platform and CDs. The material shall capture the benefits identified in the components 1 and 2. The narrative should indicate to what extent full liberalisation of intra-Africa air transport contributes to the achievement of AU agenda 2063, combating youth unemployment and strengthen the role women.
50. **Draft Final Report:** The draft final report shall be presented, discussed at a meeting with key stakeholders organised by AUC in Addis Ababa. The consultant shall be prepared to present findings, conclusions and recommendations in a presentation format (power point etc.). The comments and recommendations of the meeting shall be used to finalise the report.
51. **Final Report:** The final report shall include an executive summary of the study understandable to non-technical readers with annexes with all the technical details of the quantitative analysis. The final report will include findings and conclusions from all 3 components 1, 2, and 3 as well as comments and recommendations from the meeting on the draft final report as described above.

➤ **Language**

52. The reporting language is English.

➤ **Submission/comments timing:**

53. The timeline for report submission follows the calendar described in section IV (indicative Time Frame).

➤ **Number of report(s) copies:**

54. All reports will be submitted in one electronic version and two originals in hard copy to the Director of Infrastructure and Energy, designated as the project coordinator and will be responsible for approving the reports.

VI. MONITORING, EVALUATION AND INTELLECTUAL PROTERTY

➤ **Monitoring and Evaluation:**

55. All project outputs should be reviewed and endorsed by all the collaborating experts before submission to the African Union Commission.
56. The management of the study will be carried out by the Department of Infrastructure & Energy of the African Union Commission. The Consultancy firm will

be hired under AUC terms of contract and supervised by the AUC Infrastructure and Energy Department solely for the purpose of delivering the above outputs, within the agreed time frame.

57. The African Union Commission as the Client shall provide necessary support to the Consultancy firm in order to execute the assignment during the duration of the consultancy

➤ **Commission Support**

58. African Union Commission will endeavour to provide necessary existing study reports, data and information relevant to the assignment to ensure that the mission is successful; supervise, monitor and approve the processes adopted by the consultant firm and provide timely financial support for the smooth running of the project. However the Consultant is required to ensure that all data essential for the completion of the project is accessed. The literature reviewed should be reflected in the inception report.

➤ **Intellectual Property**

59. All information pertaining to this project (documentary, audio, theme song, digital, cyber, project documents, etc) belonging to the client, which the Consultancy firm may come into contact with in the performance of his/her, duties under this consultancy shall remain the property of the Client who shall have exclusive rights over their use. Except for purposes of this assignment, the information shall not be disclosed to the public nor used in whatever without written permission of the Client in line with the national and International Copyright Laws applicable.