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**PROGRESS REPORT ON IMPLEMENTATION OF
TRANSPORT PLANS OF ACTION**

INTRODUCTION

1. The current Plans of Action of the African Union Commission (AUC) for the Transport Sub-sectors (modes) were adopted in Malabo, Equatorial Guinea in April 2014, by the Conference of African Ministers responsible for Transport covering the specific transport sub-sectors (modes) i.e. civil aviation/air transport, railway transport, maritime transport and road transport. The Plans of Action were elaborated for the 2015 to 2017 and superseded the previous plans adopted in Luanda, Angola in November 2011.

2. The main objective of the AU transport programme is to facilitate the building of a continental-wide network of all-weather integrated infrastructure. The programme also aims at ensuring that the Transport Sector contributes to the attainment of AU Agenda 2063 aspirations. This goal is also incorporated in the Programme for Infrastructure Development in Africa (PIDA), covering the sectors of transport, energy, information and communication technology (ICT) and trans-boundary water resources.

3. In reaching that goal, the Commission through the Department of Infrastructure and Energy is taking the following key actions or functions:

1. Harmonisation of sector policies, standards and regulations;
2. Facilitating development of infrastructure in major regional transport corridors;;
3. Alignment of the activities of the department with AU Agenda 2063 aspirations; and
4. Monitoring and facilitation of implementation of policies, strategies and major continental integration infrastructure projects with particular focus on the AU Agenda 2063 Transport flagship projects.

4. In the implementation of the Plans of Action, the AUC has an overall leadership and coordination role. The other key actors include the NEPAD Planning and Coordination Agency (NPCA), Regional Economic Communities (RECs), Specialised Institutions (SIs) and the Member States. Technical and Financial support is provided by partners including the African Development Bank (AfDB), United Nations Economic Commission for Africa (UNECA) and other United Nations agencies as well as other key partners especially the European Union, GIZ and the World Bank.

5. This report focuses on the current implementation status of those activities for which the AUC has a leading role and those under the leadership of other institutions whose status has been reported on. The narrative part of the report highlights the main activities carried out by the Department of Infrastructure and Energy of the AUC and the status of each activity is specified in the attached Plans of Action.

1. HARMONISATION OF TRANSPORT POLICY

6. Africa's economy is growing at a faster rate over the past 50 years and has recently overtaken Asia in terms of economic growth. However, the continent faces challenges in the development of its transport infrastructure and transport services. Coupled to the existing challenges, African Transport also faces new challenges in the form rapid urbanisation, need for climate resilient infrastructure, and development of climate smart cities, smart corridors

and the use of new technology to foster an efficient transport system in Africa. In line with policies defined in its Agenda 2063, the AU envisages a long-term transport vision with the following objectives:

- (i) Reduce transport logistic costs for all modes of transport;
- (ii) Improve and extend the connectivity of regional;
- (iii) Foster safe, and secure, means of transport that protects both goods and the lives and livelihoods of people;
- (iv) Promote transport infrastructure and services that are sustainable and friendly to the environment and communities;
- (v) Improve the overall governance of the sector, by developing and implementing efficient regulations allowing fair competition within and between transport modes;
- (vi) Foster a transport industry that supports the creation of sustainable jobs;
- (vii) Ensure rural and remote communities have access to basic transport infrastructure in order to enhance their socio-economic development; and
- (viii) Improve the supply and management of energy-efficient and integrated public transport systems in urban areas.

7. In this regard, during this period the Department of Infrastructure and Energy has initiated studies for the elaboration a new Harmonised African Transport Policy framework. The policy framework should foster among other considerations, continental and regional integration; meet future transport demand and support African business through easy and seamless logistics systems; provide a safe and secure transport system; whilst being climate resilient. This work is funded under the EU 10th EDF capacity building programme on “Support to the Transport Sector Development in Africa” provided to the AUC Department of Infrastructure and Energy (DIE) for Transport Policy Harmonization and Transport Sector Services Development and Support to PIDA PAP for the Start-up of Smart corridor activities. To date, three (3) validation workshops have been held to review the progress of the project. The final policy paper will later be presented to Member States for consideration and adoption.

2. AIR TRANSPORT /CIVIL AVIATION

8. During the period covered by the report, the continent experienced an increase in low cost airlines, airlines merging, improvement in connectivity and the granting of fifth freedom, bankruptcy of small airlines, start-up airlines, new entries, creation of strategic partnerships among African airlines, airports rehabilitation and extension or construction of new airports, investment in air navigation facilities and equipment, investment in fleet renewal, training and retraining of aviation professionals, etc. on one hand, and the growing penetration of foreign airlines in the African markets on the other.

9. AFCAC and African Member States participated in the 39th ICAO General Assembly whereby the Assembly reached two major conclusions on Aviation and Environment – (a) a historic consensus on its Resolution on a Global Market-Based Measure (GMBM) scheme; and (b) also recognised the significant achievements made by ICAO in assisting States to develop their State Action Plans for CO₂ emissions reduction. So far, 22 African States have submitted their State Action Plans to ICAO.

i) African Civil Aviation Policy (AFCAP)

10. The following activities have been carried out related to the AFCAP. In air transport, the AUC is currently working in collaboration with AFCAC on implementation of the continental Policy. One of the major problems affecting air transport in Africa as highlighted in the AFCAP is its poor aviation safety record. To address this problem, the African Civil Aviation Commission (AFCAC) is facilitating and monitoring Member States for compliance with the Abuja aviation safety targets that were adopted in Abuja in 2012 and later endorsed by the AU Summit in 2013. Some of the targets have gone past their end dates; with some ending in 2017. The AUC and AFCAC are therefore recommending the need to revise the current targets ending in 2017 for the next period.

11. In implementing the aviation safety of AFCAP, AFCAC is jointly managing with the International Civil Aviation Organisation (ICAO) an African and Indian Ocean Region (AFI) Cooperative Inspectorate Scheme (AFI-CIS), to provide assistance to African States; with emphasis and priority given to States identified with Significant Safety Concerns (SSRs). At the regional level, Regional Safety Oversight Organisations (RSOOs) are following suit in making sure that the AFCAP is effectively implemented.

12. IATA is also joining effort with the AU in implementing the Abuja Declaration, Plan of Action and Targets on aviation safety in Africa. IATA is committed to continue the collaborative approach between IATA, ICAO and the African Airlines Association (AFRAA); focusing on building of skills and assisting African airlines obtain certification in the IATA Operational Safety Oversight (IOSA) programme. In July 2016, the AU Commission and IATA signed a Memorandum of Understanding on cooperation.

13. Through the ongoing inter-institutional efforts, the continent is witnessing a significant improvement in safety levels. Results on the implementation of the Abuja targets are encouraging. Overall as of April 2016, twenty-two (22) states attained Effective Implementation score of ICAO's USOAP whilst fourteen (14) AFI States had an EI ≤ 30%, with a global average currently at 62.87%. Also the number of States or airlines on the EU Safety List has gone down.

14. In April 2016, this year, the AUC in collaboration with AFCAC, ICAO jointly with the Republic of Namibia, organised a ministerial conference on aviation security and facilitation in Africa, held in Windhoek, Namibia. The outcome of the Ministerial Meeting included a Declaration and aviation security and facilitation targets. The targets are to be implemented by all AFI States. The Conference further directed the AFI SECFAL Plan Secretariat to come up with modalities to implement the recommendations and decisions made by the Ministers. The Ministerial Declaration and the aviation security and facilitation targets will be presented to the STC meeting for adoption.

ii) AU-EU Partnership in Aviation

15. The project on Support to the Air Transport Sub Sector and Satellite Service Applications in Africa, made up of three components (safety, security and satellite service applications in Africa) was launched in 2012 and ended in 2015, funded through the 10th EDF envelope for the EU-Africa Infrastructure Partnership. The main objective of the project was to build capacity in States and RECs in the aforementioned fields. The component on satellite service applications in Africa has so far conducted three (3) capacity building working sessions in SBAS. These sessions focused on license, certification and liability by training forty (40) African professionals from thirteen (13) African States and eleven (11) African Institutions including four (4) Regional Economic Communities. Within the same project, the Centre of Theoretical Physics in Trieste, Italy trained twenty three African professionals in 2015 of whom ten are employed by the Joint Project Office (JPO) of Satellite navigation services for African Region (SAFIR) in Dakar, Senegal.

16. The current cooperation between the AU and EU is defined in the Joint Africa-EU Strategy (JAES) and Roadmap of the EU-Africa Strategic Partnership adopted during the 4th Africa-EU Summit held in Brussels in April 2014. The Road Map covers the 2014 to 2017 period. The Summit agreed that the implementation of the Joint Strategy should focus on four goals. Infrastructure and energy sectors are covered under goal 4: *Sustainable and inclusive growth and global issues* and the area of cooperation cover: Private investment, infrastructure and continental integration. The main sectorial areas of cooperation in air transport cover: (a) Support to implementation of the Yamoussoukro Decision and establishment of a Single African Air Transport Market; and (b) Extension of EGNOS (European Geo-Stationary Overlay System) satellite navigation infrastructure and services to Africa.

17. Continental implementation of the EGNOS project envisages the integration of the JPO into African Union's structures in order to ensure African ownership of the project and its medium-long term sustainability. Following extensive consultations with key stakeholders, the AUC plans to conduct an independent cost-benefit analysis (CBA) to establish the advantage of EGNOS to Africa over other existing SBAS systems globally and organise a continental aviation workshop to validate the outcome and final decision of the continent on the proposed project.

The AUC is therefore submitting this project proposal on EGNOS to the STC for the consideration and guidance of the Ministers on the next steps as indicated.

iii) Yamoussoukro Decision on the Liberalisation of Air Transport Markets in Africa

18. Implementation of the 1999 Yamoussoukro Decision on the liberalisation of air transport markets in Africa is also ongoing. Over the past four years, significant progress was made resulting in more connectivity through the introduction of new air routes and increased frequencies on existing routes, with several countries adapting their bilateral air services agreement for inter-Africa air transport to make them YD compliant. However there still some hindrance to the full implementation of the Decision as well as non-physical barriers.

19. Relaxation of visa requirements and other administrative restrictions would go a long way in raising intra-Africa air transport connections, air traffic volumes and affordability of air travel. The Executive Council has recognised this problem and has recommended that

Member States should review their internal and external security situations with a view to putting in place the mechanisms that would allow for the issuance of visas on arrival for citizens of AU Member States, with the option to stay in the country for up to 30 days. As a way forward, the AU is currently reviewing the establishment of a continental Protocol on Free Movement of Persons, the Right to Residence and the Right of Establishment. The protocol would only focus on putting in place a system that guarantees access of all African citizens to all African countries. (Abolition of visa/visa at arrival/no visa fee).

20. To facilitate the creation of a single African aviation market, the African Union Commission together with concerned African Stakeholders has completed the elaboration of regulatory texts and the architecture of African air transport database. These regulatory texts made up of Competition Regulations; Dispute Settlement Mechanism and Consumer Protection Regulation together with specifications of a database and related indicators for African air transport are now ready for publication and implementation by the Executing Agency (AFCAC) of the Yamoussoukro Decision.

21. The slow pace in the implementation of the Yamoussoukro Decision has been a concern to the Policy makers. The Assembly of the African Union of January 2015 took note of these serious challenges in the implementation of the YD and endorsed the establishment of the Single African Air Transport Market (SAATM) and the Solemn Commitment made by 11 member States for the expeditious and unconditional actualization of the SAATM by 2017. Furthermore, the Summit also approved the endorsement made by the AU Executive Council of the Regulatory and Institutional Instruments of the YD.

22. A Ministerial Working Group was established to oversee the realisation of the Single African Air Transport Market with three main functions: (i) following up implementation progress, (ii) provide guidance, and (iii) spearhead the advocacy campaign to urge the rest of the Member States to join the single market. The Working Group adopted its road map in 2015 with eighteen (18) activities culminating in the launching of the Single African Air Transport Market during the June 2017 Session of the Heads of States and Government of the Union. The Ministerial Working Group held its 2nd Meeting on the 20th October 2016, where the Activity Road Map was updated and a way forward towards launching of the Single African Air Transport Market in June 2017 was established.

23. One of the outcome of the Ministerial Meeting is recommendation for the review of the Duties and Responsibilities of the Monitoring Body of the Yamoussoukro Decision. The AUC, UNECA and AFCAC were assigned the task of reviewing the duties of the Monitoring Body as in Annex 2 of the YD and propose its revised duties and responsibilities taking into consideration the role of the Executing Agency of the Yamoussoukro Decision.

24. The RECs also continue to make efforts towards the harmonisation of policies and regulations in air transport. ECOWAS has adopted economic regulation for liberalisation of air transport in the Central Africa region and EAC has drafted and under negotiation economic regulation for the liberalisation of Air Transport in the East African Economic Committee (EAC).

25. Finally, under the able leadership of our seasoned African Citizen, President of the International Civil Aviation Organisation Council, three more countries that are African were elected to the council. The current membership of the council are **Egypt, Nigeria, South Africa, Kenya, Republic of Tanzania** and the newly elected – **Algeria, Cabo Verde** and **Congo**.

3. MARITIME TRANSPORT

26. Africa depends largely on its trade with other global regions. Its exports are mainly made up of bulky primary commodities and the continent imports most of its needs in industrial finished products. In that regard, maritime transport is a crucial subsector to Africa's socio-economic development. Given this context, the need to strengthen the capacity of maritime transport to cost-effectively handle Africa's international trade has always remained a priority. The AU has put in place its continental Maritime Transport Plan of Action which is under implementation with the support of the EU, IMO and other partners. The focus has been on strengthening the country roles in Port State Control (PSC) and Flag State Implementation (FSI).

27. Likewise, activities of this sector have been well-supported by the Intra-ACP Programme on Support to the Maritime Transport Sector in Africa financed by the EU through the 10th EDF. Its implementation started in 2014. Since then, a number of capacity building workshops have been provided to the member States starting with West and Central African States. The programme is ongoing and is expected to extend to the rest of the continent afterwards, given the achievements of the two regions.

28. Maritime safety, security and protection of the marine environment have been issues of great concern in Africa especially following a spate of piracy and armed robbery in the gulfs of Aden and Guinea as well as accidents involving small to medium vessels on oceans and inland waterways within Africa's borders. Furthermore, illegal fishing and dumping of toxic waste close to African shores continues with minimal monitoring and combatting.

29. Among the identified major challenges facing maritime transport is the weak institutional, regulatory and enforcement capacities at country and regional levels to oversee compliance with international conventions on maritime safety, security and protection of the marine environment. The sub-sector also faces challenges related to promoting and maximising the benefits of blue/ocean economy, good governance in the management of fisheries sector and aquaculture and conservation and restoration of marine ecosystem. Enormous opportunities exist in Maritime tourism, which still needs to be exploited in the continent.

30. The AUC, in collaboration with stakeholders in the sub-sector, is therefore directing its efforts to address these challenges in a comprehensive manner through the following main planned activities:

- i) Operationalisation of the Revised African Maritime Transport Charter which was adopted by the AU Assembly of Heads of State and Government in July 2010;
- ii) Collaboration with key stakeholders in enhancing Maritime Security;

- iii) Capacity building to national maritime administrations on implementation of international instruments on maritime safety, security and protection of the marine environment;
- iv) Creation of an institutional structure for monitoring and coordinating maritime activities in the continent;
- v) Establishing a coast-guard network to jointly share resources and capacities in combatting illegal activities on African waters. The west and central Africa regions are already working on that project. We now need to strengthen and extend the initiative to the rest of the continent.

31. Unfortunately, the Revised African Maritime Transport Charter is still to enter into force. To date, sixteen (16) countries have signed and only seven (7) have ratified the Charter. The AUC continues to engage the Member States, RECs and Specialised Institutions to speed up the entry into force of the Charter in order to ensure that maritime transport development in Africa is guided by a coherent continental policy and strategic framework.

4. RAILWAY TRANSPORT

32. Railway transport is basically, the backbone of a cost-effective and integrated transport network in any geographical setting. There are more than 1 million km of railway track across the world. However, with a length of around 89 390 km, the network of Africa represents less than 9 percent of the worldwide network. The railway network in Africa is divided among South Africa (43.1 %), North Africa (22.3%) and the sub-Saharan Africa (34.6%). Country-wise, South Africa has the largest rail network of around 32 000 Km. A dozen of African countries such as Burundi, Comoros, Libya, Rwanda, Lesotho and Mauritius still have no connectivity via railway networks.

33. In the aforesaid context, the AUC is pursuing implementation of the Vision 2040 for Railway Revitalisation in Africa which is linked to the Programme for Infrastructure Development in Africa. In that regard, the AUC has maintained a number of strategic activities in its railway action plan including:

- i. Elaboration of strategies for the development of a continental Integrated High Speed Rail network as one of twelve (12) flagship projects of AU Agenda 2063. The continental network will be a facilitator for infrastructure provision on the continent, which will drive regional integration;
- ii. Resource mobilisation for railway infrastructure development and services; and
- iii. Harmonisation of training programmes and capacity building for railway training institutions with a view to strengthening existing railway training institutions to cater for regional and continental needs for railway professionals.

34. A number of large normal-speed and high-speed railway projects are envisaged in the short-term 2016-2025; based on some key principles and based on these principles, the AUC has identify a preliminary list of some recommended major railway projects for consultation.

35. In the implementation of the African Integrated High Speed Railway network (AIHSRN), the AUC is continuing negotiations with People's Republic of China which has

indicated its keen interest to be a strategic partner for the project. Furthermore, The AUC Department of Infrastructure and Energy has moved forward and prepared several strategic documents for the realisation of African Integrated High Speed Railway network.

36. At present, the AUC is working with NPCA to establish the Project Implementation Unit (PIU).

5. ROAD TRANSPORT

37. In the road transport subsector, the main activities have been the following:

- a) Formulation and dissemination of road standards norms for Trans-African Highways (TAH) and the Inter-Governmental Agreement for their implementation;
- b) Elaboration and dissemination of the African Road Safety Charter; and
- c) Monitoring and review of the implementation of the African Action Plan for the Global (UN) 2010-2020 Decade of Action for Road Safety;

38. The Inter-Governmental Agreement on road standards norms for Trans-African Highways was adopted by the AU Summit in June 2014 and the African Road Safety Charter was adopted in January 2016. Currently, dissemination and capacity building workshops have been scheduled for all the regions. For West and Central African States, a joint regional workshop was conducted in Abuja, Nigeria in collaboration with ECOWAS and ECCAS in June 2016. A similar workshop has been scheduled in Rabat, Morocco for North African States in December 2016 in collaboration with UMA. The last one for Eastern and Southern Africa is planned in early 2017. The United Nations Economic Commission for Africa is involved in this undertaking.

6. TRANSPORT CORRIDORS DEVELOPMENT

39. Regarding development of transport corridors, an Intra-ACP **Programme on Support to the Transport Sector in Africa** is under implementation whose main objective is to build the capacity of the AUC and RECs particularly for:

1. Transport policy development.
2. Development of "SMART corridors".
3. Putting in place efficient road maintenance systems.

40. Previously, the Commission endeavoured to carry out pre-feasibility studies on a number of major trans-African transport corridors with a view to mobilizing financial and technical support for their strengthening including construction, rehabilitation and modernization; for example the Dakar-N'djamena-Djibouti Transport Corridor (TAH 5 & 6), the Cotonou-Ouagadougou-Niamey-Abidjan Railway and Gambia Bridge on TAH 7.

41. The pre-feasibility studies were undertaken with the support of the AfDB (1&2) and the rest by EU under the 9th EDF. Based on the results of the prefeasibility studies, the concerned countries and RECs are executing the specific indicated project components and are at various levels of accomplishment.

7. CONCLUSIONS AND RECOMMENDATIONS

42. As indicated in the previous sections, there are numerous challenges which limit the number of activities in the Plans of Actions that can be implemented in a given period as well as delay the execution of activities that have been programmed for implementation. The AUC is pursuing several short and long-term strategies to resolve these challenges with the aim of maximising implementation. The main challenges that are continuously encountered and addressed are

1. Insufficient resources for development activities;
2. Inadequate human resources;
3. Low participation of Regional Economic Communities and Specialised Institutions in infrastructure activities of the AUC;
4. Slow integration of the continental and regional adopted policies, strategies and legal frameworks into national legal and regulatory frameworks including non-ratification of regional/continental policy frameworks which render them ineffective; and
5. Low private investment share for Infrastructure Development in Africa.

43. The AUC would like to urge the Member States to prioritise implementation of the AU programme activities and decisions for which they have major responsibility. In particular, ratification and adhering to AU instruments including treaties and charters is essential in order to enable their utilisation for socio-economic development of the continent.

44. Likewise, the RECs are requested to align their activities to those of the AUC and make provision in their calendars and budgets for attending relevant AUC programme coordination events. Member states and RECs are also requested to support AUC initiatives geared towards promotion of completion of the missing links with the Trans-African Highway and rail networks. Efforts should be made to align infrastructure development in the Continent with the aspirations of AU Agenda 2063.