PROGRESS REPORT

TRANSPORT

Lome, Togo
Outline

1. Main Objectives of the AU Transport Programme

2. Progress Report:
   i. Air Transport
   ii. Maritime Transport
   iii. Railway Transport
   iv. Road Transport & Corridors

3. Challenges

4. Recommendations
Key Objectives

- Harmonisation of sector policies, standards and regulations;
- Facilitating development of infrastructure in major regional transport corridors;
- Alignment of the activities of the transport sector with the AU Agenda 2063 aspirations; and
- Monitoring and facilitation of implementation of policies, strategies and major continental integration infrastructure programmes.
Harmonisation of Transport Policy - 1:

**Long-term Vision: AU Agenda 2063**

- Reduce transport logistic costs for all modes of transport;
- Improve and extend regional connectivity;
- Foster safe and secure means of transport that protects both goods and the lives and livelihoods of people;
- Promote transport infrastructure and services that are sustainable and friendly to the environment and communities;
- Improve the overall governance of the sector, by developing and implementing efficient regulations allowing fair competition within and between transport modes;
- Foster a transport industry that supports the creation of sustainable jobs;
- Ensure rural and remote communities have access to basic transport infrastructure in order to enhance their socio-economic development; and
- Improve the supply and management of energy-efficient and integrated public transport systems in urban areas.
Harmonisation of Transport Policy - 2

Addressing new challenges:

- Rapid urbanisation
- Need for climate resilient infrastructure
- Development of climate smart cities
- Development of SMART corridors; and
- Use of new technology to foster an efficient transport system in Africa
Air Transport /Civil Aviation

a) African Civil Aviation Policy (AFCAP) – Aviation Safety - 1

- Joint AFCAC/ICAO African and Indian Ocean Region (AFI) Cooperative Inspectorate Scheme (AFI-CIS) for providing assistance to African States with Significant Safety Concerns (SSRs)
- Regional Safety Oversight Organisations (RSOOS)
- Joint IATA, ICAO and AFRAA actions focusing on building skills and assisting African airlines obtain certification in the IATA Operational Safety Oversight (IOSA) programme
- Signing of AUC/IATA Memorandum of Understanding in July 2016
- Improvement in aviation safety levels resulting from implementation of the Abuja targets: 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%.
- Reduction in number of African airlines in the EU operational ban list.
Air Transport /Civil Aviation

a) African Civil Aviation Policy (AFCAP) – Aviation Security - 2

- Ministerial conference on aviation security and facilitation in Africa organised by collaboration of AUC, AFCAC, ICAO and the Republic of Namibia in Windhoek, Namibia

- Ministers adopted Declaration and Aviation Security and Facilitation Targets

- Ministers directed the AFI SECFAL Plan Secretariat to prepare modalities for implementation of their recommendations and decisions

- Ministerial Declaration and the aviation security and facilitation targets will be presented to the STC meeting for adoption
Air Transport /Civil Aviation

b) AU-EU Cooperation in Aviation: (Africa-EU Infrastructure Partnership) - 1

- Support to the Air Transport Sub Sector and Satellite Service Applications in Africa (2012-2015): 3 capacity-building components – safety, security and satellite service applications (10th EDF)

- Satellite service applications: conducted three (3) capacity building working sessions in SBAS focusing on license, certification and liability: trained 40 professionals from 13 States and 11 Institutions including 4 Regional Economic Communities

- Centre of Theoretical Physics in Trieste, Italy: trained 23 professionals in 2015 of whom 10 are employed by the Joint Project Office (JPO) of Satellite navigation services for the African Region (SAFIR) in Dakar, Senegal

- Joint Africa-EU Strategy (JAES) and Roadmap (2014-2017): Air Transport Components: (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.
Air Transport /Civil Aviation

b) AU-EU Cooperation in Aviation: (Africa-EU Infrastructure Partnership) - 2

- Implementation of the EGNOS project envisages the integration of the JPO into African Union’s structures in order to ensure African ownership and its medium-long term sustainability of the project.

- Following consultations with key stakeholders, the AUC plans to conduct an independent cost-benefit analysis (CBA) to establish the advantage of EGNOS for Africa over other existing SBAS systems globally.

- Finally, the AUC will organise continental validation of the outcome in order to obtain an objective and consensual agreement of the member States on implementation of the proposed project in the continent under the AU framework.

- The AUC is therefore submitting these proposals to the STC for the consideration and guidance of the Ministers regarding the next steps in the implementation of the EGNOS project.
c) Yamoussoukro Decision (YD) and establishment of a Single African Air Transport Markets

- To speed up implementation of the YD, the AU Assembly adopted Declaration on the establishment of the Single African Air Transport Market (SAATM) and endorsed the Solemn Commitment made by 11 member States for the expeditious and unconditional actualization of the SAATM by 2017: Benin, Cape Verde, Republic of Congo, Cote d’Ivoire, Egypt, Ethiopia, Kenya, Nigeria, Rwanda, South Africa and Zimbabwe

- A Ministerial Working Group was established to oversee the realisation of SAATM with 3 main functions: (i) following up implementation progress, (ii) providing guidance, and (iii) spearheading advocacy campaign to expand membership

- Current membership has reached nineteen (19) member States namely: Benin, Botswana, Cape Verde, Republic of Congo, Cote d’Ivoire, Gabon, Ghana, Egypt, Ethiopia, Kenya, Mali, Mozambique, Nigeria, Rwanda, Sierra Leone, South Africa, Swaziland, Togo and Zimbabwe

- Detailed presentations on this subject will be made subsequently
Maritime Transport

- Maritime transport in Africa is crucial to its trade with other world regions due to the bulky and low value of primary commodities (over 80%) as well as of its imports in industrial finished products.

- 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 a 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).

- Also, the African Maritime Transport Charter was adopted by the Union Assembly in July 2010 to provide policy and strategic direction in the development and operation of the maritime transport sub-sector. The Charter is still provisionally in force due to lack of the required minimum 15 instruments of ratification from the member States. (*Signatures: 18; Ratification: 7; Instruments deposited: 7*)

- Under the Africa-EU Infrastructure Partnership, capacity support has been provided through the Intra-ACP Programme on Support to the Maritime Transport Sector in Africa financed by the EU through the 10th EDF.

- Implementation started with a number of capacity building workshops provided to West and Central African States. The programme is ongoing and is expected to extend to the rest of the continent.
Maritime Transport

- Furthermore, on 15th October 2016, the AU Assembly adopted the African Charter on Maritime Security and Safety and Development in Africa (the Lomé Charter) which outlines comprehensive and broad policy and strategic guidelines for sustainable development and exploitation of Africa’s maritime resources covering fisheries, mining, power generation, oil and gas drilling, marine aquaculture, tourism and transport.

- Elaboration of Annexes to the Lomé Charter is still ongoing and expected to be completed this month (March 2017) and to undergo the process of validation towards adoption by the AU Assembly in June 2017.

- **Way forward:**
  - Urging Member States to speed ratification of the Revised African Maritime Transport Charter which was adopted by the AU Assembly of Heads of State and Government in July 2010.
  - Fostering collaboration amongst States and other key stakeholders in enhancing Maritime Security.
  - Capacity building to national maritime administrations on implementation of international instruments on maritime safety, security and protection of the marine environment.
  - Creation of an institutional structure for monitoring and coordinating maritime activities in the continent.
Railway Transport

- Railway transport is recognised as the backbone of a cost-effective and integrated transport network.
- Africa’s railway network (89,390 km) represents less than 9 percent of the worldwide network.
- Regional share: Southern Africa (43.1%), North Africa (22.3%) and the rest (Eastern, Central and Western (34.6%). - South Africa: the largest rail network of around 32,000 km.
- A number of countries with no railway networks.
- Strategic framework: **Vision 2040 for Railway Revitalisation in Africa** adopted by sector Ministers and AU Summit in 2014 and is linked to the Programme for Infrastructure Development in Africa.

**Actions pursued:**

- Resource mobilisation for railway infrastructure development and services.
- Harmonisation and strengthening of training programmes with a view to building the capacity of existing railway training institutions to cater for regional and continental needs for railway professionals.
- 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 goal is for continental HSR network to be a facilitator for infrastructure provision and driver of technological and industrial development on the continent.
Road Transport and Corridors

Current activities

- Dissemination of the Inter-Governmental Agreement on Road Standards Norms for Trans-African Highways (TAH) (Jun 2014) and the African Road Safety Charter (Jan 2016):
  - Abuja, Nigeria: 20 and 21 June 2016 for West and Central African States (ECOWAS and ECCAS)
  - Rabat, Morocco: 19 and 20 December 2016 for North African States of the Arab Maghreb Union (UMA)
  - Nairobi, Kenya: 6 and 7 April 2017 for the Eastern and Southern African Member States (EAC-COMESA-SADC Tripartite)

- In collaboration with UNECA, monitoring and review of the implementation of the African Action Plan for the Global (UN) 2011-2020 Decade of Action on Road Safety

- Development of SMART corridors.
Main Challenges

- Insufficient resources for development activities
- Inadequate human resources
- Low prioritisation of regional and continental infrastructure activities
- 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
- Low private investment share for Infrastructure Development in Africa
Recommendations

1. Member States are urged to prioritise implementation of the regional and continental programme activities and decisions adopted at the AU and RECs for which they have major responsibility

2. Speed up incorporation of the continental and regional policies and legal frameworks into national legal and regulatory systems and especially ratification of regional and continental treaties

3. RECs are requested to align their activities to those of the AUC and make provision in their calendars and budgets to participate

4. Member states and RECs are requested to support AUC initiatives geared towards promotion of completion of the missing links within the major transport corridors including promoting air connectivity in the continent
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