



Together, lets build the Africa we want

“ Collaboration between all the stakeholders is important in ensuring the successful operation of the Market and the African Union Commission avails to work with the industry to fly higher this Agenda 2063 flagship project – The Single African Air Transport Market. ”

DR. AMANI ABOU-ZEID,
Commissioner: Infrastructure and Energy

“ We continue our collaborative efforts towards the successful realisation of the SAATM with the aim of achieving the far sighted vision of a Single African Air Transport market that will help spur the development of African Aviation. ”

MR. ABDÉRAHMANE BERTHÉ,
AFRAA Secretary General



Why is the SAATM so important?

Africa is not well connected in terms of air services.

In many cases, the only way to get to countries within Africa is to travel for days or through other continents. This lack of connectivity is making Africa lose out immensely on socio-economic benefits and growth opportunities.



The SAATM is therefore a clear path for a more prosperous and secure African future.

What does SAATM mean in practice?

1 Eliminates the need for separate bilateral air service agreements (BASAs) between individual countries.

2 Promotes multilateralism for air transport in Africa, as envisaged under the YD, with a view to making the entire African aviation market a single market.

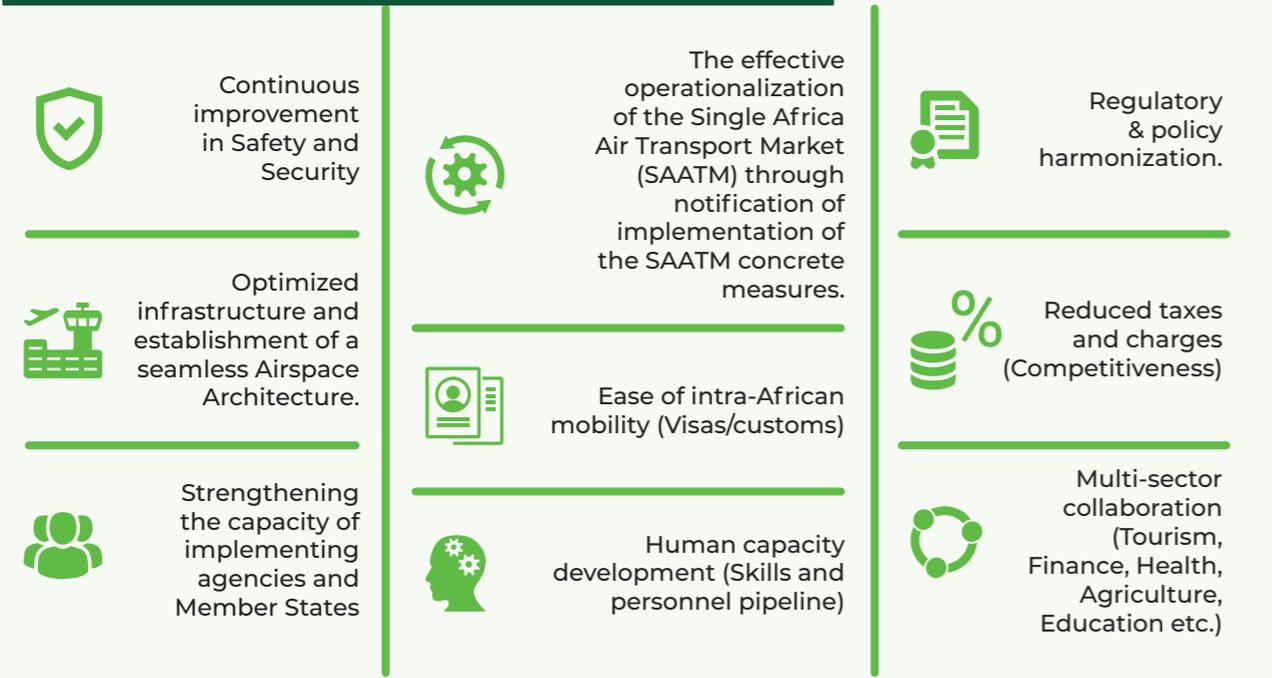
3 Any current or future air service agreement signed between any or all of the twenty-six member States, must be YD compliant and must meet the below requirements:

- ✓ Free exercises of 1st, 2nd, 3rd, 4th and 5th freedom traffic to Eligible Airlines;
- ✓ Liberalized air tariffs;
- ✓ Unrestricted frequency and capacity;
- ✓ Full liberalization of cargo services;
- ✓ Recognition of the Powers and function of the Executing Agency – African Civil Aviation Commission;
- ✓ Adhere to the uniform rules for fair competition, consumer protection and other regulations.

“ Africa needs to move from the current situation of low choice, high fares and step into a new age of affordable and accessible air transport. ”



Essential pillars for a successful SAATM



July 2019 Progress on SAATM IMPLEMENTATION BY STATES

28 countries have signed the Solemn Commitment: **Benin, Botswana, Burkina Faso, Cameroon, Cabo Verde, Central African Republic, Chad, Republic of Congo, Côte d'Ivoire, Egypt, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Kenya, Lesotho, Liberia, Mali, Mozambique, Niger, Nigeria, Rwanda, Sierra Leone, South Africa, Swaziland, Togo and Zimbabwe.**

10 out of 28

SAATM States have implemented all the SAATM concrete measures mandated by AFCAC: **Benin, Burkina Faso, Cabo Verde, Ghana, Mozambique, Niger, Republic of Congo, Rwanda, The Gambia and Togo.**

18 SAATM member states

have also signed a **Memorandum of Implementation (MoI)** to remove any air service agreement restrictions that are contrary to the Yamoussoukro Decision: **Benin, Burkina Faso, Cabo Verde, Central African Republic, Cote d'Ivoire, Ethiopia, Ghana, Guinea, Liberia, Mali, Mozambique, Niger, Nigeria, Republic of Congo, Rwanda, Sierra Leone, The Gambia and Togo.**

The 28 SAATM States

- **Constitute 51% of the AU member States**
- **Total population is more than 750 million people**
- **Account for 61% of the population on the African continent**
- **Combined Gross Domestic Product (GDP) slightly above USD 1500 billion in 2018, representing approximately 65% of Africa's GDP**

A joined up approach is essential

The SAATM will be more successful when all stakeholders work together to actualise its objectives. There is need to address existing concerns by States and Airlines.

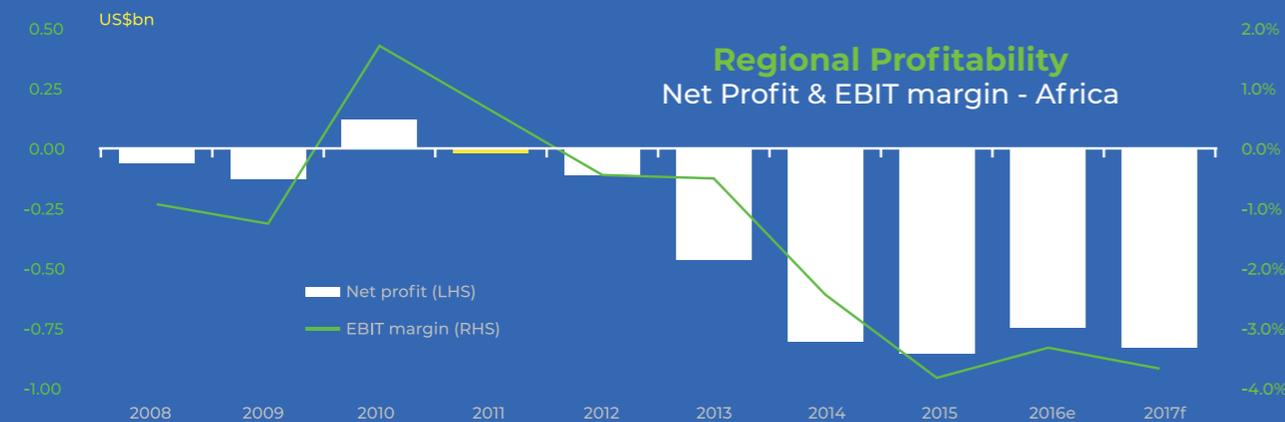
Governments need to work closely with airlines and other aviation stakeholders to formulate, promote or implement policies that support air transport growth.

Civil Aviation Authorities have the responsibility for maintaining minimum interim standards of safety and security as recommended by the International Civil Aviation Organization (ICAO) and in accordance with their national laws.

This will greatly accelerate airline cooperation and collaboration as all parties (particularly passengers) are assured of uniformity across the continent.

The progress made under the SAATM thus far has been as a result of collaboration by various groups of stakeholders. These have been a combination of "Specialised Technical Committees", "Monitoring Bodies" and "Ministerial Working Groups". Without the strong collaboration across these entities, the implementation of the SAATM would not have progressed as much as it has now. **Collaboration works!**

Implications of SAATM for the growth of African Airlines



While the African market has much economic potential, there are considerable challenges that need to be addressed. These include high user charges and taxes, inadequate airport infrastructure, unfavourable regulatory environment, under-capitalization of African airlines and insufficient management expertise. These factors, amongst others, have contributed significantly to the low profitability of African airlines.

With the implementation of SAATM, intra-African connectivity will develop and there will be more growth opportunities for African airlines. As a result, aviation's role as an economic driver will grow significantly.