UNWTO Commission for Africa
Sixty-third meeting
(Virtual)

REPORT ON FIRST ICAO/UNWTO MINISTERIAL CONFERENCE ON AIR TRANSPORT AND TOURISM IN AFRICA

First ICAO/UNWTO Ministerial Conference on Air Transport and Tourism in Africa
Sal Island, Cabo Verde
27 - 29 March 2019
Abbreviations

AAS: African Aviation Services
ACI: Airports Council International
AFCAC: African Civil Aviation Commission
AfDB: African Development Bank
AFRAA: African Airlines Association
ASECNA: Aerial Navigation Safety in Africa and Madagascar
AU: African Union
BOAC: British Overseas Airways Corporation
CFTA: Continental Free Trade Area
ECOWAS: Economic Community of West African States
EU: European Union
FMP: Free Movement Protocol
IATA: International Air Transport Association
ICAO: International Civil Aviation Organization
KAZA: Kavango Zambezi Transfrontier Conservation Area
KCAA: Kenyan Civil Aviation Authority
NEPAD: New Partnership for Africa's Development
PES: Plan for an Emerging Senegal
PICI: Presidential Infrastructure Champion Initiative
PIDA: Programme de développement des infrastructures en Afrique (FR), the program for infrastructure in Africa
PPP: Private and Public Partnership
SAATM: Single African Air Transport Market
SADC: Southern African Development Community
UNWTO: World Tourism Organization
WAEMU: West African Economic and Monetary Union
YD: Yamoussoukro Decision
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Executive Summary

This report presents the progress on the implementation of the UNWTO Agenda for Africa: Tourism for Inclusive Growth - Promoting Travel Facilitation (Connectivity / Visa) which follows the successful hosting of the First UNWTO/ICAO Ministerial Conference on Tourism and Air Transport in Africa which took place in Santa Maria (Sal Island, Cabo Verde) from March 27 to 29 March 2019.

The World Tourism Organization (UNWTO) recognizes the efforts made by its Member States in the implementation of the Santa Maria, Sal Island Ministerial Declaration and the Plan of Action for Air Transport and Tourism Development in Africa (2019-2021). Africa has undoubtedly a huge tourism and air transport growth potential that remains untapped. This paper brings to the fore the considerable involvement of Member States in strengthening the symbiotic relationship between the tourism and air transport sector by enabling regulatory environments, coherent policies, good governance and quality infrastructure projects.

To date, 26 African States have formally adhered to the solemn principles of the Single Africa Air Transport Market (SAATM). Open skies over African continent may soon be a reality, building the necessary regulatory framework to increase international intra-African travel, all of which highlight the encouraging effects that regional liberalization has on the sustainable development of air transport.

While air transport is vital for the development of tourism in Africa, the reverse is equally true. The challenge for aviation development is that over-dependence on international tourism is not risk-free. Tourism demand is very sensitive to economics, security, political events and natural disasters, and tends to be of a seasonal nature. A “smart product mix”, i.e. the establishment of good integration between aviation and other service and commodity sectors, is highly recommended. Skills shortages are also posing a considerable short-term obstacle to growth, with a lack of adequately trained aviation and tourism industry personnel. Africa needs more and better trained personnel to meet not only current requirements but also the needs for future growth. A collective and effective strategy in line with the African Union vision addressing these challenges can enable both tourism and air transport sectors to stimulate growth of the overall economy and create opportunities for wealth creation and employment generation in the continent.

Amongst the countries who contributed to the elaboration of this paper are the following: Cabo Verde, Kenya, Morocco, Nigeria, Republic Democratic of Congo, Rwanda and Zimbabwe. Member States have shown a particular engagement in the following focus areas: promote cooperation and compatible decision-making, consolidate planning and development efforts, pursue a destination management strategy, provide support for the development of international routes, draw up a marketing and promotion strategy, take pragmatic measures to build a transparent investment climate, adopt visa openness solutions, demonstrate and promote the socio-economic benefits of tourism, align and integrate major tourism and aviation infrastructure projects, provide necessary incentives for the private sector, share and exchange knowledge, experience and best practices and institutionalize SAATM at the State level.

Key words: implementation, symbiotic relationship, cooperation, interdependence, sustainable development.

1. The Single Africa Air Transport Market (SAATM) is a flagship project of the African Union Agenda 2063 whose main objective is to create a single unified air transport market in Africa. The SAATM was created to facilitate the implementation of the Yamoussoukro Decision.
Introduction

Following the successful hosting of the First UNWTO/ICAO Ministerial Conference on Tourism and Air Transport in Africa which took place in Santa Maria (Sal Island, Cabo Verde) from March 27 to 29 March 2019, the Regional Department for Africa would like on behalf of Mr. Zurab Pololikashvili, Secretary-General of the World Tourism Organization (UNWTO), to reiterate its thanks and appreciation to all Member States in particular Cabo Verde, who have genuinely contributed to the realization of this paper.

This report presents the status of implementation of the annexed Santa Maria, Sal Island Ministerial Declaration and the Plan of Action for Air Transport and Tourism Development in Africa (2019-2021), which were approved and adopted by 34 Member States and 29 International organizations during the said Ministerial conference.

The efforts made to monitor the status of implementation of the aforementioned Declaration and Action Plan are in accordance with the UNWTO Agenda for Africa: Tourism for Inclusive Growth – Priority 2: Promoting Travel Facilitation (Connectivity/Visa), which has been endorsed at the 110th Executive Council in Baku (Azerbaijan) and its subsequent adoption at the 23rd General Assembly, in St. Petersburg, Russia in 2019 with the aim of fostering resilience and supporting destinations in creating a safe and secure environment for people and visitors.

Each UNWTO Member State has been requested in early 2019 to provide the Regional Department for Africa with concrete reforms, activities and projects conducted in their geographical area, which have significantly contributed to the development of the focus areas of the Plan of Action for Air Transport and Tourism Development in Africa (2019-2021). Consequently, the outcome and constraints countries experienced along the process has been regrouped and explained in this report.

This working document is meant to serve as a collection of good practices among Africa UNWTO Member States.
## STATUS OF IMPLEMENTATION

### 1. PROMOTE COOPERATION AND COMPATIBLE DECISION-MAKING AMONG TOURISM AUTHORITIES AND OTHER MINISTRIES IN CHARGE OF RELATED PORTFOLIOS

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<tr>
<td>NIGERIA</td>
<td>• Review of the National Tourism Policy.</td>
<td>• To keep the sector abreast of current developmental technological advancements that have taken place in the sector; • Provide a framework for the sector for the benefit of both the public and private Stakeholders.</td>
<td>(−)</td>
<td>• Tourism needs a greater collaboration amongst all stakeholders, both public and private sectors to succeed.</td>
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<tr>
<td>RWANDA</td>
<td>• Regular and meaningful information sharing and engagement with Rwanda Tourism Chamber and other key tourism and conservation partners in tourism and conservation reforms, policies, programs and implementation; • Active engagement of, and involvement in implementation of Rwanda tourism and conservation related policies and programs once they have been approved; • Support the development of a strong tourism industry in Rwanda, the Rwanda Law Regulating the Tourism Industry (2014) obliges all private sector tourism entities to become</td>
<td>• Positive impacts through active engagement and opportunity by key private sector and NGO partners in tourism and conservation sectors within Rwanda to influence the development and implementation of key tourism and conservation partners; • Better working relationships and more engaged tourism and conservation partners, better and more successful policies and programs in Rwanda.</td>
<td>(−)</td>
<td>• Decision-making requires significant investment of time and effort to ensure active engagement and incorporation of comments/views. Nevertheless, it contributes to enhanced partner relations, better programs and policies and active participation by key partners in the implementation of policies and programs.</td>
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<td></td>
<td>members of the Rwanda Tourism Chamber prior to them being eligible for licensing under the Law.</td>
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2. CONSOLIDATE PLANNING AND DEVELOPMENT EFFORTS FOR TOURISM, AVIATION AND TRADE INFRASTRUCTURE, WHENEVER POSSIBLE, WHILE HARMONIZING REGULATORY FRAMEWORKS AND BALANCING THE BENEFITS OF THESE ECONOMIC SECTORS

| Kenya | Promotion of bush & beach product offering targeting captive markets namely China and Europe. The Mauritian Tourism Promotion Authority (MTPA) is actively working with Tour operator Visit Africa to promote the offerings. | (-) |
| Kenya | Development of Nairobi hub with launch of Kenya Airways direct flight to Mauritius. Kenya Airways extended the long-standing codeshare agreement with Air | Increase in international tourist arrivals. | (-) |

3. PURSUE A DESTINATION MANAGEMENT STRATEGY BASED ON A “SMART PRODUCT MIX”

| Kenya | Partnership between airlines and trade is instrumental in opening new markets and developing tourism sector; | (-) | (-) | (-) |

4. PROVIDE SUPPORT FOR THE DEVELOPMENT OF INTERNATIONAL ROUTES LINKING TOURISM-GENERATING COUNTRIES WITH LDCs, LLDCs AND SIDS USING THE “ESSENTIAL TOURISM DEVELOPMENT ROUTE AND THE ESSENTIAL AIR SERVICE” CONCEPT DEVELOPED BY UNWTO AND ICAO

| Kenya | Partnership between airlines and trade is instrumental in opening new markets and developing tourism sector; | (-) | (-) | (-) |
Mauritius in December 2017. The networks of both airlines are complementary and offer synergies for both airlines to grow their respective networks. The agreement is in line with Mauritius Vision 2030 and Air Mauritius network strategy to tap into the emerging opportunities in Africa;

- Kenya Airways is working towards strengthening its network and consolidating Nairobi's position as a leading hub in East Africa;
- Kenya Airways started to operate direct flights to Mauritius on 7 June 2018. Kenya Airways operates 7 direct flights from Nairobi to Mauritius and Air Mauritius offers 3 flights;
- South African Airways and MTPA have put in place a plan to develop the Johannesburg hub and attract visitors from South Africa, Mozambique, Botswana, Uganda and Nigeria.

- Communication should be enhanced among trade partners and airlines.
### 5. Draw up a Marketing and Promotion Strategy to Support the Tourism Product Developments in Conjunction with Air Transport Services, and Highlight What Africa Can Give to the World Which the Rest of the World Does Not Have

**Democratic Republic of Congo**
- Production of documentary films showcasing the tourism potential of the Democratic Republic of Congo to be broadcasted on Lufthansa Group Channels;
- A documentary movie on the tourism potential of the city of Kinshasa was produced in August 2019.

**In November 2019, the movie was the most watched documentary on the planes from Brussels to Kinshasa.**

**Limits on financial resources in order to showcase all tourism resources present in the Democratic Republic of Congo.**

- **Learnt how to reduce the length of the movie in order to make it more attractive and thus strengthen the promotional impact of it;**
- **Learnt how to divide the movie in sequences following the different types of tourism to be offered such as the following: cultural, memorial and waterway.**

**Kenya**
- MTPA has been working closely with Air Mauritius to deploy a marketing plan to promote the destination and attract visitors with high disposable income. Targeted actions have been implemented since October 2018;
- MTPA launched a digital campaign on 1st of October 2019 to position Mauritius as the top-of-the-mind destination for Kenyan residents and promote the island as an aspirational experience. Creatives posted on

**An increase in international arrivals.**

**Implementation of marketing promotions takes time due to heavy administrative procedures. For instance, MTPA and Kenya Airways finalized a promotional plan in June 2019 to increase traffic from Nairobi hub and until now Kenya Airways has not signed the contract for implementation;**

**Promotional campaigns launched by airlines once aligned with trade and tourism offices can be more impactful.**
| • the webpage focus on Romance, Culture, Beach and religious events; |
| • Special promotions will be available for honeymooners and families during Easter holidays and Valentine in 2020; |
| • Kenya is also home to many expatriates and corporate companies. MTPA is collaborating with the representative of Economic Development Board based in Nairobi to attract MICE groups to the destination. Air Mauritius will organize MICE Fam trip in February 2020; |
| • According to Kenya Tourism Board, there are 40 golf courses and 39 golf clubs in Kenya. MTPA hosted a Golf event in collaboration with EDB in Nairobi last month to promote Afrasia Mauritius Open. MTPA launched a competition online for the ProAm and a golf player from Kenya participated in the ProAm on December 4 2019. The player will give interviews to media in Kenya to share his experience. |
| • Lack of market intelligence on the market makes it difficult to tap potential of Kenya and feeders' markets; |
| • Communication should be enhanced among trade partners and airlines. |
| RWANDA | MTPA is organizing a FAM trip for golf tour operators in January 2020;  
• MTPA sponsored South African Airways tour operators’ trips to Mauritius from February to October 2019. Travel agents from Uganda, Nigeria, Angola and Mozambique experienced the island during that period. | 6. TAKE PRAGMATIC MEASURES TO BUILD A TRANSPARENT, STABLE AND PREDICTABLE INVESTMENT CLIMATE TO SUPPORT QUALITY INFRASTRUCTURE DEVELOPMENT RELATED TO TOURISM AND AVIATION |  
| Rwanda business/investment friendly environment, through the Rwanda Development Board since 2008, with the specific mandate of fast-tracking economic development in Rwanda; and  
• The responsibilities for tourism and conservation of national parks, as well as tourism information, sales, reservation at border crossings, airports and city of Kigali forming part of its portfolio of responsibilities. Rwanda Law related to  
• Positive impacts for foreign investors in Rwanda (all countries of the World);  
• 2019 World Bank Doing Business Report - Rwanda is ranked as easiest place in East Africa to do business and 2nd in Africa;  
• Average Annual GDP Growth - 8% over the past 7 years;  
• 2019 World Travel & Tourism Competitiveness Report - Safest place in sub-Saharan Africa. |  
| (-) | • Strong policies and programs (e.g. investment law), along with a lead government authority (Rwanda Development Board), with an all of government approach that include a range of financial and non-financial incentives are critical to success in attracting foreign investment for the benefit of Rwandans. More information regarding investment climate in Rwanda is available at: https://www.visitrwanda.com/investment/ |
investment promotions and facilitation created in March, 2015 and includes a number of financial and non-financial incentives.

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<tr>
<th>7. ADOPT VISA OPENNESS SOLUTIONS AS PART OF A POLICY REFORMS FOR FREE MOVEMENT OF PEOPLE ACROSS AFRICA</th>
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<tr>
<td><strong>NIGERIA</strong></td>
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<tr>
<td>• Visa on Arrival (VoA) – 2018;</td>
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<tr>
<td>• Open Visa for officials of some countries with official and Diplomatic Passports;</td>
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<tr>
<td>• E- Visa Application.</td>
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<tr>
<td>• Enable international travels;</td>
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<tr>
<td>• Make visa application more straightforward and less cumbersome;</td>
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<tr>
<td>• Allow many nationalities to visit with fewer restrictions;</td>
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<tr>
<td>• Sustainable growth of the sector and job creation.</td>
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<tr>
<td>• Funding</td>
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<tr>
<td>• Lack of proper awareness</td>
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<tr>
<td>• Security</td>
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<tr>
<td>• Negative publicity by the local and international media</td>
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<tr>
<td>• Lack of political will</td>
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<tr>
<td>• Dearth of trained professional for the sector</td>
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| **RWANDA**                                                                                           |
| • New Visa Regime in Rwanda adopted on the 1st of June 2019,                                          |
| with 30-day tourism visas on arrival in Rwanda for all nationalities, free 6-month entry visas for East African Community Nationals and free 90-day entry visa for nationals of listed African and international countries |
| • Making it easier and affordable to enter and stay in Rwanda for tourism, business or other activities; |
| • More open borders with increased visit.                                                             |
| • More open borders resulted in significant positive benefits to both MICE and leisure tourism (visits, length of stay and revenues) and Trade in Rwanda. More information available at: |

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<tr>
<th>Country</th>
<th>Description</th>
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| ZIMBABWE    | • Free Visa Entry to all SADC nationals;  
• Announcement of a revised visa regime which will see citizens from 28 countries receive visas on arrival;  
• Among the 28 countries moved from category C (visa obtained before travelling) to category B (visa issued on arrival) include India, Mexico, Ethiopia, Panama, Romania and Armenia among others;  
• 26 countries have been classified under category A (nationals who do not require a Visa when visiting the country);  
• 117 countries are now classified under category B (they apply Visa upon arrival);  
• 52 countries are under category C (nationals need to apply Visa before travel). |
|             | • Eased of movement of tourists and visitors to the country;  
• Improved travel facilitation and unlocked the potential of the tourism industry as arrivals improved.                                                                                                 |
|             | • Security issues.                                                                                                                                                                                           |

8. DEMONSTRATE AND PROMOTE THE SOCIO-ECONOMIC BENEFITS OF TOURISM, AND FOSTER AN INFORMED AND ENGAGED PUBLIC AS A CRUCIAL PARTNER THROUGH PUBLIC AWARENESS CAMPAIGNS AND EDUCATION PROGRAMMES

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<tr>
<td>RWANDA</td>
<td>• Two Programs that drive socio-economic benefits for Rwandans living in communities</td>
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<td></td>
<td>• Entirely positive outcome targeting Rwandans living in rural areas of</td>
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<tr>
<td></td>
<td>• The two aforementioned programs have led to improving the lives of Rwandans living in rural areas of</td>
</tr>
<tr>
<td><strong>adjacent to national parks and managed by Rwanda Development Board on behalf of the Government of Rwanda:</strong></td>
<td><strong>Rwanda adjacent to national parks:</strong></td>
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<tr>
<td>Rwanda Revenue Sharing Program &amp; Rwanda Special Guarantee Fund;</td>
<td>• Example - in 2018-19, the RDB revenue sharing program supported investment of $1.7 M USD in 37 projects, an increase of 51% over 2017-18, including a such as the handover ceremony in Nyabihu Oistrict (Western Province) in which 729 cows were given to vulnerable families living around Volcanoes National Park;</td>
</tr>
<tr>
<td>• Rwanda Revenue Sharing Program - started in 2005, on-going. Investing 10% of all national park tourism revenues into the Program for investment into communities adjacent to national parks. The fund and program are managed by the RDB on behalf of Government of Rwanda under the direction of Policy and guidelines;</td>
<td>• Rwanda Revenue Sharing Program: Since 2005 more than $5.8 M USD has been invested in 647 projects in communities adjacent to the 3 national parks of Volcanoes, Akagera and Nyungwe, including building school classrooms, water harvesting facilities, providing homes for vulnerable families, building modern markets and community health centres and small dairies;</td>
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<tr>
<td>• Rwanda Special Guarantee Fund - initiated in 2008, a national fund and program to support the management of human-wildlife conflict in Rwanda, comprising 5% of all tourism revenues to support claims by Rwandans related to damage and injury resulting from wildlife. Program is managed by the Special Guarantee Fund</td>
<td>• Rwanda Special Guarantee Fund: $6.5 million USD invested to manage Human-wildlife conflict incidents since 2008.</td>
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<tr>
<th>ZIMBABWE</th>
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<td>• Expansion of the Robert Gabriel Mugabe international airport project - Harare Zimbabwe;</td>
<td>• Thus far, excavations for departure and arrivals extensions, excavation and compaction of New Bay 7 apron, asphalt wearing course of trial have been completed, whilst piling works, ground floor slabs, pouring of concrete, relocation of services and demolition work at viewing canopy is in progress and the departure wing extension for international terminal building is now at first floor;</td>
</tr>
<tr>
<td>• The expansion of the US$153 million Robert Gabriel Mugabe International Airport is on course, with 22 percent of the works having been completed, a development that puts to reality its completion within the set time-frame of the end of 2021;</td>
<td>• Upon completion the airport will be comparable to the Kenneth Kaunda International Airport (KKIA) which similarly is being expanded by another Chinese firm China Jiangxi International;</td>
</tr>
<tr>
<td>• The expansion will see the construction of the international terminal building and aprons, installation of four new air bridges, a secondary radar system, a construction of a VIP pavilion, an airfield ground lighting system and communication systems.</td>
<td>• The expansion works will greatly improve the Airport's handing capacity of passenger inflows.</td>
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(-)
10. PROVIDE NECESSARY INCENTIVES, ENVIRONMENT AND SUPPORT FOR THE PRIVATE SECTOR FOR ITS EFFECTIVE PARTICIPATION IN AFRICAN TOURISM AND AVIATION DEVELOPMENT.

<table>
<thead>
<tr>
<th><strong>CABO VERDE</strong></th>
<th><strong>PRIVATE SECTOR INVESTMENTS AND ACTIVITIES</strong></th>
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</table>
| • Feasibility study and planning of special economic areas in the aviation arena: TOR in preparation. To identify the opportunities, define the table of stimulus to provide incentives and conditions to promote investments in terms of aviation business. ECD: 4th trimester 2020; | • Cabo Verde Airlines – In 2019 began flights to Dakar, Washington DC. Lagos (with connections to Fortaleza, Recife, Porto Alegre; Salvador, Boston; Milan, Rome and Lisbon);  
• There has been a considerable growth in the flux of passengers through Sal Island. Total passengers for 2018 2.7 million. 1st semester of 2019 we had 1,233,960 (0.3% increase) compared to 1,229,944 in the 1st semester of 2018. |
| • Privatizations: The Government has turned to the alternative of tapping the capital resources of the private sector as partners in the development of the Aviation and Tourism sectors. Private sector participation in the development and operation of airports and also the national flag airlines; | • Domestic connectivity. Feed/de-feed to other islands from the Hub in Sal.  
• Need to improve Handling/Customs/border guards |
| • Cabo Verde Airlines – was privatized 1 March 2019 operating out of the Aviation Hub in Sal Island; | (-) |
| ZIMBABWE | Duty rebates on imported capital goods, equipment (SI10/2018) and safari vehicles (SI159/2017) for tourism businesses; Through SI50/2006 tourism business in the Tourism Development Zones (TDZs) are | Improved retooling of the sector; Improved investment into the sector; Successful refurbishment of critical establishments of the sector. | Duty rebates application procedures need to be decentralised as at the moment, the application process can only be done in Harare. |
The Tourism Development Zones also come with tax breaks: the government has gazetted Victoria Falls as a Tourism Special Economic Zone. Investors can enjoy tax exemption, duty rebate, and other incentives.

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<tr>
<th>11. STRENGTHENING TOURISM SECTOR: SHARE AND EXCHANGE KNOWLEDGE, EXPERIENCE AND BEST PRACTICES WITH APPROPRIATE DATA AND STATISTICS, INCLUDING AMONG THEMSELVES (SOUTH-SOUTH COOPERATION) IN ORDER TO BENEFIT FROM REGIONAL EXPERIENCES</th>
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<td><strong>NIGERIA</strong></td>
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| • Establishment of a National Tourism Statistical system and the development of a Tourism Satellite Account (TSA) - 2019-2022. | • Measurement of the contribution of Tourism to the economy and the GDP;  
  • Assist and enhance government planning and development programmes;  
  • Encourage and boost government to spending for tourism projects and programmes;  
  • Serve as a database for planning purposes |
|                                                          | (-) |
|                                                          | (-) |
### 12. INSTITUTIONALIZE SAATM AT THE STATE LEVEL BY DEVELOPING NECESSARY DOMESTIC LEGAL AND REGULATORY FRAMEWORK TO FULLY IMPLEMENT IT

| MOROCCO | • Adherence to SAATM | • Enhancement of air connectivity with African countries (liberalization of traffic rights – 3rd, 4th and 5th freedom) | (-) | (-) |
Annex

List of Ministers attending the First UNWTO/ICAO Ministerial Conference on Air Transport and Tourism

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<td>Benin</td>
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<td>Burkina Faso</td>
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Ministerial Declaration on Air Transport and Tourism Development in Africa

We, the Ministers of Member States of the International Civil Aviation Organization (ICAO) and the World Tourism Organization (UNWTO), Representatives of the African Union Commission (AUC), the Representatives of international and regional organizations, as well as the private sector entities, attending the First ICAO/UNWTO Ministerial Conference on Tourism and Air Transport in Africa, held from 27 to 29 March 2019 in Santa Maria, Sal Island, Cabo Verde, gathered to:

a) advance innovative, sustainable solutions to foster the development of air connectivity and seamless travel in the African continent;
b) enhance common understanding and responses to the business imperatives through strengthening dialogue between the two sectors;
c) raise political willingness to the highest level to mainstream the priorities of the two sectors in the national, regional and global development agendas; and

d) seek to address critical issues related to bridging air transport and tourism policies, including the current regulatory framework, taxation, cost of travel and the way forward in facilitating travel, in order to contribute to the development of tourism in the African continent in line with:

a) the African Union (AU) Agenda 2063, and especially its goal to drive inclusive growth, sustainable development, and the accelerated integration of African economies; and

b) the United Nations (UN)’s 2030 Agenda for Sustainable Development, and especially its Sustainable Development Goals (SDGs) 8 – Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all and 9 – Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation; and

c) the AU–UN Framework for the Implementation of Agenda 2063 and the 2030 Agenda for Sustainable Development, adopted on 27 January 2018 at the 30th AU Summit in Addis Ababa, Ethiopia, having a harmonized and integrated approach to the implementation of the two Agendas in order to minimize duplication, optimize resource use and mobilize the support of domestic and external stakeholders and development partners;

Recalling:

a) the ICAO/UNWTO Joint Statement Aviation and Tourism: Hand in Hand for Sustainability adopted in Montréal, Canada on 18 March 2013; and

b) the Medellín Statement on Tourism and Air Transport for Development adopted at the Joint UNWTO/ICAO High-Level Forum on Tourism and Air Transport for Development, held concurrently with the Twenty-first session of the UNWTO General Assembly in Medellín, Colombia on 14 September 2015;

Recognizing the AU framework related to air transport and tourism, including:

a) the Decision relating to the Implementation of the Yamoussoukro Declaration concerning the Liberalization of Access to Air Transport Markets in Africa endorsed at the Thirty-Sixth Ordinary Session of the Assembly of Heads of State and Government, in Lomé, Togo on 12 July 2000;

b) the African Civil Aviation Policy (AFCAP) adopted at the Second Session of the AU Conference of Ministers Responsible for Transport, in Luanda, Angola on 24 November 2011 and endorsed at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012;
c) the Declaration on the Programme for Infrastructure Development in Africa (Assembly/AU/Decl.2(XVIII)) adopted at the Eighteenth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 30 January 2012, which i) approved the Programme for Infrastructure Development in Africa (PIDA) as the single policy and strategic framework for the development of infrastructure in Africa and ii) invited the AU Commission to define the modalities of Member States to contribute to the special fund of the New Partnership For Africa’s Development (NEPAD) Infrastructure Project preparation facility;


f) the Declaration and the Plan of Action 2017 – 2019 on Air Transport, PIDA and Tourism adopted at the First Ordinary Session of the AU Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIIET), in Lomé, Togo on 17 March 2017 and endorsed in Addis Ababa on 1 July 2017 at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec.970(XXXI); and

g) the Protocol to the Treaty Establishing the African Economic Community Relating to Free Movement of Persons, Right of Residence and Right of Establishment adopted at the Thirtieth Ordinary Session of the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia on 29 January 2018, which calls for the adoption, production and issuance of the African Passport;

Bearing in mind:

a) the UN General Assembly Resolution 72/212 of 29 January 2018 on strengthening the links between all modes of transport to achieve the SDGs, which calls for “efforts to promote regional and interregional economic integration and cooperation, including by improving the planning of transportation infrastructure and mobility, enhancing connectivity and facilitating trade and investment”; and

b) the UN General Assembly Resolution 73/245 of 17 January 2019 on the Promotion of Sustainable Tourism, including Ecotourism, for Poverty Eradication and Environment Protection, which recognizes that “sustainable tourism, including ecotourism, represents an important driver of sustainable economic growth and decent job creation, that it can have a positive impact on income generation and education, and thus on the fight against poverty and hunger, and that it can contribute directly to achieving the internationally agreed development goals”;

Further recalling:

a) the Declaration of the G20 Ministers of Tourism (T20) adopted at the fourth T20 Meeting, in Merida, Mexico on 16 May 2012, calling for priority to be given to facilitating travel as a means to boost economic growth and create jobs;
b) the Luanda Declaration on Tourism and Air Transport Connectivity adopted at the Regional Seminar on Tourism and Air Connectivity in Africa, in Luanda, Angola on 29 April 2014 in the framework of the 56th UNWTO Regional Commission Meeting for Africa;

c) the Marrakesh Declaration on Tourism and Climate Issues in Africa adopted at the African tourism Ministers meeting on 10 November 2016, at the occasion of the 22nd UN Climate Change Conference (COP 22) in Marrakesh, Morocco;

d) the Declaration on the Development of Air Cargo in Africa adopted at the First ICAO Meeting on Air Cargo Development in Africa, in Lomé, Togo on 7 August 2014, as well as the Roadmap for the Implementation of the Lomé Declaration and Action Plan adopted at the Second ICAO Meeting on Air Cargo Development in Africa, in Addis Ababa, Ethiopia on 29 June 2017;


f) the Windhoek Declaration on Aviation Security and Facilitation in Africa and targets adopted at the Ministerial Conference on Aviation Security and Facilitation in Africa, in Windhoek, Namibia on 7 April 2016 and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI);

g) the Outcome Document of the Special Event on Promoting Air Links between African States and the Diaspora, Accra, Ghana on 30 March 2017 and the follow-up discussion at the Special Event on the occasion of the ICAO Air Transport Meeting, Georgetown Guyana on 23 November 2018 in the framework of the AU Declaration of the Global African Diaspora Summit; and

h) the Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa adopted at the third ICAO World Aviation Forum, in Abuja, Nigeria on 22 November 2017;

Noting:

a) the Cooperation Agreement between the African Development Bank (AfDB) Group and ICAO which entered into force on 20 August 1984;

b) the joint UNWTO/ICAO study on Essential Service and Tourism Development Routes (ESTDR) published in 2005;

c) the Memorandum of Understanding for cooperation between the AUC and ICAO which entered into force on 2 April 2008;

d) the Memorandum of Cooperation between the AU and ICAO Providing a Framework for Enhanced Cooperation which entered into force on 27 September 2010;

e) the Memorandum of Cooperation between the African Civil Aviation Commission (AFCAC) and ICAO providing a Framework for Enhanced Cooperation which entered into force on 27 September 2010;

f) the Memorandum of Understanding between the AUC and UNWTO which entered into force on 15 July 2014;
g) the Human Resources Development Fund (HRDF) Implementation Arrangements between ICAO and AFCAC which entered into force on 5 December 2014;

h) the Memorandum of Understanding between UNWTO and the NEPAD Planning and Coordinating Agency (NPCA), now African Union Development Agency (AUDA), which entered into force on 19 April 2016;

i) the Memorandum of Understanding between UNWTO and the Economic Community of African Central States (ECACS) which entered into force on 19 April 2017; and

j) the Memorandum of Understanding between ICAO and the NPCA-AUDA which entered into force on 8 May 2018;

Recognizing challenges facing African States, inter alia, that:

a) while the African aviation market has the most potential for growth out of all global regions with a large and increasing population, this potential has not yet been fully translated into strong and uniform air traffic growth within the continent;

b) despite the synergies, there are inconsistencies between tourism and aviation policies due to the difficulties of States in balancing the interests of their air transport industry and the optimum development of their tourism and travel industry;

c) the development of tourism and air transport in Africa is hampered by negative perceptions and misconceptions of Africa, which are deleterious to the African States’ ability to attract tourists and its overall potential as a tourism region, and changing such negative perceptions involves a long process;

d) some African States, especially Least Developing Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS), are too small or remote to achieve structural transformation for economic development;

e) the uncertainty about continuation of air services has an adverse effect on a tourism and travel industry’s inward investment and the opportunity for inbound tourism, and thus the actual loss of a service could have a much greater cost;

f) a well balanced mix of domestic, intraregional and international tourism is important to ensure that tourism development is resilient towards negative events, whether man-made or natural disasters;

g) it remains difficult for African States and aviation and tourism stakeholders to access funds and/or ensure financing for the modernization and expansion of their infrastructure;

h) skills shortages are posing a considerable short-term obstacle to growth, with a lack of adequate aviation, tourism and travel professionals; and

i) while significant visa facilitation improvements took place over the past decade, visa facilitation still needs to be a priority area for African countries by improving visa policies for citizens of the continent and to the world;

Declare the following in the framework of the Declaration and the Plan of Action 2017 – 2019 on Air Transport, PIDA and Tourism adopted at the First Ordinary Session of the AU STC-TTIET:

Reaffirm the need to:
a) support the realization of the AU Agenda 2063 and the UN 2030 Agenda for Sustainable Development, especially its SDGs 8 and 9, in line with the AU–UN Framework for the Implementation;

b) mainstream and reflect the priorities of the tourism and aviation sectors in States’ economic development planning so that tourism and aviation can be used as an effective economic development driver;

c) establish good governance, i.e. the institutional, legal and regulatory frameworks in which air transport and tourism are designed, implemented and managed;

d) build a strong “Brand Africa” in an increasingly competitive marketplace and a constantly changing business environment to unlock the natural and cultural tourism potential and generate sufficient air traffic demand;

e) further liberalize intra-Africa and intercontinental air transport services especially through the implementation of the Yamoussoukro Decision and SAATM;

f) enable exploration of innovative funding and financing systems to develop quality aviation and tourism infrastructure;

g) enhance and ensure the availability of human capacity with the appropriate technical skills in the tourism and aviation sectors;

h) maximize the efficiency of border clearance formalities while strengthening aviation safety, security and the resilience of tourism development; and

i) accelerate the regional integration and facilitate the movement of people by air and goods in the African continent;

Urge African States in cooperation and coordination with the AUC, African Regional Economic Communities (RECs), the AFCAC, the NPCA, the AfDB, private sector, international partners and other stakeholders to:

a) promote cooperation and compatible decision-making among transport authorities, tourism authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, and trade;

b) consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, while harmonizing regulatory frameworks and balancing the benefits of these economic sectors;

c) pursue a destination management strategy based on a “smart product mix”, i.e. the establishment of a good integration between tourism and travel, aviation and other service and commodity sectors, to break a vicious circle of economic and logistical disadvantages and enhance structural transformation;

d) institutionalize SAATM at the State level by developing necessary domestic legal and regulatory framework to fully implement it;

e) align and integrate major aviation and tourism infrastructure projects with national and/or regional development plans and budgets, the PIDA Priority Action Plan (PAP) for 2020 – 2030, the AU infrastructure development agenda, as well as forging-African economic cooperation and international assistance platforms such as the Tokyo International Conference on African Development (TICAD) and the Forum on China–Africa Cooperation (FOCAC);
Encourage African States to:

a) take pragmatic measures to build a transparent, stable and predictable investment climate to support quality infrastructure development related to aviation and tourism, for example, by engaging multi-stakeholders, diversifying funding sources, using domestic funds and increasing the participation of the private sector, including through private investment, business reform, private finance initiatives, public-private partnerships and various incentive schemes;

b) provide necessary incentives, environment and support for the private sector for its effective participation in African tourism and aviation development;

c) assure certain air services of a public service nature, such as lifeline provision for remote and peripheral destinations, and provide support for the development of international routes linking tourism source markets with LDCs, LLDCs and SIDS using the “essential air service and essential tourism development route” concept developed by ICAO and UNWTO;

d) share and exchange knowledge, experience and best practices with appropriate data and statistics, including among themselves (South-South cooperation) in order to benefit from regional experiences;

e) demonstrate and promote the socio-economic benefits of tourism and aviation, and foster an informed and engaged public as a crucial partner through public awareness campaigns and education programmes to raise business confidence and obtain buy-in from the wider audiences;

f) draw up a marketing and promotion strategy to support the tourism product developments in conjunction with air transport services, and highlight what Africa can give to the world which the rest of the world does not have; and

g) promote better air connectivity for more efficient use of resources with the aim of contributing to the attainment of the SDGs and beyond.

Call on ICAO, the UNWTO, the AUC, the African RECs, the AFCAC, the NPCA, the AfDB, international assistance partners, donor communities, as well as financial institutions, consistent with their respective mandates, to provide technical expertise, resources and support for the implementation of the above actions;

We hereby extend our sincere gratitude to our host, Cabo Verde, for its warm hospitality and support for the organization of this First ICAO/UNWTO Ministerial Conference for Tourism and Air Transport in Africa, as well as for its contribution to advancing the agenda of tourism and air transport for development in Africa.

Done and adopted in Santa Maria, Sal Island, Cabo Verde on this 29th day of March 2019.

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<th>Activities and Actions Included in the Declaration</th>
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<tr>
<td><strong>Good Governance and Harmonized Policies</strong></td>
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| Promote cooperation and compatible decision-making among transport authorities, tourism authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, and trade | • Domesticate the AFCAP (Ref. Air Transport 2.3)  
• Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Ensure tourism harmonized policies (Ref. Tourism 1.2)  
• Harmonize tourism and aviation policies (Ref. Tourism 1.3) | African States and AUC | RECs, AFCAC, ICAO and UNWTO | 2019-2021 |
| Consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, while harmonizing regulatory frameworks and balancing the benefits of these economic sectors | • Domesticate the AFCAP (Ref. Air Transport 2.3)  
• Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Ensure tourism harmonized policies (Ref. Tourism 1.2)  
• Harmonize tourism and aviation policies (Ref. Tourism 1.3) | African States and AUC | RECs, AFCAC, ICAO and UNWTO | 2019-2021 |

| **Air Connectivity and Destination Management**       |                                    |      |          |        |
| Pursue a destination management strategy based on a “smart product mix”, i.e. the establishment of a good integration between tourism and travel, aviation and other service and commodity sectors, to break a vicious circle of economic and logistical disadvantages and enhance structural transformation | • Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Ensure competitive tourism products (Ref. Tourism 2.1) | African States | AUC, RECs, AFCAC, NPCA, AfDB and UNWTO | 2019-2021 |
| Institutionalize SAATM at the State level by developing necessary domestic legal and regulatory framework to fully implement it | • Implement the main regulatory framework and institutional arrangements for managing SAATM (Ref. Air Transport 1.3)  
• Establish SAATM (Ref. Air Transport 1.4)  
• Domesticate the AFCAP (Ref. Air Transport 2.3) | African States, AUC, AfDB and AFCAC | ICAO, AFRAA and IATA | 2019-2021 |
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| Assure certain air services of a public service nature, such as lifeline provision for remote and peripheral destinations, and provide support for the development of international routes linking tourism-generating countries with LDCs, LLDCs and SIDS using the “essential air service and essential tourism development route” concept developed by ICAO and UNWTO | • Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Harmonize tourism and aviation policies (Ref. Tourism 1.3) | African States | AFCAC, ICAO and UNWTO | 2019-2021 |

| Draw up a marketing and promotion strategy to support the tourism product developments in conjunction with air transport services, and highlight what Africa can give to the world which the rest of the world does not have | • Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Enhance tourism promotion and marketing (Ref. Tourism 2.2)  
• Ensure visibility of the African tourism industry (Ref. Tourism 3.3) | African States | AUC, RECs, AFCAC, ICAO and UNWTO | 2019-2021 |

**Financing for Infrastructure Development and Capacity Building**

| Align and integrate major aviation and tourism infrastructure projects with national and/or regional development plans and budgets, the PIDA Priority Action Plan (PAP) for 2020 – 2030, the AU infrastructure development agenda, as well as forging-African economic cooperation and international assistance platforms such as the Tokyo International Conference on African Development (TICAD) and the Forum on China–Africa Cooperation (FOCAC) | • Develop sustainable aviation infrastructure under PIDA (Ref. Air Transport 2.2)  
• Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Finance and invest in tourism infrastructure and products (Ref. Tourism 3.2)  
• Feasibility and detailed design studies conducted for PIDA-PAP projects (Ref. PIDA 1.2)  
• New regional infrastructure projects proposed for second PIDA-PAP (Ref. PIDA 1.4)  
• Integrated corridor approach for infrastructure development implemented (Ref. PIDA 1.5) | African States, AUC and AfDB | RECs, AFCAC, NPCA, ICAO, UNWTO, international assistance partners, donor communities, as well as financial institutions | 2019-2021 |

| Include and prioritize capacity building projects within the framework of the *MoveAfrica* initiative launched by the NPCA and using and contributing to the HRDF | • Strengthen Training Pool (Ref. Air Transport 2.4)  
• Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1)  
• Enhance human resources capacity in Africa (Tourism 3.1)  
• Infrastructure skills gap identified and regional skills development strategies implemented to enable Africa’s labour force to meet industry skills requirements to participate in large-scale | African States, AFCAC, NPCA and ICAO | AUC, RECs, AfDB and UNWTO | 2019-2021 |
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<td>Take pragmatic measures to build a transparent, stable and predictable investment climate to support quality infrastructure development related to aviation and tourism, for example, by engaging multi-stakeholders, diversifying funding sources, using domestic funds and increasing the participation of the private sector, including through private investment, business reform, private finance initiatives, public-private partnerships and various incentive schemes</td>
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<td>Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1)</td>
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<td>Finance and invest in tourism infrastructure and products (Ref. Tourism 3.2)</td>
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<td>Harmonized legal and regulatory frameworks for conducive investment environment adopted (Ref. PIDA 2.3)</td>
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<td>Provide necessary incentives, environment and support for the private sector for its effective participation in African tourism and aviation development</td>
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<td>Travel Facilitation</td>
<td>Implement aviation security declaration (Ref. Air Transport 2)</td>
<td>African States</td>
<td>RECs, AFCAC, AfDB, ICAO and UNWTO</td>
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<td>Improve tourism harmonized policies (Ref. Tourism 1.2)</td>
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<td>Harmonize domestic laws, policies and procedures to accommodate the issue and use of African Passport</td>
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| Demonstrate and promote the socio-economic benefits of tourism and aviation, and foster an informed and engaged public as a crucial partner through public awareness campaigns and education programmes to raise business confidence and obtain buy-in from the wider audiences | • Enhance joint activities with tourism industry (Ref. Air Transport 2.5)  
• Encourage appreciation and participation of the youth in tourism (Ref. Tourism 3.2)  
• Enhance compilation of tourism data (Ref. 3.4) | African States | AUC, RECs, AFCAC, ICAO and UNWTO | 2019-2021 |
| Provide technical expertise, resources and support for the implementation of the above actions | • Increase the number of development partners (financial and technical) (Ref. Air Transport 3.1)  
• Resource mobilization (Ref. Air Transport 3.2) | AUC, AFCAC and AfDB | RECs, NPCA, ICAO, UNWTO, international assistance partners, donor communities, as well as financial institutions | 2019-2021 |
Programme of the FIRST UNWTO/ICAO MINISTERIAL CONFERENCE on Tourism and Air Transport in Africa

FIRST UNWTO/ICAO MINISTERIAL CONFERENCE
Tourism and Air Transport in Africa
Santa Maria, Sal Island, Cabo Verde
27 to 29 March 2019

PROGRAMME

DAY 1, PREPARATORY SESSION - Wednesday, 27 March 2019
08:00 – 09:00  Registration
09:00 – 09:15  Guiding Remarks
              - Nomination of Cabo Verde Chairperson
09:15 – 10:30  SESSION 1—Air Transport and Tourism Policies: Regulatory convergence to maximize and balance their benefits

Air Transport and tourism depend heavily on each other and are essential engines of trade and economic growth for both developed and developing countries. Despite the synergies, there can be conflicts between aviation and tourism policies due to the difficulties of States in balancing the interests of their airlines and the optimum development of their tourism industries. Separate sectorial policies result in a fundamental disconnect, which constitutes a severe deterrent towards the development of both sectors. How do we enhance policy coherence between the two sectors, harmonize the regulatory frameworks, and prevent separate sectoral policies? How can we strike a balance to maximize the overall benefits of tourism and air transport in the national economy? What is the current status of Africa’s regulatory framework and what is its impact on tourism and air transport (the Lomé Declaration and the related Action plans both for Air Transport and for Tourism)? How can Africa benefit from and implement the joint UNWTO and ICAO Medellín Statement on Tourism and Air Transport for Development? How can the African Governments promote cooperation and compatible decision-making among transport and tourism authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment and trade? What are the challenges encountered by tourism stakeholders in reflecting tourism business interests in national and regional air transport policies?

10:30 – 11:00  Coffee Break
11:00 – 12:30  SESSION 2— Connectivity and Seamless Travel: Best practices to serve tourists and Passengers

Aviation and tourism are a customer-focused economic sector. While there is no single definition of air connectivity, it can be viewed as the ability of a network to move passengers involving the minimum of transit points, which makes the trip as short as possible with optimal passenger satisfaction at the minimum price possible. The realization of seamless travel can improve overall travel experience, which
in turn fuels tourism demand. With the recent launching of the Single Africa Air Transport Market (SAATM), open skies over Africa may soon be a reality, building the necessary regulatory framework to increase international intra-Africa travel. How do we optimize the flow of passenger traffic through the air transport system? How can we generate sufficient demand for direct air services between African sub-regions, especially between the East-West coasts? How well do current air service agreements (ASAs) contribute to connectivity and what are the prospects of air transport liberalization? What constitute the bottlenecks and slowdowns of seamless travel in the air transport system? What regulatory schemes can be used or developed to assure essential air services to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS)? What are the existing best practices and how could they be extended and adapted to other regions? What are the factors influencing airline choices for different market segments (the intercultural dimension)?

12:30 – 14:00 Lunch Break

14:00 – 15:30 SESSION 3— Funding and Financing for Development: Pragmatic measures to build a Transparent, stable and predictable investment climate

Infrastructure deficiencies in the aviation and tourism sectors have long been an issue in Africa. While plans are in place to develop and modernize aviation infrastructure, relief is years away at best. In the meantime, there will be lost opportunities for creating jobs and spurring economic growth. Another issue is the proliferation of taxes on tourism and air transport despite the fact that the industry recovers a vast majority of its own infrastructure costs through payments of user charges, rather than being financed through taxation. Revenue raised by taxes can often be outweighed by the relinquished economic benefits as a result of dampened demand for air travel. This Session will focus on a) the creation of good governance and enabling environment to build business confidence and encourage investments; and b) the consolidation of planning and development efforts for aviation and tourism infrastructure in multi-modal and urban planning initiatives. What are the challenges of financing development projects related to the tourism and air transport sectors, particularly in LDCs, LLDCs and SIDS? What are the success stories in financing tourism and air transport projects? How do consumers perceive taxes, charges and others levies and how to ensure transparency of taxes and charges to passengers and tourists? Why is the limited volume of international public finance and assistance for development not currently available for aviation and tourism infrastructure projects?

15:30 – 16:00 Coffee Break

16:00 – 17:15 SESSION 4— Travel Facilitation: Advancing visa facilitation in supporting economic growth

Travel facilitation aims at maximizing the efficiency of border clearance formalities while achieving and maintaining high-quality security and effective law enforcement. Allowing passengers/tourists to cross international borders safely and efficiently contributes significantly to stimulating demand, enhancing competitiveness of States, creating jobs and fostering international understanding. In spite of the great strides made in recent decades in facilitating tourist travel in Africa, there is still room for considerable progress. For example, electronic visa processes and delivery could make travel more accessible, convenient, and more efficient without a diminution of national security. States should also look into increasing cooperation on bilateral, regional and international travel facilitation regimes. How can new technologies be used to make travel more accessible, convenient and efficient? How to define and implement policies which facilitate international travel and tourism while ensuring the security and integrity of traveller identification and border controls? How well do e-passports, e-visas and other documentation
deal with emergent threats to security? How could African States learn from other effective best practices?

17:15 – 17:45  Review of the draft Cabo Verde Ministerial Declaration and Action Plan

17:45 – 18:00  Closing remarks

19:00 – 22:00  Welcome reception hosted by H.E. Mr. Jose da Silva Goncalves, Minister of Tourism and Transport and Minister of Maritime Economy of Cabo Verde at the Bounty Restaurant – Hilton Hotel

Day 2, Ministerial Conference - Thursday, 28 March 2019

09:00 – 09:50  Opening Remarks

09:50 – 10:00  Family Photo

10:00 – 10:30  Coffee Break

10:30 – 12:30  SESSION 1 — High-level Interactive Panel Discussion

Building on the outcomes of the Preparatory Session and in support of the United Nations (UN)' Transforming our World: 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs), as well as the African Union (AU) Agenda 2063, the High-level Interactive Panel Discussion, will allow Ministers and private sector stakeholders to discuss the common conceptual tools, policy guidance, and best practices that might help to mainstream the priorities of the aviation and tourism sectors in the national, regional and global agendas. Within the framework of the Lomé Plan of Action (2017 – 2019) of the AU, this Session will also address the remaining challenges in Africa that the economic and political blocks cannot solve on their own but UNWTO/ICAO could provide support.

12:30 – 14:00  Lunch Break

14:00 – 16:00  High-level Interactive Panel Discussion

19:00 – 22:00  Gala Dinner

Day 3, Ministerial Conference - Friday, 29 March 2019

09:30 – 10:00  Introductory Remarks:

10:00 – 11:00  SESSION 2 — Review and adoption of the Cabo Verde Ministerial Declaration and Action Plan

Ministers will review the draft Ministerial Declaration and Action Plan, taking into account discussions and deliberations during the previous session. This will be followed by the adoption of the Declaration and the Action Plan.

1 Declaration and the Plan of Action 2017 – 2019 adopted at the First Ordinary Session of the AU Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism, in Lomé, Togo on 17 March 2017 and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI)
CAF/63

11:00 – 11:30  Closing Remarks
12:00 – 14:00  Lunch Break
15:00 – 18:00  Cultural programme/visit (optional)

— END —
# Reporting template

1. **Please specify the selected focus area of the Plan of Action for Air Transport and Tourism Development in Africa (2019-2021)**

2. **Concrete reforms/activities/projects conducted (please specify start & end date and location)**

3. **Impacts and targeted groups**

4. **Outcomes achieved**

5. **Constraints**

6. **Lessons learnt (if applicable)**
7. Other Comments (if any)

Desk research

Nigeria and Ethiopia – February 13, 2020
- **Air Connectivity**: Nigeria and Ethiopia have signed a visa waiver agreement for diplomatic and official passport holders, and a Memorandum of Understanding (MoU) on Cooperation in the field of Defence.

Rwanda, Somalia open air space - February 7, 2020
- **Air Connectivity**: Rwanda and Somalia have inked a Bilateral Air Service Agreement (BASA) that will see the two countries open skies for both republics to ease air transport.

Senegal - Dakar-Accra-Dakar Direct Flights: Air Senegal Starts Pax Service to Accra - December 16, 2019
- **Air Connectivity**: The maiden flight had 62 passengers on-board—7 in business and 55 in economy. The airline is expected to operate four weekly flights between the two cities. Senegal’s new national airlines, is at the heart of the Emerging Senegal Plan with the ambition of erecting a real regional air hub around Blaise Diagne International Airport.

Seychelles - December 16, 2019
- **Air Connectivity**: Air Seychelles to start daily service to Mumbai, India in 2020

Botswana - Sunday 15 December 2019
- **Air Connectivity**: Qatar Airways Celebrates its Inaugural Flight to Gaborone, Botswana
Qatar Airways is the first Middle Eastern airline to start service to Botswana. The flights will be operated three times a week from Hamad International Airport. The Airbus A350-900 aircraft has 36 seats in business class and 247 seats in economy class. Qatar Airways becomes the only non-African operator to offer flights to Botswana with the launch of its three-times weekly service with an Airbus A350-900 aircraft. Botswana's capital city is the ninth new destination to join the airline’s growing network in 2019. The first Qatar Airways flight from Doha to Gaborone, Botswana, touched down at Sir Seretse Khama International Airport on Sunday 15 December.

Nigeria - 12 December 2019
- **Travel Facilitation**: Nigeria says it will give all African travellers visas on arrival from January, dropping the requirement that they apply in advance. President Muhammadu Buhari said it showed Nigeria's commitment to "free movement of Africans within Africa". The announcement comes five months after Nigeria signed a deal aimed at promoting free trade on the continent.
Tanzania – 11 December 2019

- **Air Connectivity**: Air Tanzania starting tomorrow (12DEC19) is increasing Dar es Salaam – Mumbai service, with the addition of 4th weekly flight. The new flight operates on Thursdays from Dar es Salaam, with Boeing 787-8 Dreamliner.


Kenya - Wednesday, December 4, 2019

- **Destination Management**: Google launches street view for 21 Kenyan parks and conservancy. Kenyans and tourists can now take virtual tours of Kenya’s national parks after tech giant Google launched its street view feature on maps for 21 national parks and one conservancy.


South Africa – December 2, 2019

- **Travel Facilitation**: South Africa's e-visa goes live. South Africa’s commitment towards opening of the country was given boost today when the Department of Home Affairs (DHA) confirmed the piloting of the electronic visa application system – e-Visa.

  “Currently, the department is testing the new system with Kenya. As part of the pilot, a team of DHA immigration and IT officials visited Kenya. This team is scheduled to return to Kenya next week, on 09 December 2019. The first Kenyan tourist who applied for the visitors’ visa on the new e-Visa system arrived yesterday afternoon and more are expected this week as part of the pilot.”


Seychelles – 29 November 2019

- **Air Connectivity**: Air Seychelles commences first non-stop flight from Tel Aviv to Mahe


Uganda - November 13, 2019

- **Air Connectivity**: Uganda Airlines’ Mombasa flight gives traders faster connection. The introduction of Entebbe-Mombasa direct flight by Uganda Airlines is set to boost trade and tourism between Kenya and Uganda as the route will cut the previous flight journey time by more than a half. The 110-minutes flight trip would play a vital role to thousands of Uganda traders who depend on the Port of Mombasa to do business considering more than 85 per cent of Uganda imported cargo pass through the port.


Cabo Verde – 24 October 2019

- **Air Connectivity**: Cabo Verde Airlines postpones flights to Luanda, Angola until summer 2020. Cabo Verde Airlines had planned to start flying to Luanda first in April 2019 (as stated by H.E. Dr. Gilberto Barros during the First ICAO/UNWTO Ministerial Conference on Tourism and Air Transport), and then on December 9th. The airline was planning to perform two scheduled flights per week.
The company said that the decision to postpone the start of flights will give it time to prepare the promotion, sales and partnership programme, respecting the conditions of the Angolan market as well as the various intermediaries that provide services to the air transport and tourism industries.

Sources:

Ethiopia – 10 April 2019

- **Trade Facilitation**: The Chairperson of the African Union Commission received the instruments of ratification of the African Continental Free Trade Agreement (AfCFTA) from the representatives of the Federal Democratic Republic of Ethiopia today in Addis Abeba