



**United Nations  
Economic Commission for Africa**

**Briefing Paper Series**

**Emerging Trends in the Negotiations under WTO:  
Pertinent Issues of Concern to African Countries**

**GATS: Transport Services**

**No. 6  
April 2000**

**ECA/RCID/082/2000**



**United Nations  
Economic Commission for Africa**

## **Briefing Paper Series**

**Emerging Trends in the Negotiations under WTO:  
Pertinent Issues of Concern to African Countries**

# **GATS: Transport Services**

**No. 6  
April 2000**

## **TABLE OF CONTENTS**

---

	<b>Page</b>
<b>INTRODUCTION</b>	<b>1</b>
<b>1. Rules Governing GATS</b>	<b>4</b>
1.1 Core principles of GATS	4
1.2 Annexes of GATS on Air and Maritime Transport Services	6
<b>2. Challenges of African Transport Services</b>	<b>10</b>
2.1. Air transport services	12
3.2. Maritime Transport Services	20
<b>3. Issues of Concern and Negotiation Strategies</b>	<b>27</b>
3.1 Main Issues of Concern	27
3.2 Negotiation Strategies	31
<b>4. Conclusion and Recommendations</b>	<b>32</b>

# Introduction

---

1. The first proposals for the negotiations of a multilateral framework for trade in services were put forward in the early 1980s. Since then, it has been recognized that effective liberalization of trade in services would be difficult to achieve unless such a framework were to cover all traded services. An alternative view has been expressed that due to the heterogeneity of the service sector, it would be difficult to construct a set of principles and disciplines, which could apply equally to trade in all service sub-sectors. The current multilateral framework for trade in services that is known as the General Agreement on Trade in Services (GATS) has elaborated principles and disciplines for specific sectors taking into account the various service sub-sectors that embody a variety of activities and have different characteristics.

2. GATS consists of the following components, which have different implications:

- ◆ The Articles of the Agreement which contain:
  - General obligations applicable to all member countries; and

- Specific obligations which may be negotiated by members for individual sectors or subsectors;
- ♦ Annexes dealing with the specificities of particular sectors (air transport, maritime transport, financial services, telecommunications and related information services) and the movement of natural persons supplying services;
- ♦ Specific commitments made by each World Trade Organization (WTO) member recorded according to an elaborate system of country schedules. The latter, also known as the "schedules of commitments", is annexed to the Agreement and will form an integral part of it; and
- ♦ A number of ministerial decisions relating to implementation matters.

3. This briefing paper analyses transport services within the framework of GATS. It is designed to contribute to a better understanding of the issues involved and a possible strategy to be adopted by African countries during future negotiations on the subject. It also provides a broad overview of the transport



services in Africa and the kind of measures needed to make transport services more dynamic. The brief is intended to be a handy and concise reference material for policy makers and others interested in transport services.

4. It should be pointed out that another brief produced by ECA<sup>1</sup> deals more extensively with GATS. Familiarity with this brief will no doubt enhance the understanding of this particular paper on transport services.

---

<sup>1</sup> Brief no. 3 - December 1998: "General Agreement on Trade in Services".

# **1. Rules Governing GATS**

---

## **1.1. Core principles of GATS**

5. The core principles of GATS are:

- ◆ Universal coverage, meaning complete coverage of all service sectors (no service activity is excluded, except the services supplied in the exercise of governmental functions);
- ◆ Progressive liberalization through further negotiations;
- ◆ Most Favoured Nation (MFN) treatment applied to all services. However, one-off and temporary exemptions are made to this principle;
- ◆ National treatment applied in the areas in which commitments are made;
- ◆ Transparency in regulations and inquiry points;
- ◆ Objective and reasonable regulations;
- ◆ Unrestricted international payments; and
- ◆ Individual country commitments that are negotiated and bound (withdrawal or modification of commitments may imply paying costly compensations to the affected party).

6. Universal coverage signifies that the general obligations of GATS, such as transparency and the MFN clause, apply to maritime transportation (shipping) regardless of the existence of an offer.

7. The MFN clause is an important principle in maritime transport because bilateral treaties entailing special privileges have been a traditional way for nations to defend their interests. The application of the MFN principle was, however, suspended in the maritime sector in 1996 until the next round of negotiations.

8. Market access and national treatment mean that foreigners should be treated the same way as nationals in a given sector. However, the application of these principles is not automatic; the sector has to be “offered” and the offer itself can be limited and/or qualified by the inclusion of various limitations, for example, a nationality condition for the crew or the ship owner.

9. The services sector in the WTO system is governed by these core principles of GATS along with the Annexes that



address specific sub-sectors such as air and maritime transport, basic telecommunications and financial services.

## **1.2. Annexes of GATS on Air and Maritime Transport Services**

10. Air transport services came under GATS in 1995, even though they are only partially covered. Paragraph 1 of the GATS Annex on transport services stipulates that “any specific commitment or obligation assumed under this Agreement shall not reduce or affect a Member’s obligations under bilateral or multilateral agreements that are in effect on the date of entry into force of the WTO Agreement”.

11. The Annex also stipulates that “the Council for Trade in Services shall review periodically, at least every five years, developments in the air transport sector and the operation of this Annex with a view to considering the possible further application of the Agreement in this sector”. Accordingly, there should be a review in the year 2000.

12. Currently, the Agreement applies to measures affecting:

- Aircraft repair maintenance services;
- Selling and marketing of air transport services; and
- Computer Reservation System (CRS) services.

13. Traffic rights and directly related activities are excluded from GATS but are handled by other bilateral agreements.

14. Only two African countries, Kenya and Morocco, have made commitments on repair and maintenance services. Kenya has also made commitments on Computer Reservation System (CRS) services.<sup>2</sup>

15. In maritime transport services, a Code of Conduct has been accepted since 1983 as a directly applied policy instrument and as a basic document for national and regional maritime policy formulation. In the Uruguay Round, negotiations on maritime transportation took place in 1990–1993 and in 1995–1996 with a view to reaching commitments in international shipping, auxiliary services and access to and use of port

---

<sup>2</sup> GATS – The General Agreement on Trade in Services and related instruments: April 1994.

facilities, leading to elimination of restrictions within a fixed period of time. However, both negotiations achieved partial results because the USA argued that there was relatively weak market access and national treatment commitments by countries from Asia, Latin America and Africa. The “lack of a critical mass” was invoked as a reason for not coming up with a substantial offer that would have benefited “free riders”.<sup>3</sup>

16. Originally, negotiations on maritime services were scheduled to end in June 1996. For the reasons mentioned above, the negotiators failed to agree on a package of commitments. However, some commitments are already included in the schedules of various countries, covering the main areas in this services sector such as access to and use of port facilities, auxiliary services and maritime or sea transport.

17. The suspended talks are expected to resume in the year 2000 on the basis of the existing or improved proposals. WTO members wishing to submit improved proposals, modifications

---

<sup>3</sup> Pierre Latrille, WTO, “GATS and shipping in West Africa” in WB “Trade and Transport in West and Central African States” presented at the Round Table, Cotonou, Benin, June 3 to 6, 1997.

or withdrawals may do so under paragraph 3 of the Annex on Negotiations on Maritime Transport.



## **2. Challenges of African Transport Services**

---

18. Transport services are key in the creation of a dynamic investment/export nexus in Africa. Particularly, air and maritime transport services are the most appropriate modes of transport to address the constraints of large distances from the major world markets and to promote Africa's external trade. Unfortunately, inappropriate public policies and lack of investments are weakening transport systems in Sub-Saharan Africa. The poor performance of the transport sector is adversely affecting market development and export trade performance.

19. Trade performance and competitiveness are affected by both international and internal transport costs. High transport costs for moving goods from points of production to final destinations can put a country out of export markets. High transport costs for imports inflate the prices of imported goods, including food, capital goods and fuel and so increase the cost of domestic production. It has particularly negative consequences for the competitiveness of manufactured exports with large import content.

20. Statistics from the International Monetary Fund (IMF) <sup>4</sup> indicate that freight costs, as a percentage of costs, insurance and freight (CIF) import value, are:

- About 5 per cent higher in sub-Saharan Africa (excluding South Africa) than the average for all developing countries;
- More than 10 per cent higher in landlocked African countries;
- About 50 per cent higher than the average for developing countries in 31 out of 43 sub-Saharan countries; and
- Were more than double for 14 out of those countries.

21. Transport costs depend on physical distances and the capacity and efficiency of transport systems. Considerable attention has recently been paid to the effects of geography on economic performance. The geography of sub-Saharan Africa is said to be particularly unfavourable and has the following features, which contribute to existing transport difficulties:

---

<sup>4</sup> UNCTAD 1999. "Report by the UNCTAD Secretariat. "UNCTAD's contributions to the implementation of the United Nations New Agenda for the Development of Africa in the 1990s; Africa Transport Information, Trade and Competitiveness".

- Large distances from major world markets;
- Vast separation from the industrialized countries of Europe and America;
- Very small coastline relative to its area;
- Shortage of natural ports along the coastlines;
- Populations generally located far from the coast;
- The highest proportion of landlocked countries; and
- Absence of navigable rivers.

22. Faced with such transportation difficulties that constrain trade, African countries have to evolve appropriate public policies and modes of transportation that can adequately address the difficulties and weaknesses enumerated above.

## **2.1. Air transport services**

23. The global trend in air transport services is marked by increasing demand for air transport as well as evolving, highly competitive markets. Demand for worldwide air transport services is growing at an average of 6-8 per cent per year in terms of revenue and passengers. There is also the privatization trend, which resulted in increased private sector ownership. About 75 per cent of the airline industry and 85 per cent of

revenue per kilometre are privately owned<sup>5</sup>. Because of the competition in the industry, mergers and acquisitions between air carriers and the development of strategic alliances (for example, the USA-initiated "One World Star Wings") have become necessary.

24. The era of liberalization, coupled with fierce competition, rapid technological developments and complex regulations place weak developing countries at great disadvantage, to the point of marginalization. African air transport trade within the world civil aviation market is quite small. Indeed, there is presently a strong concentration of civil aviation markets in North America and Europe followed by an increasing market share and growth rate in the Asia-Pacific region. Progress in Latin America, the Middle East and Africa is slower than in the other regions. About 75 per cent of international passenger traffic is handled by transporters from developed countries and only 25 per cent by transporters from developing countries (mainly from Asia-Pacific and Latin America).

---

<sup>5</sup> W.B. 1999. "Air transport regulatory framework in West and Central Africa". Report by AAROTEC Inc. October 1999.



25. The following figures indicate the regional earnings and the output from operations respectively, in 1996:

- North America: \$US 103.1 billion and \$6.2 billion;
- Europe: \$82.4 billion and \$2.7 billion;
- Asian-Pacific region: \$68 billion and \$3.2 billion;
- Latin America and Caribbean: \$14.3 billion and \$0.3 billion;
- Middle East: \$8.1 billion and \$0.2 billion; and
- Africa: \$6.6 billion and \$0.1 billion.

26. Africa does not feature among the 30 countries classified according to the number of passengers per kilometre in international air traffic between the years 1988 and 1997. The total volume of traffic (passenger/freight/postal services transported) by airlines was as follows:

- North America: 36%;
- European Airlines: 28%;
- Asia-Pacific Airlines: 26%;
- Latin American and Caribbean Airlines: 5%;
- Middle East Airlines: 3%; and

- African Airlines: only 2%.<sup>6</sup>

27. The international market for African Airlines is characterized by a stiff competition between African and foreign carriers. "Foreign Airlines accounted for about 75 per cent of the international traffic, and this situation is expected to worsen in the future following the implementation of new policies and trade practices such as code sharing, franchise, equitable participation", etc.<sup>7</sup>

28. Intra-African traffic is developing slowly, varying between positive and negative developments. However, the situation is changing as a result of the introduction of a number of liberalized and flexible measures in the granting of traffic rights by some African countries. Consequently, the revenue passenger per kilometre (RPK) in 1998 rose from 3.4 billion to 7.5 billion RPK, an increase of 51 per cent. The number of passengers rose from 2.52 to 4.1 million, an increase of 30 per cent. Freight rose from 39 to 91.1 tons.<sup>8</sup>

---

<sup>6</sup> UNECA 1999, "Development of Air Transport Services: Challenges and Perspectives".

<sup>7</sup> Op.cit.

29. Though the other regions (USA, Europe and Southeast Asia) have done fairly well by deregulating their domestic market to ensure greater expansion of air services through elimination of certain non-physical barriers, Africa has not kept pace with the process of deregulation. A new African air transport policy was adopted in 1988 (the Yamoussoukro Declaration), but to date, its implementation has not been effected by African member States.

30. Certain countries, notably USA, have implemented their policies of “open skies” and they have succeeded in opening up foreign markets in about 35 countries beginning with the Netherlands in 1992 and most recently adding Bahrain.

31. Furthermore, the air transport industry has rapidly adapted to the development of information technology for ticket sales, marketing activities and access to markets. African countries should also adopt the new technologies in their air transport services.

---

<sup>8</sup> UNECA 1999. “Development of Air Transport Services: Challenges and Perspectives:

32. There is also an increasing trend toward privatization of air transport worldwide and negotiation of more liberal bilateral treaties. Countries are beginning to relax on the interpretation of national ownership (flag carrier status); and there is a trend toward a worldwide harmonization of regulations. African governments are still reluctant to privatize their airlines. However, about ten African airlines have been earmarked for privatization.

## **Challenges in air transport services**

33. As discussed above, the role of Africa in global air transport services is almost insignificant. The list of challenges faced by the continent in this sector is long. Some of them are listed below:

- Inadequate infrastructure;
- Insufficient resources for infrastructure development including communication equipment and services;
- Lack of operational flexibility arising from the limited fleets available to individual airlines;
- Low volume of traffic flows;



- Lack of cooperation and coordination both within subregions and between the various subregions;
- Restrictive traffic rights;
- Very strong competition from foreign airline companies;
- Security and safety problems as well as environmental protection concerns;
- Use of new technology services;
- Market access;
- Improvement of services; and
- Development of networks;

34. Furthermore, Africa lacks a cohesive interlinked network. The existing network is fragmented. The most effective way to improve subregional and regional networks is through hub-and-spoke operation, by granting traffic rights to airlines interested in operating new routes within the subregions or continent wide.

35. There is also lack of cooperation and coordination among African airlines, which is particularly manifested in the following areas:

- Preparation of flight schedules: good cooperation and coordination in this area will help improve services by doing away with missing connections and duplications of flights;
- Among airport authorities in the selection, standardization of equipment specifications and maintenance practices at subregional levels: this will possibly enable savings and meaningful economies of scale for African airlines; and
- Route planning by subregional airlines: this will help avoid unnecessary competition among airlines on the few profitable subregional and regional routes and the situation of inadequate coverage of marginal routes.

35. These constraints noted above deprive the subregional or regional airline operators from meaningful economies of scale and better services. African governments should therefore create a conducive environment that encourages, facilitates and accelerates the airlines integration process at both subregional and regional levels. Measures in this regard include:

- Equity swaps and joint ownership of airlines;

- Facilitating cross-share holdings, planning, maintenance and purchase of spares;
- Harmonizing aviation legislation, especially those dealing with aircraft certification and licensing of technical personnel to allow cross-utilization of personnel;
- Merging and collective utilization of financial and infrastructure resources as well as through operational and commercial alliances; and
- Adopting binding multilateral legal instruments to facilitate the exchange of traffic rights for the benefit of the airlines in the subregion;

## **2.2 Maritime transport services**

36. In 1993, the Intergovernmental Group of Experts on Maritime Ports of the United Nations Conference on Trade and Development (UNCTAD) noted, “international transport, including sea trade and ports (maritime trade) has become increasingly important in the world economy. One single world market has emerged where production, transport and distribution and consumption of goods are no longer concentrated in one limited geographical area, but are instead spread over the whole planet. These dramatic changes have been made possible

through the development of sophisticated and integrated transport and distribution systems and networks, often controlled by mega-carriers and shippers, with the majority of goods moving by sea. These developments took and are still taking place in a competitive environment, resulting in great trade volatility and generating risks and opportunities for ports. Risks are particularly high for countries and ports which have not anticipated these changes and are not prepared to take the strategic decisions, in particular to adjust their management organizations, facilities and services to the trade requirements".<sup>9</sup>

37. In 1996, the Group further observed, "the trends in the globalization of production noted in the conclusions of the 1993 session are continuing with resulting dramatic demands made in transport services. And that in this highly competitive environment, the existence of an efficient port network, including transport and communications systems is essential. An efficient maritime port requires not only adequate infrastructure, superstructure and equipment but also good communications and

---

<sup>9</sup> ECA 1997. "Challenges facing the African Ports in the next millennium: Doc. ECA/RCID/63/97.

Document presented at the African Ports Seminar, Mombasa, Jan. 1998



especially a dedicated and skilled management team with a motivated and trained work force".<sup>10</sup>

38. Some countries have made extensive investments in the maritime transport services because of their importance in facilitating trade.

## **Challenges in Maritime Transport Services**

39. Significant changes have taken place in world maritime transport trade over the last 30 years. These changes have drastically transformed the structure and orientation of the transport industry, especially the maritime transport sector. Unfortunately, Africa has not kept pace with the global changes taking place. The maritime transport infrastructure has deteriorated due to poor or lack of maintenance; the seaports are noted for their low outputs, high operating costs, poor quality services to users, inefficient port management and lack of subregional and regional cooperation. Relations between ports and their hinterlands are also weak.

---

<sup>10</sup> UNECA 1997. Op. cit.

40. The challenges faced by the African maritime services include:

- Promotion of institutional development;
- Improvement of port management efficiency;
- Improvement of technical port services;
- Improvement of port infrastructure maintenance;
- Management of port equipment;
- Funding of port infrastructure;
- Adoption and use of new information and communication technology;
- Reduction of restrictive practices;
- The need for forward planning of maritime port infrastructure and other facilities;
- Private sector participation in maritime port activities;
- Promotion of human resources development;
- Labour reforms;
- Strengthening of relations and connections between port and hinterlands; and
- Adoption of technological changes in maritime transport.

41. To address these challenges, African countries should:

- Establish policies and regulatory regimes to promote the development of maritime services in line with global maritime environment changes;
- Mobilize resources for maritime port development;
- Strengthen cooperation within the subregion and through the various subregional port management associations;
- Improve port management practices;
- Support activities related to transit transport to landlocked countries;
- Strengthen information systems and collaborate with relevant international organizations and United Nations Agencies in the development of African maritime services;
- Provide the policy and regulatory framework to address the issues of national and international relevance such as safety and the environment;
- Separate regulatory and commercial activities;
- Increase private sector participation in the development and expansion of maritime transport

facilities, through such joint venture arrangements as Build Operate Transfer (BOT) and Build Operate Own (BOO) etc. This would encourage and ensure the commercial viability of projects;

- Establish effective maritime administrations in order to implement the provisions of the relevant International Maritime Association (IMO) conventions;
- Modernize maritime laws to reflect commercial realities and harmonize these laws at subregional level;
- Develop and train human resources at subregional and regional levels, for both on-board and shore-based labour;
- Ratify conventions on transport, transit traffic and facilitation;
- Improve infrastructure and communications, transport and warehousing, develop and introduce measures to stimulate the creation of inland handling, especially for landlocked countries, and establish dry ports and distribution hubs for goods

and bonded storage as well as transit areas at ports and airports;

- Take appropriate measures for liberalization of market access after adopting subregionally agreed underlying principles and ensuring that such supporting measures as elaboration of competition rules (antitrust and antidumping); and competitiveness of service providers are put in place. The liberalization process must be gradual and based on specific country circumstances.



### **3. Issues of Concern and Negotiation Strategies**

---

#### **3.1. Main issues of concern**

42. The major changes that took place around the world since the beginning of the 1990s are likely to usher in a new global trade and economic order that lasts for decades to come. The growing tendency worldwide to establish, strengthen and enlarge economic groupings in the form of trading blocks, the conclusion of the Uruguay Round Agreements, the establishment of the WTO and the tremendous advances in information science and production technology are all developments advocating for free market economic systems based on competition, efficiency and productivity.

43. It is generally agreed that inefficient public ownership/monopoly and intervention as well as under-regulation explain the poor performance of transport services in Africa. The lack of commercial orientation, the absence of competition and the cumbersome regulations, which too often served as opportunities for corruption, are held responsible for weakening African transport systems. African governments can address this challenge at two levels:

- Privatize the management of transport operations, particularly in airports, seaports and railways; and
- Establish an appropriate regulatory framework, which ensures constructive competition, avoids predation and cartelization and protects the interests of the public.

44. Indeed, Jacobsen and Tarr feel that “where market forces are weak and important public interest are at stake, the strengthening of government institutions may be a prerequisite of successful privatization”.<sup>11</sup> This points to the need to strengthen the regulatory capabilities of governments in Africa. The problem of under-regulation, which has been occasioned by the adjustment process, is likely to become even more important in the future. Net social gains from privatization are unlikely to happen if a public monopoly is simply replaced by a private monopoly without the establishment of an efficient regulatory framework.

---

<sup>11</sup> C.D. Jacobsen and J.A. Tarr, 1996. “No single path: Ownership and financing of infrastructure in the 19<sup>th</sup> and 20<sup>th</sup> centuries” in A. Mody (Ed.), *Infrastructure Delivery: Private Initiative and Public Good* (Washington D.C. World Bank, 1006). PP. 32-33.

45. It is important to mobilize sufficient public finance to meet transport infrastructure requirements using cost-recovery principles, increased levels of official development assistance and less tied-aid financing. A regional approach to transport infrastructure financing can also reduce financing requirements and help to mobilize resources from donors and private sources.

## **Air transport**

44. To enable air transport to play its role in global trade, developing countries, including African countries, are carrying out institutional and regulatory reforms to expand access to air service markets individually or collectively. Thus autonomous civil aviation and airport management authorities have to be established and infrastructure developed. Governments are increasingly acknowledging the need to review the concept of ownership of national airlines.

45. The issue of air security and safety is crucial and needs both individual and collective action by all governments. In this regard, the International Civil Aviation Organization (ICAO) Council has approved a worldwide programme on security supervision and management. The USA has also initiated a

“Safe Skies” for Africa and is initially assisting eight countries to improve the quality of their air security and safety.

46. African countries should look at the American stance critically. They may need to evolve joint action with other developing regions of Asia and Latin America for the benefit of developing countries.

47. WTO negotiations on maritime transport services were suspended until the year 2000. Negotiations are to continue on a voluntary basis. A Negotiating Group on Maritime Transport Services (NGMTS) was established to carry out this mandate and report periodically on progress made. The NGMTS is open to all governments. In this regard, African member States should participate, monitor and closely follow the work of NGMTS, with a view to safeguarding African interests in these negotiations.

48. Developing countries including the Least Developing Countries should identify specific, strategic subsectors within air and maritime transport services where comparative advantages exist and negotiate specific commitments in accordance with



GATS provisions in Article IV for increasing the participation of developing countries.

### **3.2. Negotiation strategies**

49. African countries have to be fully conversant with the stipulations covering the various sectors under GATS. They should participate in the establishment of negotiating guidelines and procedures for each successive round of negotiations on services.

50. African member States have to coordinate and network their proposals to WTO with a view to benefiting from the various GATS stipulations and agreements.



## **4. Conclusions and Recommendations**

---

51. The transport sector is key to creating a dynamic investment export nexus in Africa. Unfortunately, transport systems in sub-Saharan Africa are being weakened by lack of investment and by inappropriate public policies. The poor performance of the sector is also adversely affecting export trade performance and market development in Africa.

52. Africa's response and survival lie in coordinated and collective action by member States. Individual African airlines are not large enough to enable them to reduce their operational costs, which include training, spare parts and other supplies; insurance and maintenance and purchase of aircrafts, etc. These African airlines can only offer an effective response through subregional and regional cooperation and action. Increased competitiveness will come about through the establishment of quality services, better management of products and earnings and implementation of a more competitive tariff structure. African airlines should establish and maintain alliances and cooperation so as to improve the quality of services and to establish joint marketing programmes.

## Air transport

- African member States should create autonomous civil aviation authorities to operate airports and air navigation services under commercial principles.
- There should be a subregional and regional cooperative approach to planning the implementation, provision and financing of the air navigation facilities and services required to support international civil aviation activities. One good example of a cooperative approach is the recent decision by the twenty-two States of COMESA to implement the CNS/ATM services jointly in the upper airspace within the subregion.
- The issue of privatization of air services is of utmost importance to African member States. "Whereas privatization brings tremendous opportunities for raising capital and for collaborative effort between the public and private sectors who enter into a financial venture with the intent of turning a profit, it should be realized that privatization is a sovereign

issue. It is crucial that in turning over the operating responsibility to the private sector, States must retain and exercise their regulatory responsibility, primarily in safety. Whether an airport or air navigation services are privatized, safety remains at all times the responsibility of the States (governments) as prescribed by the Chicago Convention.”<sup>12</sup>

- The issue of security and safety is critical in civil aviation. Member States should implement strict security and safety measures in air transport services. In this regard, they should collaborate at subregional or regional levels to establish coordinated security and safety standards within the framework of the newly implemented Universal Safety Oversight Audit Programme. African countries that require assistance in implementing the programme, should request ICAO to provide assistance through its Technical Cooperation Programme.

---

<sup>12</sup> Renato Claudio Costa Pereira. 1999 Secretary-General of ICAO. Address to the ECA Regional Meeting of African Ministers Responsible for Civil Aviation – Yamoussoukro 13 – 14 November 1999.

- Development of hubs at subregional and regional levels; development of infrastructure through joint purchases of equipment and maintenance spare parts; creation of a carefully planned liberal policy; and increased security and safety will go a long way in strengthening Africa's response to the challenges facing African airlines.
- Development of the Trans-African transportation network by the year 2005 for the movement of goods and peoples in Africa. This will consist of major roads (interstate highways), railways network; principal ports and sea-lanes for maritime traffic; inland waterways transport and major civil aviation links.
- Implementation of the African Framework Agreement on multinational transport.
- Adoption of harmonized standards and regulations with regard to vehicle specifications; axle load limits; maximum weights and pollution or emission standards.

- Institution of the policy framework and modalities by the year 2004 for the development of a competitive air service policy, which may be a gradual step towards an “open sky” policy in Africa.