



**“Better skies for Africa”**

# Together, lets build the Africa we want

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

**DR. AMANI ABOU-ZEID**

African Union Commissioner: Infrastructure and Energy

“ We call upon all stakeholders to reaffirm their commitment to SAATM and work together towards the realization of a unified and efficient air transport market in Africa. Together, we can unlock the full potential of African aviation and contribute to the continent’s sustainable development and prosperity. ”

**MR. ABDÉRAHMANE BERTHÉ**

AFRAA Secretary General

“ We have made much progress laying the foundation for implementation of SAATM and we must stay the course building on current momentum to strengthen existing partnerships and create new mutually beneficial relationships to realise this objective. ”

**MS. ADEFUNKE ADEYEMI**

Secretary General of AFCAC



## Why is the SAATM so important?

Africa is not well connected in terms of air services.

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



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

## What does SAATM mean in practice?

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

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

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

- Free exercises of 1st, 2nd, 3rd, 4th and 5th freedom traffic to Eligible Airlines;
- Liberalized air tariffs;
- Unrestricted frequency and capacity;

- Full liberalization of cargo services;
- Recognition of the Powers and function of the Executing Agency – African Civil Aviation Commission;
- Adhere to the uniform rules for fair competition, consumer protection and other regulations.

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



# Essential pillars for a successful SAATM



Continuous improvement in Safety and Security



The effective operationalization of the Single Africa Air Transport Market (SAATM) through notification of implementation of the SAATM concrete measures.



Regulatory & policy harmonization.



Optimized infrastructure and establishment of a seamless Airspace Architecture.



Ease of intra-African mobility (Visas/customs)



Reduced taxes and charges (Competitiveness)



Strengthening the capacity of implementing agencies and Member States



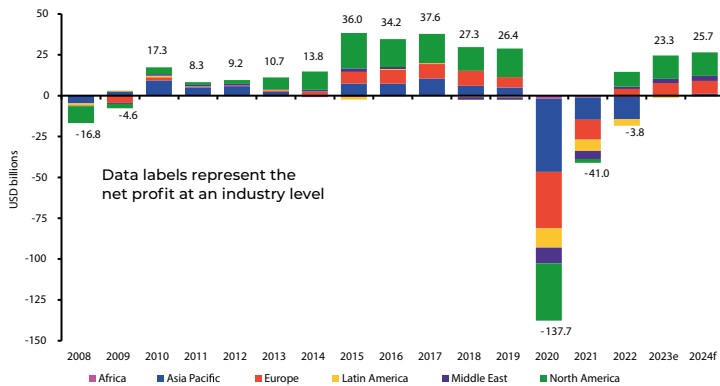
Human capacity development (Skills and personnel pipeline)



Multi-sector collaboration (Tourism, Finance, Health, Agriculture, Education etc.)

## Regional financial performance recovering, but still varied

Airline net profit levels across regions (nominal terms)



## Immediate SAATM Beneficiaries



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

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

## MAY 2024 Progress on SAATM IMPLEMENTATION

**37 countries** have signed the Solemn Commitment: **Angola, Benin, Botswana, Burkina Faso, Cabo Verde, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of Congo, Egypt, Equatorial Guinea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Lesotho, Liberia, Mali, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, Sao Tomé & Príncipe, South Africa, Togo, Zambia, Zimbabwe.**

01

Fifth freedom traffic capacity in Africa has increased from **15%** in 2018, to **19%** in 2023.

02

**Operationalization of the Secretariat of the Dispute Settlement Mechanism (DSM).** The process of recruitment and selection of the Administrative Council members of the DSM on course.

03

**Establishment of the Administrative Council of the Monitoring Body on course.** In cases of disputes between states, airlines or service providers the Administrative Council's role is to settle the disputes and make a decision which should be binding on the parties.

04

**Seven (7) SAATM-PIP Airshows have been conducted in seven States (Senegal, Nigeria, Ethiopia, Namibia, Angola, Mozambique and Gambia) to promote the Benefits of SAATM for continental connectivity and integration.**

### The 37 SAATM States

- The 37 SAATM States Constitute **67%** of the AU member States
- The total population of the 37 SAATM States is more than **1,150 million** people
- This Account for **77%** of the population on the African continent
- The Combined Gross Domestic Product (GDP) of the 37 SAATM States is slightly above USD **2283** billion in 2023, representing approximately **79.9%** of Africa's GDP

## A joined up approach is essential

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

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

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

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

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