



Africa and Europe in Partnership
2 UNIONS, 1 VISION



Transport

Conclusions

Reference Group on Infrastructure

Topic



- Cross Cutting Issues
- Air Transport
- Road Transport
- Maritime and Inland Water Transport
- Urban Mobility

Crosscutting



- The transport policy white paper should be comprehensive and visionary and encapsulate the vision, goals and objectives, policy principles and statements and include evolving issues of **urban mobility** and **climate change**.
- It should reconcile the present and the future issues in a holistic high level policy document.
- Supported by the development of guidelines for the African Continent that reconciles the sustainable development objectives with the evolving challenges of the Climate Change Agenda, Migration and the 2030 Agenda for all modes of transport.

Crosscutting



- Development of multimodal transport corridors to improve Regional and Continental integrated transport as key to fostering regional and international trade.
- Development of smart corridors encompassing trade and transport facilitation instruments
- Enhance coordination and exchange/sharing of experiences and best practices through convening of seminars and High Level Conferences and peer to peer exchange programmes

Air transport



- Noted the overall improvement in air safety as some countries have been removed from the list of countries with Serious safety concerns (SSCs)
- Emphasized need to promote and develop safe and secure conditions in the air transport
 - Aviation Security and Facilitation legislation and regulations to be developed reviewed and effectively implemented;
 - Risk and crisis management mechanisms to be developed and introduced.
 - More comprehensive adoption of international aviation safety standards, requiring appropriate national legislation;
 - Sustainable level of capacity building (e.g. twinning) for safety oversight authorities to monitor all the air carriers under their responsibility.
- Implementation of the African Single Air Transport Market – Yamoussoukro Decision (YD) is priority
- Implementation of the Cape Town Convention on replacement of old aircraft should be revisited

European Geostationary Navigation Overlay Service (EGNOS)



- Advantages of extending EGNOS In Africa:
 - Modernise air navigation systems and coverage across continent
 - Improve safety and environment benefits
 - Reduce costs and contribute to socio –economic growth
- Envisaged activities for 2016-2017:
 - Support to JPO through grant managed through ASECNA
 - Study for development of EGNOS V3 in Africa
- Implementation through ASECNA and European Global Navigation Satellite System Agency (GSA)
- Letters of intent for regional EGNOS implementation received from ECOWAS, EAC and IGAD, others awaited
- Continental aviation workshop on EGNOS to be organised in 2016
- Implementation of CNS/ATM systems to be accelerated

Road Transport



- Dissemination and implementation of harmonised design standards and specifications along corridors and the TAH is critical for smooth and seamless movement of cross border traffic
- Liberalisation of the trucking industry to be implemented taking lessons from the European experience
- Design and implement road safety programs taking into account ongoing initiatives in order to avoid duplication
- Preservation of road infrastructure through intensification of harmonised axle overload control systems
- Domestication of regulations and facilitation instruments is essential and should be supported
- Complete the implementation of the missing links on the TAHs e.g. the 200km section along the Trans Saharan Highway (Algiers – Lagos)

Maritime Transport



- Need to promote and develop safe and secure conditions in the maritime transport:
 - Risk and crisis management mechanisms to be developed and introduced.
 - Development of robust maritime security legislation and implementing regulations in accordance with pertaining internationally agreed standards
 - Establishing clear implementing roles and trained/professional staff ensuring continuity and consistency
- Maritime programs to be implemented comprehensively including sea ports, dry ports and inland water ways

Urban Mobility



- Transport is responsible for 23% of CO2 emissions and urban transport accounts for nearly half of these Green House Gas emissions
- Decarbonisation of urban transport mobility is a challenge remains key to meeting the SDG targets and the Climate Change Agenda
- Support to development of National Urban Transport Policies (NUTP) and sustainable Urban Mobility Plans (SUMP) to stimulate investments opportunities is essential
- Upscale development of rapid urban transport system, e.g. BRT and non-motorised transport