

**APPENDIX B**

**African Country Overview of Air  
Transport and the Yamoussoukro  
Decision**

Country	Date Abuja Treaty signed	Date Abuja Treaty ratified	Date Abuja Treaty instruments deposited	Yamoussoukro Declaration member		REC membership		REC		Remarks and observations about implementation of the Yamoussoukro Decision
				Yamoussoukro Declaration member	REC membership	Yamoussoukro Declaration membership <sup>a</sup>	National airline <sup>b</sup>			
Algeria	6.Mar:91	21.Jun:95	18.Jul:95	Yes	AMU	No	Yes	One fully state-owned airline and one private carrier; the government is considering opening up, but is still quite restrictive.		
Angola	6.Mar:91	11.Apr:92	23.Jun:92	Yes	COMESA, SADC	Pending	Yes	One fully state-owned airline; restrictive bilaterals policy		
Benin	27.Feb:92	10.May:99	31.May:99	Yes	WAEMU	Yes	No	Three small operating carriers		
Botswana	6.Mar:91	27.Jun:96	3.Jul:96	Yes	SADC	No	Yes	One 100% state-owned carrier		
Burkina Faso	6.Mar:91	19.May:92	17.Jun:92	Yes	WAEMU	Yes	No	One privately owned operator		
Burundi	6.Mar:91	5.Aug:92	6.Oct:92	Yes	EAC, COMESA	Pending	No	One privately owned operator		
Cameroon	6.Mar:91	20.Dec:95	8.Apr:96	Yes	CEMAC	Yes	Yes	Liquidation of national airline in progress		
Cape Verde	6.Mar:91	12.Apr:93	11.May:93	Yes	BAG, ECOWAS	No	Yes	Restructuring of national airline in progress		
Central African Republic	6.Mar:91	18.Jun:93	22.Jun:93	Yes	CEMAC	Yes	No	No known operator		

Chad	6.Mar:91	26.Jun:93	24.Aug:93	Yes	CEMAC	Yes	No	National carrier Air Chad is 98% state owned, but no longer operating.
Comoros	6.Mar:91	6.Jun:94	20.Jun:94	Yes	COMESA	Pending	Yes	Majority state-owned carrier
Congo, Dem. Rep. of	6.Mar:91	19.Jun:93	21.Jun:93	Yes	COMESA, SADC	Pending	No	Five small operators, all banned in Europe
Congo, Rep. of	6.Mar:91	30.Jul:96	15.Jan:97	Yes	CEMAC	Yes	No	Three small private operators
Côte d'Ivoire	6.Mar:91	22.Feb:93	11.May:93	Yes	WAEMU	Yes	No	Air Ivoire is 49% state owned and 34% owned by Air France.
Djibouti	6.Mar:91	N.A.	N.A.	No	COMESA	Pending	Yes	One small state-owned and one small private operator
Egypt, Arab Rep. of	6.Mar:91	18.Dec:92	26.Jan:93	Yes	COMESA	Pending	Yes	Dominant state-owned carrier and one small private operator
Equatorial Guinea	N.A.	20.Dec:02	19.Feb:03	No	CEMAC	Yes	No	Several small private operators all banned in Europe
Eritrea	6.Mar:91	N.A.	N.A.	No	COMESA	Pending	No	Two private operators
Ethiopia	6.Mar:91	5.Nov:92	6.Nov:92	Yes	COMESA	Pending	Yes	One state-owned operator; government pursues a very open policy; most new bilateral air service agreements conform to the Yamoussoukro Decision.

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	Abuja Treaty signed	Date ratified	Abuja Treaty ratified	Date ratified	Date instruments deposited	Yamoussoukro Declaration member	REC membership	REC membership	Yamoussoukro Declaration membership <sup>a</sup>	National airline <sup>b</sup>	Remarks and observations about implementation of the Yamoussoukro Decision			
Gabon	6.Mar.91	N.A.	N.A.	N.A.	N.A.	No	CEMAC	Yes	Yes	No	Two private operators			
Gambia, The	6.Mar.91	20.Apr.93	14.May.93	14.May.93	14.May.93	Yes	BAG, ECOWAS	No	No	No	Three private operators			
Ghana	6.Mar.91	25.Sep.91	25.Oct.91	25.Oct.91	25.Oct.91	Yes	BAG, ECOWAS	No	No	No	State-owned carrier ceased operations in 24; one private operator.			
Guinea	6.Mar.91	17.Jul.92	21.Sep.92	21.Sep.92	21.Sep.92	Yes	BAG, ECOWAS	No	No	No	One private operator			
Guinea-Bissau	6.Mar.91	24.Jun.92	30.Jun.92	30.Jun.92	30.Jun.92	Yes	WAEMU	Yes	Yes	No	One private operator			
Kenya	6.Mar.91	18.Jun.93	22.Jun.93	22.Jun.93	22.Jun.93	Yes	COMESA, EAC	Pending	Pending	Yes	Government pursues an open policy toward the Yamoussoukro Decision; it retains only 23% of Kenya Airways, while KLIM owns 26%; five other private operators.			
Lesotho	6.Mar.91	12.Aug.97	11.Feb.98	11.Feb.98	11.Feb.98	Yes	SADC	No	No	No	No known operators			
Liberia	6.Mar.91	23.Jun.93	29.Jun.93	29.Jun.93	29.Jun.93	Yes	BAG, ECOWAS	No	No	No	Two private operators, both banned in Europe			
Libya	6.Mar.91	2.Nov.92	28.Jan.93	28.Jan.93	28.Jan.93	Yes	COMESA	Pending	Pending	Yes	Three state-owned and three private carriers			
Madagascar	6.Mar.91	N.A.	N.A.	N.A.	N.A.	No	COMESA, SADC	Pending	Pending	Yes	One majority state-owned carrier			
Malawi	6.Mar.91	26/0693	22.Jul.93	22.Jul.93	22.Jul.93	Yes	COMESA, SADC	Pending	Pending	Yes	One fully state-owned carrier			

Mali	6.Mar:91	13.Nov:92	27.Jan:93	Yes	WAEMU	Yes	Yes	One majority state-owned carrier and two private carriers
Mauritania	6.Mar:91	20.Nov:01	4.Jul:02	No	AMU	No	Yes	One fully state-owned carrier
Mauritius	6.Mar:91	14.Feb:92	27.Feb:92	Yes	COMESA, SADC	Pending	Yes	Reservations concerning the Yamoussoukro Decision were expressed at the African Union because of missing competition regulation; strong majority state-owned carrier.
Morocco	N.A.	N.A.	N.A.	No	AMU	No	Yes	Not a member of the African Union; strong majority state-owned carrier and one private operator
Mozambique	6.Mar:91	14.May:92	9.Jul:92	Yes	SADC	No	Yes	Majority state-owned carrier and one small private operator
Namibia	6.Mar:91	28.Jun:92	1.Jul:92	Yes	SADC	No	Yes	Fully state-owned carrier
Niger	6.Mar:91	22.Jun:92	22.Jul:92	Yes	WAEMU	Yes	No	No known operators
Nigeria	6.Mar:91	31.Dec:91	9.Jan:92	Yes	BAG, ECOWAS	No	No	Eleven privately owned carries
Rwanda	6.Mar:91	1.Oct:93	15.Nov:93	Yes	COMESA, EAC	Pending	No	One privately owned operator

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Saharawi Arab Democratic Republic (Western Sahara)	6.Mar:91	25.Aug.92	23.Oct.92	Yes	N.A.	No	No	No	No known operators; not an International Civil Aviation Organization contracting state, which renders aircraft registration and international airline operations difficult	
São Tomé and Príncipe	6.Mar:91	2.Jun.93	22.Jun.93	Yes	N.A.	No	No	No	One 35% state-owned and majority privately owned carrier	
Senegal	6.Mar:91	26.Feb.92	18.Mar.92	Yes	WAEMU	Yes	Yes	No	One private carrier that is fully owned by Royal Air Maroc	
Seychelles	6.Mar:91	11.Oct.91	7.Nov.91	Yes	COMESA	Pending	Pending	Yes	Fully state-owned carrier	
Sierra Leone	6.Mar:91	15.Mar.94	12.Apr.94	Yes	BAG	No	No	No	Four privately owned carriers three of which are banned in Europe	
Somalia	6.Mar:91	N.A.	N.A.	No	N.A.	No	No	No	One known private carrier	
South Africa	10.Oct.97	31.May.01	25.Jun.01	No	SADC	No	No	Yes	One majority state-owned carrier and at least twelve private operators; the government has declared an open skies policy and has started to apply the Yamoussoukro Decision in bilaterals.	

Sudan	6.Mar:91	8.Feb:93	15.May:93	Yes	COMESA	Pending	Yes	One fully state-owned carrier and three private operators
Swaziland	29.Jun:92	6.Jun:01	22.Jun:04	No	COMESA, SADC	Pending	No	Two private operators of which one is banned in Europe
Tanzania	6.Mar:91	10.Jan:92	3.Feb:92	Yes	EAC, SADC	No	Yes	One fully state-owned carrier and five private operators; the government has displayed a relatively open skies policy, especially within the EAC and the SADC.
Togo	6.Mar:91	5.May:98	18.May:98	Yes	WAEMU	Yes	No	Two private operators of which one is for cargo only
Tunisia	6.Mar:91	3.May:94	10.Jun:94	Yes	AMU	No	Yes	One majority state-owned carrier and two private operators
Uganda	6.Mar:91	31.Dec:91	9.Mar:92	Yes	COMESA, EAC	Pending	No	Two private operators; since its national carrier was liquidated in 2001, the government has been applying an open skies policy within the Yamoussoukro Decision framework.

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Zambia	6.Mar.91	26.Oct.92	9.Nov.92	Yes	COMESA, SADC	Pending	No	One private operator; the government protects its market in view of the possible start-up of a new national carrier.			
Zimbabwe	6.Mar.91	6.Nov.91	26.Nov.91	Yes	COMESA, SADC	Pending	Yes	One fully state-owned carrier			

**Source:** World Bank staffs' compilation.

**Note:** N.A. = not applicable, AMU = Arab Maghreb Union, BAG = Banjul Accord Group, CEMAC = Economic and Monetary Community of Central Africa, COMESA = Common Market for East-ern and Southern Africa, EAC = East African Community, ECOWAS = Economic Community of Western African States, REC = regional economic community, SADC = Southern African De-velopment Community, WAEMU = West African Economic and Monetary Union.

a. Some RECs have implemented the Yamoussoukro Decision with binding regulation within their communities. This column answers the question whether a given state, based on its mem-ber-ship in a REC, is currently bound to the Yamoussoukro Decision.

b. The state owns and controls at least 51 percent of its national carrier.

c. The case of Mauritius is unclear. According to an interview with the African Union's legal counsel, Fafré Camara, on 25 April 2007, in Addis Ababa, the African Union's depository did not receive a letter indicating that Mauritius had withdrawn from the Yamoussoukro Decision in 24. The government of Mauritius is aware that it never submitted a formal notification of with-drawal. Apparently, the situation provided some diplomatic advantages according to an interview with Deputy Prime Minister C. G. Xavier Luc Duval on 17 September 2007, in Montreal. However, this is in contradiction to a recommendation in an African Union report (2005b, p. 13), which clearly mentions that Mauritius withdrew and recommends "necessary action to bring Mauritius to reconsider its position." In the absence of any formal document of withdrawal, Mauritius should still be considered a member of the Yamoussoukro Decision (African Union 2007c).