



Continental Study on the Benefits of the Single Africa Air Transport Market (SAATM)

Fact Sheet for Djibouti

Key Facts and Figures

0

NUMBER OF IOSA AIRLINES

No

NATIONAL CARRIER

1.0

POPULATION 2020 (MILLIONS)

146

NUMBER OF INTRA-AFRICA PASSENGERS 2019 (000'S)

Lower-Middle Income

\$3,310 GNI PER CAPITA

44 (out of 54)

RANK IN NUMBER OF INTRA-AFRICA PASSENGERS 2019

19 (out of 54)

VISA OPENNESS RANKING¹

4.29

(Target is > 60)

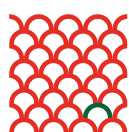
EFFECTIVE IMPLEMENTATION OF ICAO STANDARDS AND RECOMMENDED PRACTICES

N/A

TRAVEL & TOURISM CONTRIBUTION TO GDP²

BASA³ Analysis Summary

BASA compliance with YD Articles 2,3,4,5,6



Djibouti = MEDIUM Compliance⁴



33% of the 6 BASAs reviewed are compliant

- Total BASAs = **6/54**
- BASAs with SAATM Signatories = **0**
- BASAs with YD Signatories = **0**



“Divided we are weak; united, Africa could become one of the greatest forces for good in the world.”

Kwame Nkrumah, First President and Prime Minister of Ghana



¹ The African Development Bank Africa Visa Openness Index.

² World Travel & Tourism Council (WTTC) Research.

³ Bilateral Air Service Agreements.

⁴ The compliance classification is based on less than 15 BASAs and therefore could differ with additional BASA information. The analysis was based on BASAs obtained through direct survey of States and the ICAO Database of World Air Service Agreements.

SAATM Enablers Index



Recommendations to Improve YD Implementation

- Ensure all existing (and future) BASAs comply fully with the provisions of the YD (especially Articles 2, 3, 4, 5 and 6)
- Fully implement the SAATM concrete measures
- Engage with ICAO to improve safety oversight capability
- Encourage existing or future domestic airlines to attain IOSA registration
- Improve airport infrastructure
- Maintain current level of high visa openness amongst African States



Recommendations from SAATM Traffic Light

Needs improvements to optimize SAATM Implementation (e.g. major improvement in EI score, visa openness, infrastructure and treaty ratification).

The Impact of Achieving SAATM

The impact of successfully implementing SAATM across all 55 African Union nations was examined using a gravity model which projected the potential air traffic between African nations based on specific economic and market factors and allowing for full YD liberalization of all intra-African air markets.

For **Djibouti**, the increase in intra-Africa passenger traffic, total fare savings to passengers and consumer surplus (a measure of welfare benefit) is summarised below. The level of increase is a reflection of current traffic and economic conditions and the degree of liberalization already undertaken.

Summary of traffic impacts for the specified country:

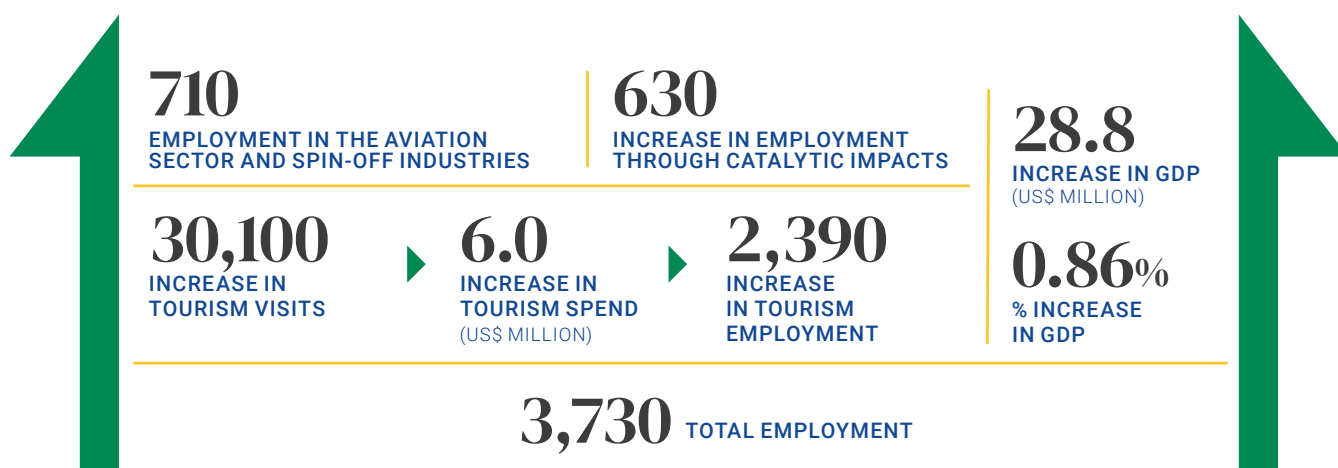


Wider economic benefits of SAATM for the individual country:

The impacts of liberalization extend beyond the benefits to passengers. The increased air service levels will generate employment in the aviation industry to service the additional passengers and aircraft. Liberalization is also expected to stimulate tourism between the countries. Perhaps most significantly, the increase

air service can facilitate many other sectors of the economy by supporting increased trade, attracting new businesses to the region, encouraging investment and enhancing productivity. The estimated economic benefits to **Djibouti** are summarised below.

Wider economic benefits – increased employment and economic activity



For more information look for the SAATM website at the African Union



Credits

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