



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

Fact Sheet for Kenya

Key Facts and Figures

2
NUMBER OF IOSA AIRLINES

Yes
NATIONAL CARRIER
(KENYA AIRWAYS LIMITED AND JAMBOJET LIMITED)

53.8
POPULATION 2020
(MILLIONS)

2,024
NUMBER OF INTRA-AFRICA PASSENGERS 2019
(000'S)

Lower-Middle Income
\$1,750 GNI PER CAPITA



2 (out of 54)
RANK IN NUMBER OF INTRA-AFRICA PASSENGERS 2019

11 (out of 54)
VISA OPENNESS RANKING¹

78.05
(Target is > 60)
EFFECTIVE IMPLEMENTATION OF ICAO STANDARDS AND RECOMMENDED PRACTICES

8.10%
TRAVEL & TOURISM CONTRIBUTION TO GDP²

BASA³ Analysis Summary

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



18% of the 29 BASAs reviewed are compliant

- Total BASAs = 49/54
- BASAs with SAATM Signatories = 31
- BASAs with YD Signatories = 44



“Our task is to make ourselves architects of the future.”

Jomo Kenyatta, First Prime Minister and President of Kenya



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
- Maintain current level of high safety oversight capability
- Support domestic airlines to attain and/or maintain IOSA registration
- Maintain good airport infrastructure
- Maintain current level of excellent visa openness amongst African States



Recommendations from SAATM Traffic Light

Favourable environment for successful SAATM Implementation exists.

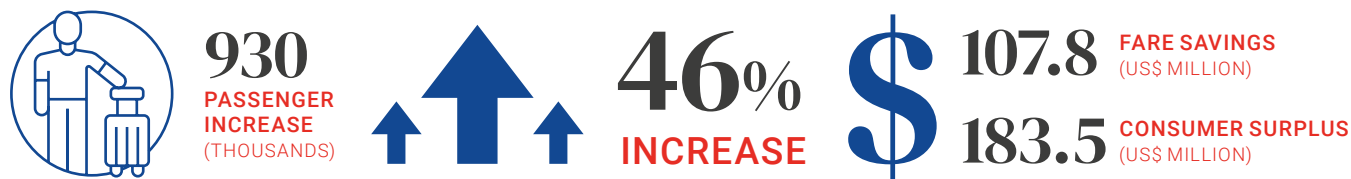
¹ The African Development Bank Africa Visa Openness Index.
² World Travel & Tourism Council (WTTC) Research.
³ Bilateral Air Service Agreements.

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 **Kenya**, 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:

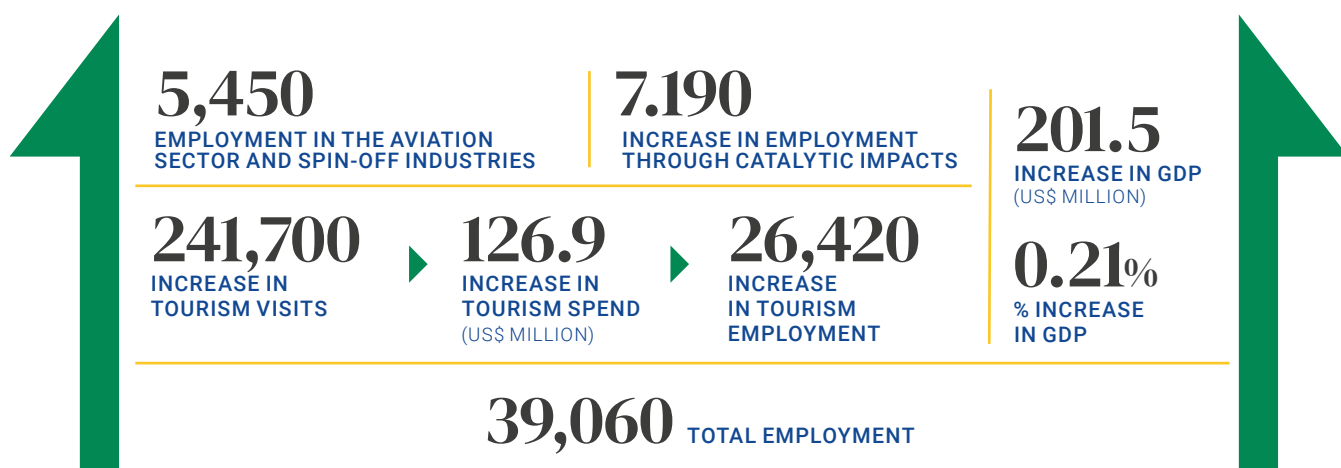


Wider economic benefits of SAATM for the individual country:

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 **Kenya** 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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