



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

Fact Sheet for Sudan

Key Facts and Figures

0
NUMBER OF IOSA AIRLINES

No
NATIONAL CARRIER

43.8
POPULATION 2020 (MILLIONS)

570

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

Low Income
\$590 GNI PER CAPITA

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

52 (out of 54)
VISA OPENNESS RANKING¹

75.24
(Target is > 60)

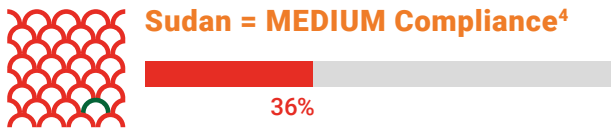
EFFECTIVE IMPLEMENTATION OF ICAO STANDARDS AND RECOMMENDED PRACTICES

6.00%

TRAVEL & TOURISM CONTRIBUTION TO GDP²

BASA³ Analysis Summary

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



36% of the 14 BASAs reviewed are compliant

- Total BASAs = 14/54
- BASAs with SAATM Signatories = 0
- BASAs with YD Signatories = 11



“Sometimes it falls upon a generation to be great. You can be that great generation.”

Nelson Mandela, Former President of South Africa



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 good safety oversight capability
- Encourage existing or future domestic airlines to attain IOSA registration
- Improve airport infrastructure
- Improve current level of very low visa openness amongst African States



Recommendations from SAATM Traffic Light

- Favourable environment for successful SAATM Implementation exists.
- State should sign on to SAATM membership.

¹ The African Development Bank Africa Visa Openness Index.

² World Travel & Tourism Council (WTTTC) 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.

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 **Sudan**, 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:

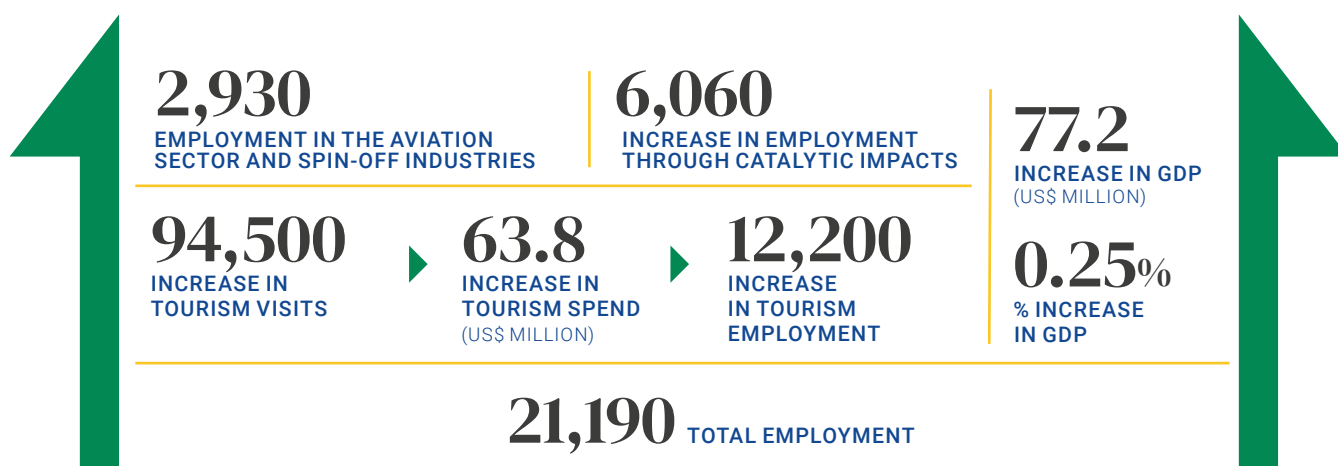


Wider economic benefits of SAATM for the individual country:

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 **Sudan** 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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