

## **PART C**

# **ECONOMIC, TRADE AND TRAFFIC PROFILES**

148. This Part contains individual profiles for 184 Contracting States. Each profile is identical and made up of the following elements:

- A map, drawn from the Air Services Agreements Projector (ASAP) software. The map charts all bilateral ASAs concluded by the Contracting State concerned as recorded in the World Air Services Agreement (WASA) database.<sup>70</sup> The thickness of the lines linking the parties to each ASA is indicative of the volume of the traffic, with thicker lines signifying higher-traffic agreements. Given that the map is centred on the Atlantic Ocean, the lines do not follow actual aeronautical routes implying, for example, that trans-Pacific flights are shown as going all the way across the Atlantic.
- Table 1 contains data of general economic and demographic nature as well as trade and air transport statistics for the Contracting State, drawn from a variety of sources.
- Chart 1 illustrates the share of the total WASA traffic<sup>71</sup> of the Contracting State accounted for by bilateral ASAs falling within given Air Liberalisation Index (ALI) ranges.<sup>72</sup>
- Chart 2 illustrates the share of the total WASA traffic of the Contracting State accounted for by bilateral ASAs belonging to given QUASAR types.
- Chart 3 illustrates the share of the total WASA traffic of the Contracting State accounted for by bilateral ASAs concluded with partners from given geographical regions.
- Chart 4 illustrates, for each of the market access elements analysed in QUASAR, the amount of WASA traffic of the Contracting State that is accounted for by the ASAs that contain each of the different options (e.g. for fifth freedom, the traffic accounted for by those ASAs that grant it and the traffic accounted for by those that do not).
- Table 2 contains selected indicators for all bilateral ASAs concluded by the Contracting State as recorded by the WASA database, ordered by descending volume of traffic. For each agreement, the table lists the name of the ASA partner, the date of conclusion, the standard and non-standard (i.e. 5<sup>th</sup>+, OWN+ and DES+) ALIs, the QUASAR type, the existence, or otherwise, of a direct air transportation service between the two parties in question, the distance between them, and the traffic, expressed as a range, covered by the agreement.
- Table 3 lists the countries or territories with which the Contracting State has a direct air transportation service in the absence of a corresponding bilateral ASA as recorded in the WASA, as well as the range of traffic covered by this service.<sup>73</sup>

149. The figure for total WASA traffic in Table 1 has been expressed as a range for those Contracting States which have concluded only one ASA<sup>74</sup> as recorded in the WASA for copyright

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<sup>70</sup> The numbering of the ASAs currently reflects only software programming needs, but it will be refined in the final ASAP CD-Rom.

<sup>71</sup> This is total incoming and outgoing WASA traffic.

<sup>72</sup> The ALI ranges are as follows: 0-4; 5-9; 10-14; 15-19; 20-25; and above 25.

<sup>73</sup> In this respect, the scope of QUASAR extends further than that of the WASA to all countries and territories that appear as distinct entities within the IATA mileage statistics, including territories that have no autonomy regarding their air transport policy (e.g. the French Département of Guadeloupe).

<sup>74</sup> The Contracting States in question are: Antigua, Aruba, Bahamas, Bhutan, Djibouti, Estonia, Haiti, Netherlands Antilles, Saint Kitts and Nevis, Sao Tome and Principe, Swaziland.

reasons.<sup>75</sup> The same rationale is behind the removal of the traffic labels in Chart 4 of the relevant profiles. Charts 1 to 4 are empty whenever the WASA traffic of the Contracting State in question equals zero.

150. The index of the Contracting States profiled is contained on page I. 89. It is preceded by a mock profile for a hypothetical Contracting State A, which contains all the data sources and technical notes for the individual tables and charts.

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<sup>75</sup> Otherwise, the exact amount of the traffic covered by the single ASA in question would have been disclosed.

## CONTRACTING STATE A

**Table 1**  
Selected indicators

STATISTICAL DATA				POLICY DATA					
General (2004)		Trade (2004)		Air transport (2004)		Trade (2006)		Air Transport (2005)	
Population (million)	1	Total trade (million US\$)	8	WASA traffic (passengers) (2005)	15	Final bound MFN tariffs (%)	23	Traffic weighted average ALI (Standard)	31
Share in world population (%)	2	Share in world trade (%)	9	Share of total WASA traffic (%) (2005)	16	Services sectors committed (out of ~160 sub-sectors)	24	Traffic weighted average ALI (5th+)	32
GDP (million current US\$)	3	Trade per capita (US\$)	10	Number of planes ( <i>of which, in parenthesis, jets</i> ) (2005)	17	Tourism and travel-related services sectors committed (out of 3 sub-sectors)	25	Traffic weighted average ALI (OWN+)	33
Share in world GDP (%)	4	Trade to GDP ratio (%)	11	Number of international airports (2005)	18	Services auxiliary to all modes of transport committed (out of 4 sub-sectors)	26	Traffic weighted average ALI (DES+)	34
GDP per capita (current US\$)	5	Commercial services trade (million US\$)	12	Domestic traffic (passengers) (2005)	19	Air transport services sectors committed (out of 4 sub-sectors)	27	Dispersion of ALI (standard)	35
Size (km <sup>2</sup> )	6	Share in world commercial services trade (%)	13	Air transport services (million US\$)	20	MFN exemptions on air transport services	28	National ownership regime (2004)	36
Density (pop. by km <sup>2</sup> )	7	Travel services (million US\$)	14	Passenger air transport services (million US\$)	21	Number of bilateral FTAs	29	Number of bilateral ASAs recorded by ICAO	37
				Freight air transport services (million US\$)	22	Number of regional FTAs	30	Number of plurilateral ASAs recorded by ICAO (2006)	38

**Source:** WTO Secretariat (2006), compiled on the basis of:

- 1-7** World Bank World Development Indicators online database (September 2006)
- 8-14,23-24** WTO Secretariat (as of September 2006)
- 15,16** WTO Secretariat, on the basis of ICAO, WASA Database (2005), and IATA traffic data (2005)
- 17-19** ICAO Secretariat
- 20-22** IMF Balance-of-Payments CD-Rom (July 2006)
- 25-30** WTO Secretariat
- 31-34,37** WTO Secretariat
- 36** ICAO Secretariat, Responses to State Letter SC5/6-03/88, 26 September 2003
- 38** ICAO Secretariat, Information Paper "Regulatory and Industry Overview", 15 August 2006

**Notes:**

- Unless otherwise indicated, "Statistical Data" refer to 2004, "Policy Data – Trade" to 2006 and "Policy Data – Air Transport" to 2005.
- 8-14** Data refer to exports plus imports of goods, commercial services and travel (balance of payments basis)
- 15,16** WASA traffic is traffic covered by the ASAs contained in the WASA database (2005)
- 17,18** **17** - Fixed wing civil aircraft registered in ICAO Contracting States with maximum certified take-off weight equal or greater than 2000 lbs. **18** - Airports from which international services are offered.
- 23** Simple average; excludes non *ad valorem* duties
- 24-28** Based on available information and in light of the W/120 and Air Annex classification
- 27** The 4 sub-sectors are: Computer Reservation System (CRS); Selling and marketing (Sell/Mark); Repair and maintenance (Maint); and Other
- 29,30** Goods FTAs in force, notified and non-notified to the GATT/WTO, as of 30 June 2006
- 31-35** For an explanation of "Standard", "5<sup>th</sup>+", "OWN+" and "DES+", see Methodological notes in Part D
- 36** SOEC = Substantial Ownership and Effective Control; PPOB = Principal Place of Business

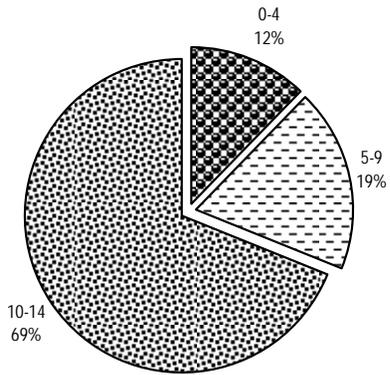
**Symbols and abbreviations:**

...	Not available or not reported	-	Not applicable (non WTO Member)
ALI	Air Liberalisation Index	ASA	Air Services Agreement
GDP	Gross Domestic Product	MFN	Most Favoured Nation
FTA	Free Trade Agreement	WASA	World Air Services Agreements

**CONTRACTING STATE A**

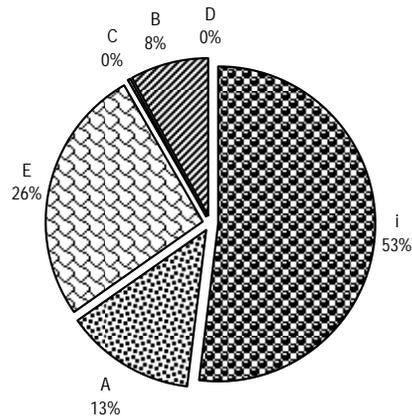
**Chart 1**

Share of traffic by ALI range  
(percentage, 2005)



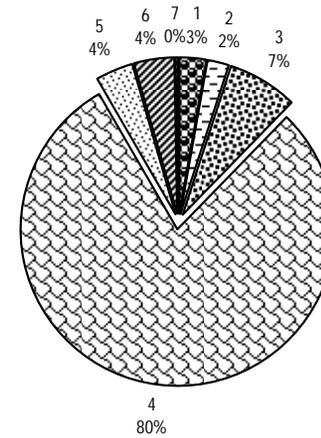
**Chart 2**

Share of traffic by type  
(percentage, 2005)



**Chart 3**

Share of traffic by region of partner  
(percentage, 2005)



1 Africa, 2 Asia and Oceania,  
3 Commonwealth of Independent States,  
4 Europe, 5 Middle East, 6 North America,  
7 South and Central America and the Caribbean

Note: "0%" indicates a share of between 0.01% and 0.49%. Total may not equal 100 due to approximation.

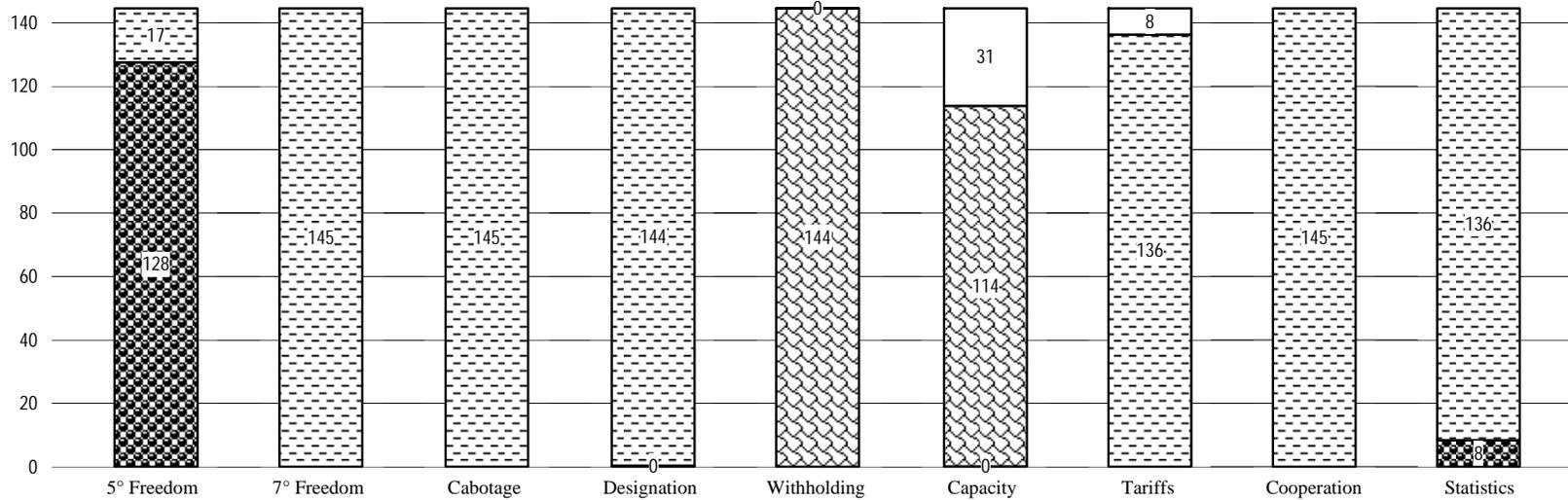
Source: WTO Secretariat (2006)

## CONTRACTING STATE A

### Chart 4

Distribution of traffic by feature of bilateral Air Services Agreements (thousand passengers, 2005)

1000 passengers



Notes: Sum of traffic may not equal the total WASA traffic figure contained in Table 1 due to approximation.

"0" indicates that a feature is present and covers between 1 and 999 passengers.

**Designation** in this chart refers to the right to designate one or more airlines (i.e. **multiple** designation).

**Statistics** in this chart refers to "**no exchange of statistics**". In the example above, there is no requirement to exchange statistics in ASAs covering 8,000 passengers.

**Cooperation** refers to the presence of a provision for entering into cooperative marketing arrangements, such as blocked-space or code-sharing.

Source: WTO Secretariat (2006).

**5° Freedom, 7° Freedom, Cabotage, Designation, Cooperation, Statistics**

■ With  
□ Without

**Withholding**

■ Principal Place of Business  
■ Community of Interest  
■ Substantial Ownership and Effective Control  
□ Undetermined

**Capacity**

■ Free Determination  
■ Bermuda I  
■ Pre-Determination  
□ Undetermined

**Tariffs**

■ Free Pricing  
■ Zone Pricing  
□ Double Disapproval  
■ Country of Origin  
■ Double Approval  
□ Undetermined

## CONTRACTING STATE A

**Table 2**  
Bilateral Air Services Agreements recorded by ICAO, selected indicators (2005)

Party	Date	Direct services	ALI Standard	ALI 5th+	ALI OWN+	ALI DES+	Type	Distance (km)	Traffic Range (passengers)
1	2	3	4	5	6	7	8	9	10

- Notes: **1,2** List compiled on the basis of the information contained in ICAO, World Air Services Agreements (WASA) database (2005).  
**3** Existence of direct services (i.e. service operated under the same flight number) by IATA member airlines, based on summer 2006 data.  
**4-8** Computed by the WTO Secretariat  
**9** Data refer to the distance between the main city of Contracting State A and the main city of its ASA partner. Compiled from the Centre d'Études Prospectives et d'Informations Internationales (CEPII), Country Data "geo\_cepii", available from <http://www.cepii.fr/anglaisgraph/bdd/distances.htm>.  
**10** IATA traffic data (2005).  
"<1" implies that there is no traffic.

Source: WTO Secretariat (2006)

**Table 3**  
Direct air transport services not covered by a bilateral Air Services Agreement as recorded by ICAO (2005)

Countries or territories	Traffic range
1	2

- Notes: **1** List compiled on the basis of a comparison between the information contained in ICAO, World Air Services Agreements (WASA) database (2005), and data on direct services by IATA member airlines (summer 2006).  
**2** IATA traffic data (2005).  
Symbol: ... Not available

Source: WTO Secretariat (2006)

## INDEX OF CONTRACTING STATES PROFILED

Afghanistan	I. 91	Czech Republic	I. 413
Albania	I. 97	Denmark	I. 421
Algeria	I. 103	Djibouti	I. 429
American Samoa	I. 111	Dominican Republic	I. 435
Angola	I. 117	Ecuador	I. 441
Antigua and Barbuda	I. 123	Egypt	I. 447
Argentina	I. 129	El Salvador	I. 455
Armenia	I. 137	Equatorial Guinea	I. 461
Aruba	I. 143	Estonia	I. 467
Australia	I. 151	Ethiopia	I. 473
Austria	I. 157	Fiji	I. 481
Azerbaijan	I. 165	Finland	I. 487
Bahamas	I. 171	France	I. 495
Bahrain	I. 177	FYR Macedonia	I. 503
Bangladesh	I. 185	Gabon	I. 513
Barbados	I. 191	Gambia	I. 519
Belarus	I. 197	Georgia	I. 525
Belgium	I. 203	Germany	I. 531
Benin	I. 215	Ghana	I. 541
Bhutan	I. 221	Greece	I. 549
Bolivarian Republic of Venezuela	I. 227	Grenada	I. 557
Bolivia	I. 233	Guatemala	I. 563
Bosnia and Herzegovina	I. 239	Guinea	I. 569
Botswana	I. 245	Guinea-Bissau	I. 575
Brazil	I. 251	Guyana	I. 581
Brunei Darussalam	I. 259	Haiti	I. 587
Bulgaria	I. 267	Honduras	I. 593
Burkina Faso	I. 275	Hong Kong, China	I. 599
Burundi	I. 281	Hungary	I. 607
Cambodia	I. 287	Iceland	I. 615
Cameroon	I. 293	India	I. 621
Canada	I. 299	Indonesia	I. 629
Cape Verde	I. 307	Iran, Islamic Republic of	I. 637
Central African Republic	I. 313	Iraq	I. 645
Chad	I. 319	Ireland	I. 653
Chile	I. 325	Israel	I. 659
China	I. 333	Italy	I. 667
Colombia	I. 341	Jamaica	I. 675
Comoros	I. 347	Japan	I. 683
Congo, Democratic Republic of	I. 353	Jordan	I. 691
Congo	I. 359	Kazakhstan	I. 699
Cook Island	I. 367	Kenya	I. 705
Costa Rica	I. 373	Korea, Democratic People's Republic of	I. 713
Côte d'Ivoire	I. 379	Korea, Republic of	I. 719
Croatia	I. 387	Kuwait	I. 727
Cuba	I. 397	Kyrgyz Republic	II. 5
Cyprus	I. 405	Lao People's Democratic Republic	II. 11

Latvia	II. 17	Rwanda	II. 331
Lebanon	II. 23	Saint Kitts and Nevis	II. 337
Lesotho	II. 31	Saint Lucia	II. 343
Liberia	II. 37	Samoa	II. 349

Libyan Arab Jamahiriya	II. 43	Sao Tome and Principe	II. 355
Lithuania	II. 51	Saudi Arabia	II. 361
Luxembourg	II. 57	Senegal	II. 369
Macao, China	II. 63	Serbia and Montenegro	II. 377
Madagascar	II. 71	Seychelles	II. 385
Malawi	II. 77	Sierra Leone	II. 391
Malaysia	II. 83	Singapore	II. 397
Maldives	II. 91	Slovak Republic	II. 405
Mali	II. 97	Slovenia	II. 411
Malta	II. 105	Solomon Islands	II. 417
Marshall Islands	II. 111	Somalia	II. 423
Mauritania	II. 117	South Africa	II. 429
Mauritius	II. 123	Spain	II. 437
Mexico	II. 129	Sri Lanka	II. 445
Moldova	II. 137	Sudan	II. 453
Mongolia	II. 143	Suriname	II. 459
Morocco	II. 149	Swaziland	II. 465
Mozambique	II. 157	Sweden	II. 471
Myanmar	II. 163	Switzerland	II. 479
Namibia	II. 171	Syrian Arab Republic	II. 489
Nauru	II. 177	Tanzania	II. 497
Nepal	II. 183	Thailand	II. 503
Netherlands Antilles	II. 189	Togo	II. 511
Netherlands	II. 195	Tonga	II. 517
New Zealand	II. 205	Trinidad and Tobago	II. 523
Nicaragua	II. 213	Tunisia	II. 529
Niger	II. 219	Turkey	II. 537
Nigeria	II. 225	Turkmenistan	II. 545
Norway	II. 233	Tuvalu	II. 551
Oman	II. 241	Uganda	II. 557
Pakistan	II. 249	Ukraine	II. 563
Panama	II. 257	United Arab Emirates	II. 571
Papua New Guinea	II. 263	United Kingdom	II. 579
Paraguay	II. 269	United States	II. 589
Peru	II. 275	Uruguay	II. 599
Philippines	II. 281	Uzbekistan	II. 605
Poland	II. 289	Vanuatu	II. 613
Portugal	II. 297	Viet Nam	II. 619
Qatar	II. 305	Yemen	II. 625
Romania	II. 313	Zambia	II. 631
Russian Federation	II. 321	Zimbabwe	II. 637