

PASSENGER TRAFFIC LINKS TO/FROM LEAST DEVELOPED COUNTRIES AN UPDATE ANALYSIS

(ICAO Secretariat)

1. INTRODUCTION

1.1 In Appendix A of the study, some analysis has been undertaken of the 2004 flight schedules in order to demonstrate the extent to which air services do (or do not) exist between tourism-generating markets and Least Developed Countries (LDCs). This supplement is intended to bring up-to-date the analysis of the passenger traffic links to/from LDCs with the 2006 data.

2. HOW TO READ THE TABLE

2.1 The columns in the attached table are 50 LDCs¹ and grouped by ICAO statistical region. The rows in the table are tourism-generating markets that consist of a) countries/areas having direct air services to/from LDCs in 2004/2006, and b) countries/areas without direct air services to/from LDCs but where either the international tourism expenditure is over US\$5 billion (the world's top 25) in 2004 or the gross domestic product (GDP) is over US\$ 200 billion (the world's top 33 - 34) in 2006².

2.2 The row with dark-gray shade denotes country/area where the international tourism expenditure is over US\$5 billion in 2004 and GDP is over US\$ 200 billion in 2006, plus Singapore and Hong Kong SAR, China (where GDP is less than US\$200 billion). The row with light-gray shade denotes country/area where GDP is over US\$200 billion in 2006 but the international tourism expenditure is less than US\$ 5 billion in 2004.

2.3 The table shows the scales of annual flight frequencies on respective State-pair routes in 2004 and 2006. In this analysis, frequencies are calculated by summing up both outbound and inbound departures on an all-stop basis (i.e. all the flights to/from LDCs with or without en-route stops). Annual flight frequency on each State-pair route is expressed as the following five scales:

A : 700 or more	D : 50 – 99
B : 200 – 699	E : 1 – 49
C : 100 – 199	

While most of the 2004 frequency scales in the table are the same as shown in Appendix A of the study, ones with * mark were revised to reflect the correction of the historical data.

2.4 The 2006 frequencies are compared to the 2004 frequencies on a State-pair route by route basis, and their increase or decrease is shown at the following nine levels:

++++ : 200 or more increase	---- : 200 or more decrease
+++ : 100 – 199 increase	--- : 99 – 200 decrease; and
++ : 50 – 99 increase	-- : 50 – 99 decrease;
+ : 1 – 49 increase	- : 1 – 49 decrease;
0 : status quo	

¹ Although the United Nations graduated Cape Verde from the category of LDCs in June 2007, this updated analysis includes Cape Verde as LDC.

² The row of "Pacific Ocean" in Appendix A was reanalyzed and integrated into Vanuatu in the new table. Also, while the row of China in Appendix A included Hong Kong SAR, the new table treats Hong Kong SAR, Macao SAR and other regions of China separately.

3. DATA SOURCES

3.1 The flight frequency data were retrieved from BACK Aviation Solution's airline schedules and capacity database, which contains information on scheduled airlines filing with the Official Airline Guide (OAG). The GDP data were taken from the websites of the International Monetary Fund (IMF) and the World Bank, while the data on the international tourism expenditure were taken from the websites of the World Tourism Organization (UNWTO). The list of LDCs can be found on the website of the relevant United Nations' Office (<http://www.unohrrls.org/en/home/>).

4. SUMMARY TABLE

4.1 The aggregated LDC-wide pictures are summarized below:

Scales of annual frequencies to/from 50 LDCs	Number of State-pair routes		
	2004	2006	Change
A: 700 or more frequencies	153	173	20
B: 200 – 699 frequencies	260	269	9
C: 100 – 199 frequencies	93	94	1
D: 50 - 99 frequencies	52	57	5
E: 1 - 49 frequencies	61	58	-3
(Total)	619	651	32

Changes of annual frequencies to/from 50 LDCs	Number of State-pair routes
	2004 - 2006
++++ 200 or more increase	123
+++ 100 – 199 increase	113
++ 50 - 99 increase	72
+ 1 - 49 increase	121
0 status quo	4
- 1 - 49 decrease	113
-- 50 - 99 decrease	57
--- 100 – 199 decrease	55
---- 200 or more decrease	65
New State-pair routes	104
Discontinued State-pair routes	72
