

# Africa, Middle East Media Briefing COVID-19

21<sup>st</sup> October 2020

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# COVID-19 has seriously disrupted air connectivity globally



September 2019

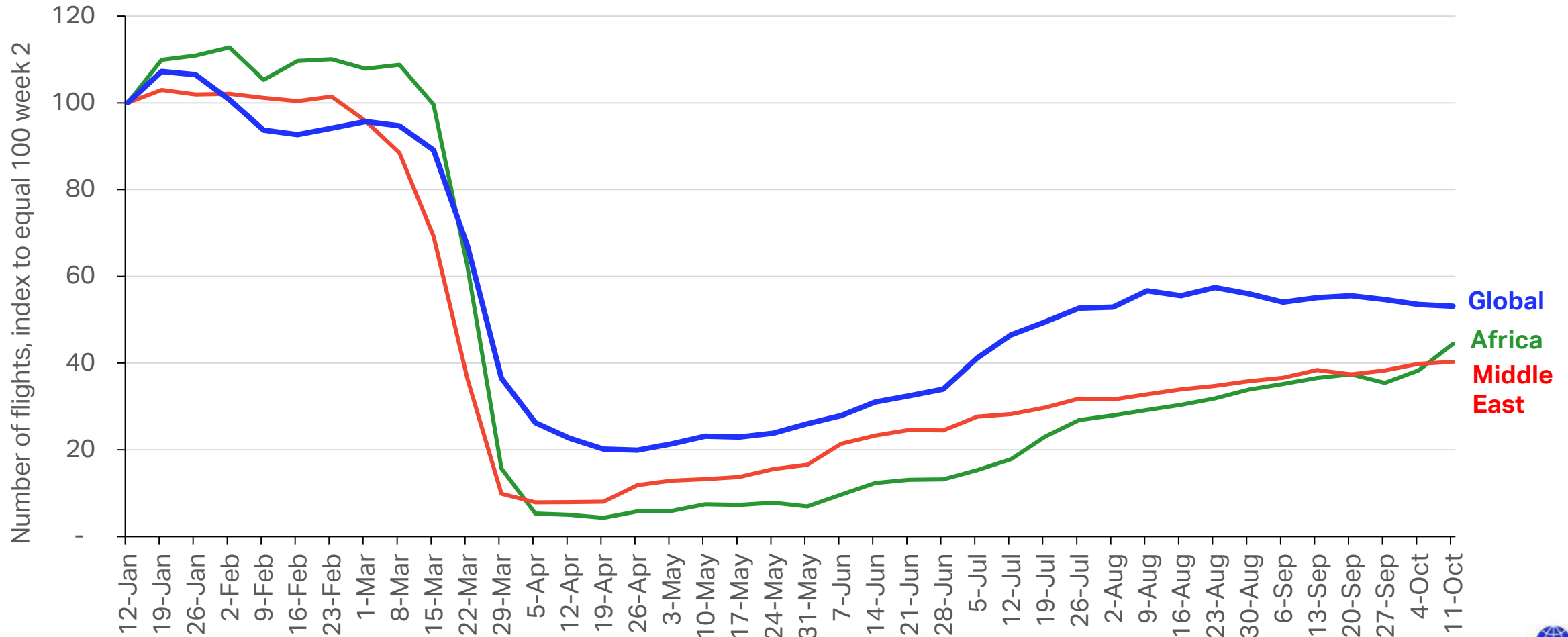


September 2020

# Global flights still down 47% compared with start of the year

## Recovery in both Middle East and Africa lags the overall industry performance

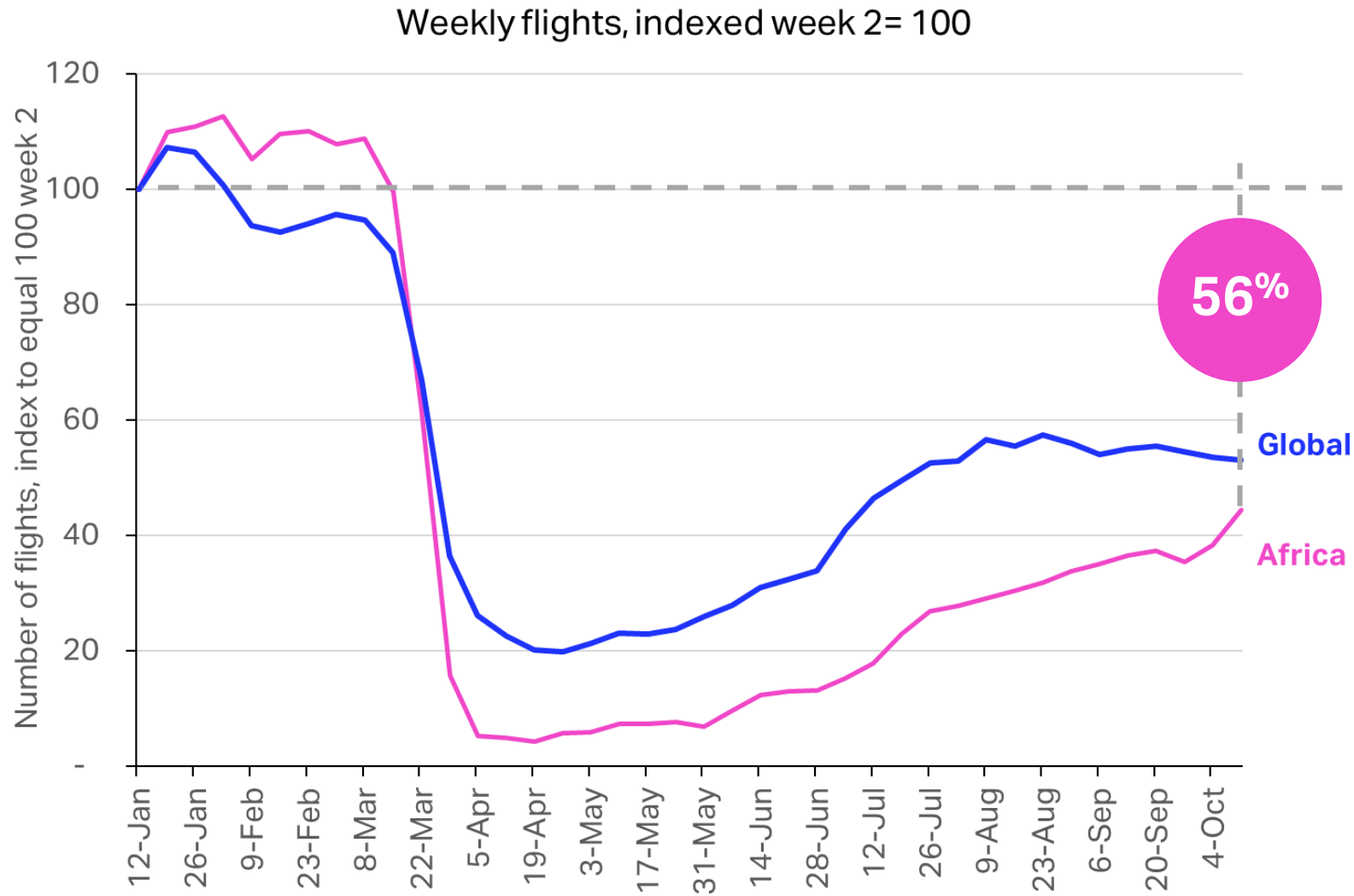
Weekly flights, indexed week 2= 100



21 October 2020



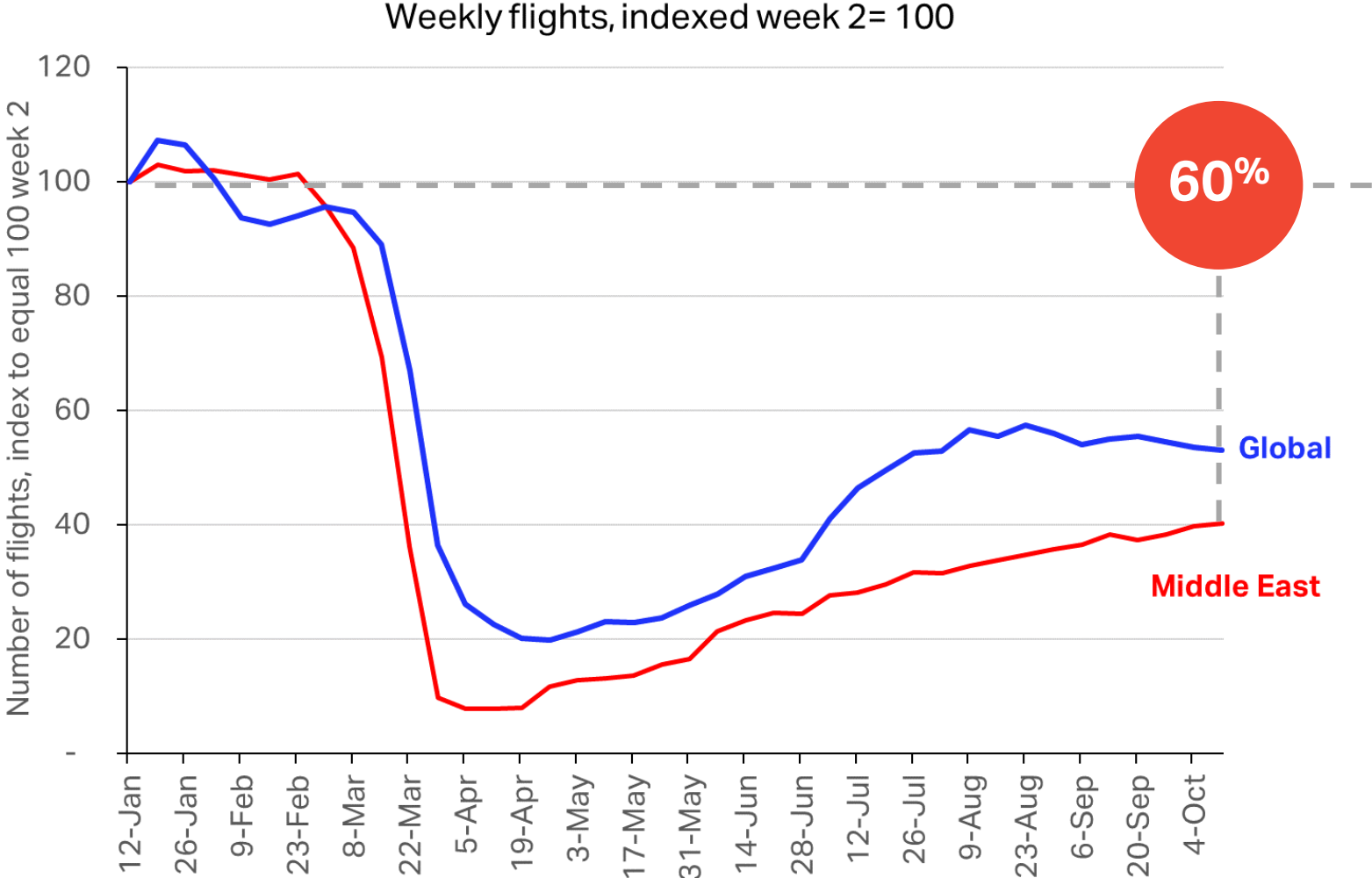
# Africa flights 56% lower on week of Oct.11 compared to the start of the year - Lowest point reached mid April- flights reduced by 96%



Source: IATA Economics analysis based on data provided under license by FlightRadar 24. All rights reserved.



# ME flights 60% lower on week of Oct.11 compared to start of year - Lowest point reached beginning of April- flights reduced by 92%



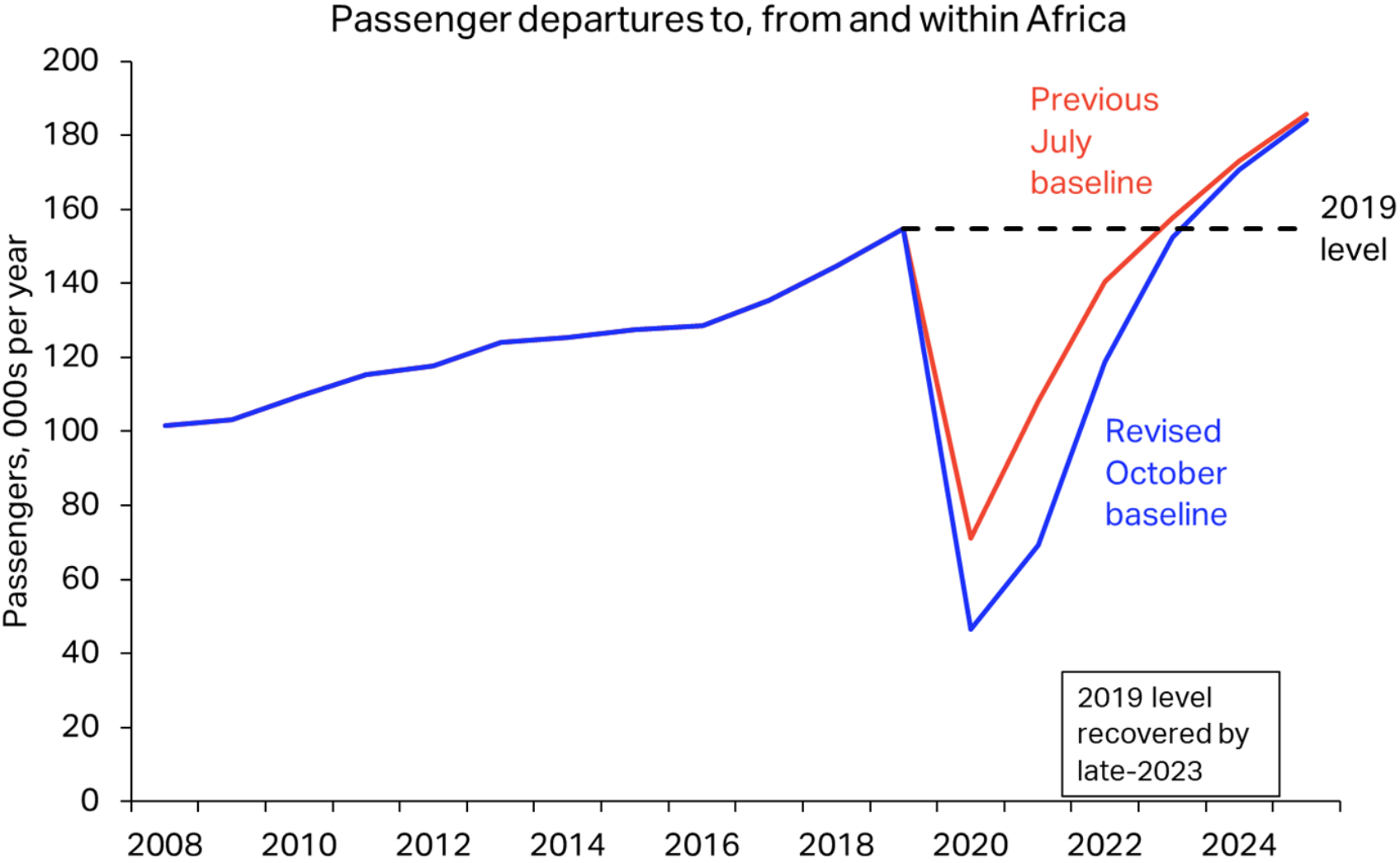
Source: IATA Economics analysis based on data provided under license by FlightRadar 24. All rights reserved.



# IATA has downgraded its traffic forecast for Africa for 2020 to reflect a weaker-than-expected recovery

- IATA now expects full-year 2020 passenger numbers in the Africa (to/from/within) to **reach only 30% of 2019 levels**, down significantly from the 45% that was projected in July
- In absolute numbers, the region is expected to see around **45 million travelers in 2020 compared to the 155 million in 2019**
- In 2021, demand is expected to strengthen to 45% of 2019 levels to reach close to 70 million travelers to/from/within the region.

# Pax volumes not expected to recover until late-2023 in Africa



Source: IATA/Tourism Economics Air Passenger Forecasts, October 2020.

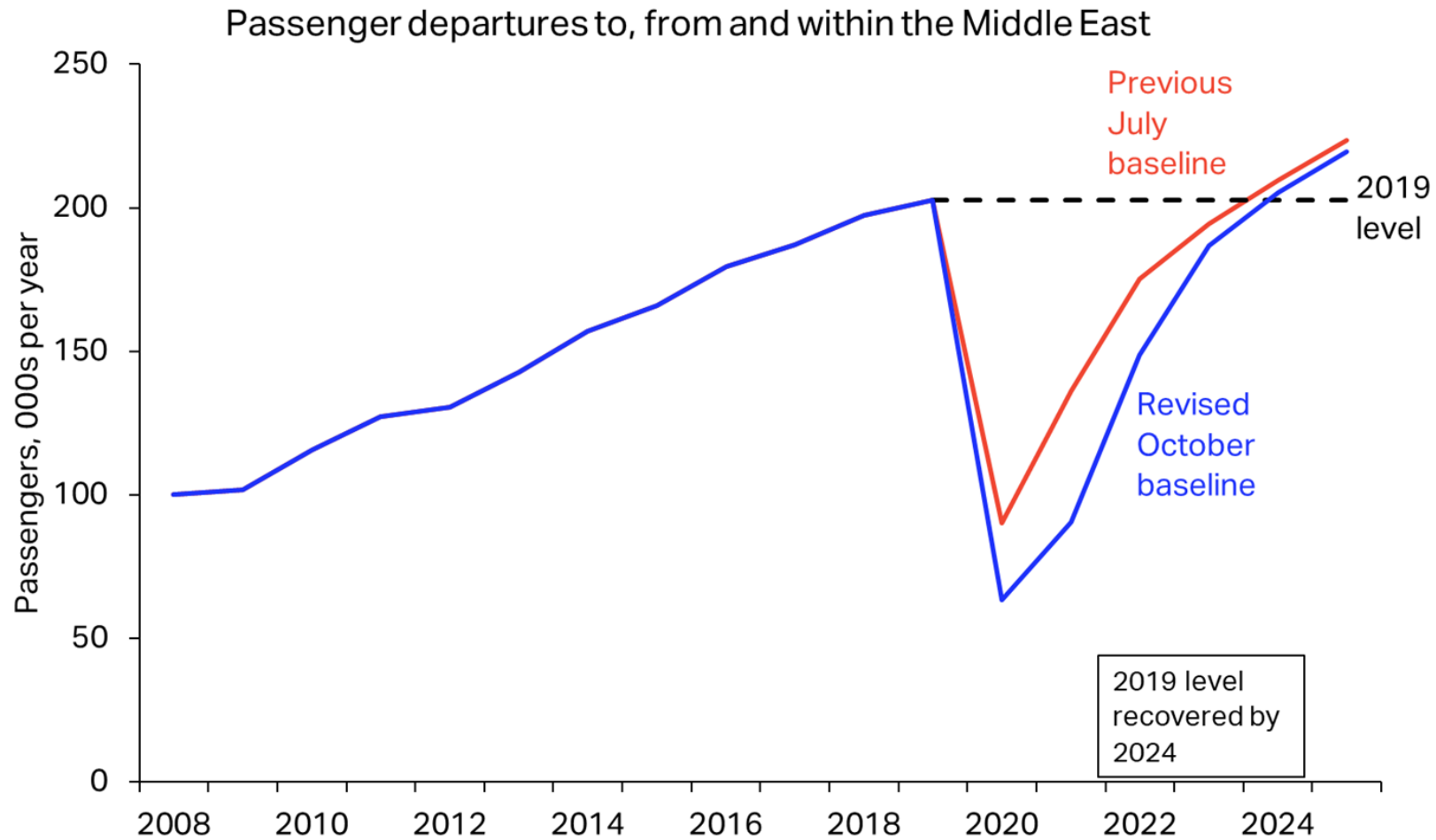


# IATA has downgraded its traffic forecast for the Middle East for 2020 to reflect a weaker-than-expected recovery

- Full-year 2020 passenger numbers in the Middle East (to/from/within) are forecast to **reach only 30% of 2019 levels**, down significantly from the 45% that was projected in July
- In absolute numbers, the Middle East is expected to see **60 million travelers in 2020 compared to the 203 million in 2019**
- In 2021, demand in the Middle East is expected to strengthen to 45% of 2019 levels to reach 90 million travelers to/from/within the region.



# Pax volumes not expected to recover until 2024 in the Middle East



# Restoring Air Connectivity is vital to Restart the African and Middle East Economies



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# Millions of African jobs and GDP at risk

- 4.5 million African jobs will be lost in aviation and industries supported by aviation in 2020. This is well over half of the region's 7.7 million aviation-related employment.
- 172,00 jobs will be lost in aviation alone in 2020. This is about 40% of the region's 440,000 aviation<sup>1</sup> jobs.
- GDP supported by aviation in the region will fall by up to \$37 billion. This is 58% below pre COVID-19 levels.

# Millions of Middle East jobs and GDP at risk

- 1.7 million Middle East jobs will be lost in aviation and industries supported by aviation in 2020. This is nearly half of the region's 3.3 million aviation-related employment.
- 323,000 jobs will be lost in aviation alone in 2020. This is about 46% of the region's 595,000 aviation related jobs.
- GDP supported by aviation in the region will fall by up to \$105 billion. This is 49% below pre COVID-19 levels.

# Call to Action to Governments across the Region



1

Provide financial relief to the industry and unblock bottlenecks in aid

2

Replace quarantine measures with testing

# Cargo Update

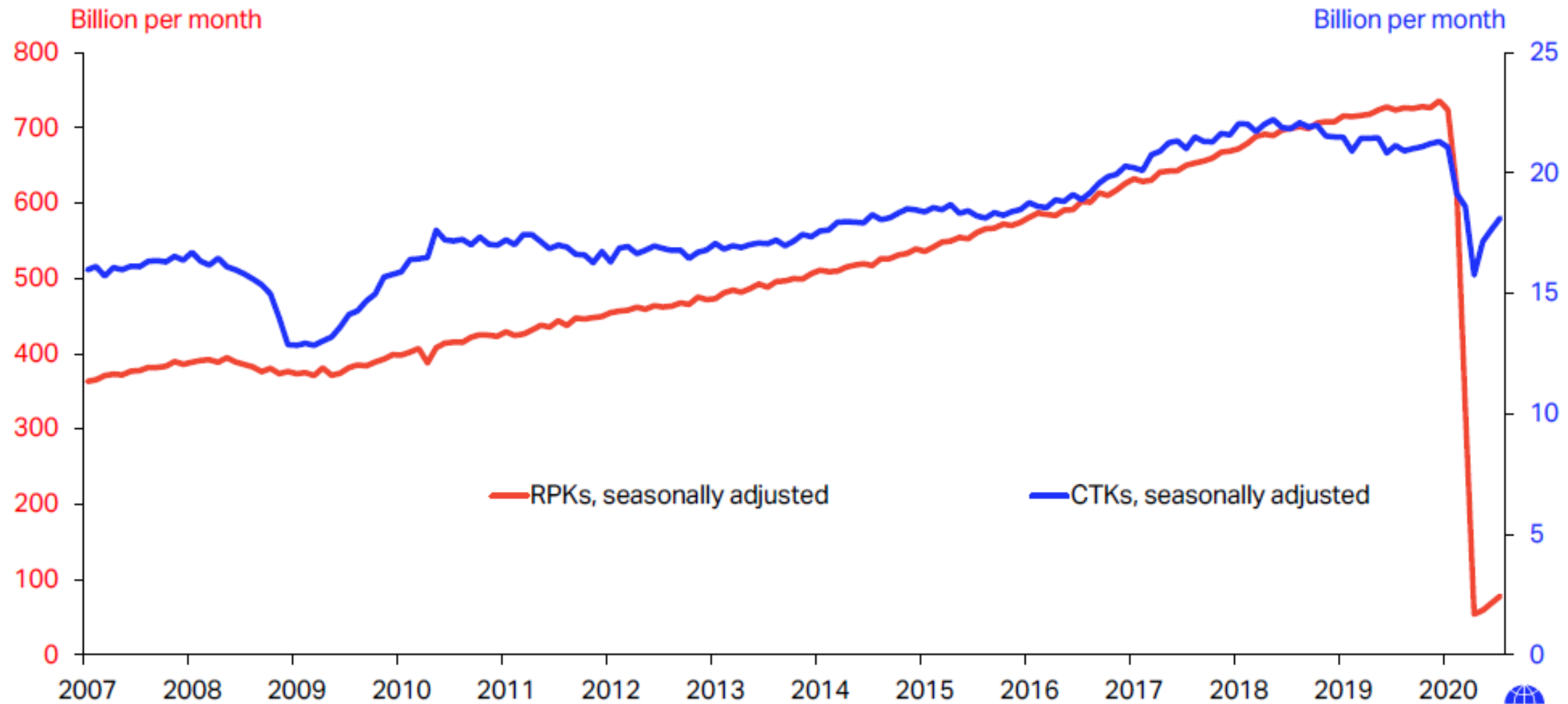
**Glyn Hughes**

Global Head, Cargo



# Demand for air cargo much more robust than air travel

July cargo tonne km flown down -13.5% yoy vs -79.8% for global RPKs



Source: IATA Economics using data from IATA Statistics



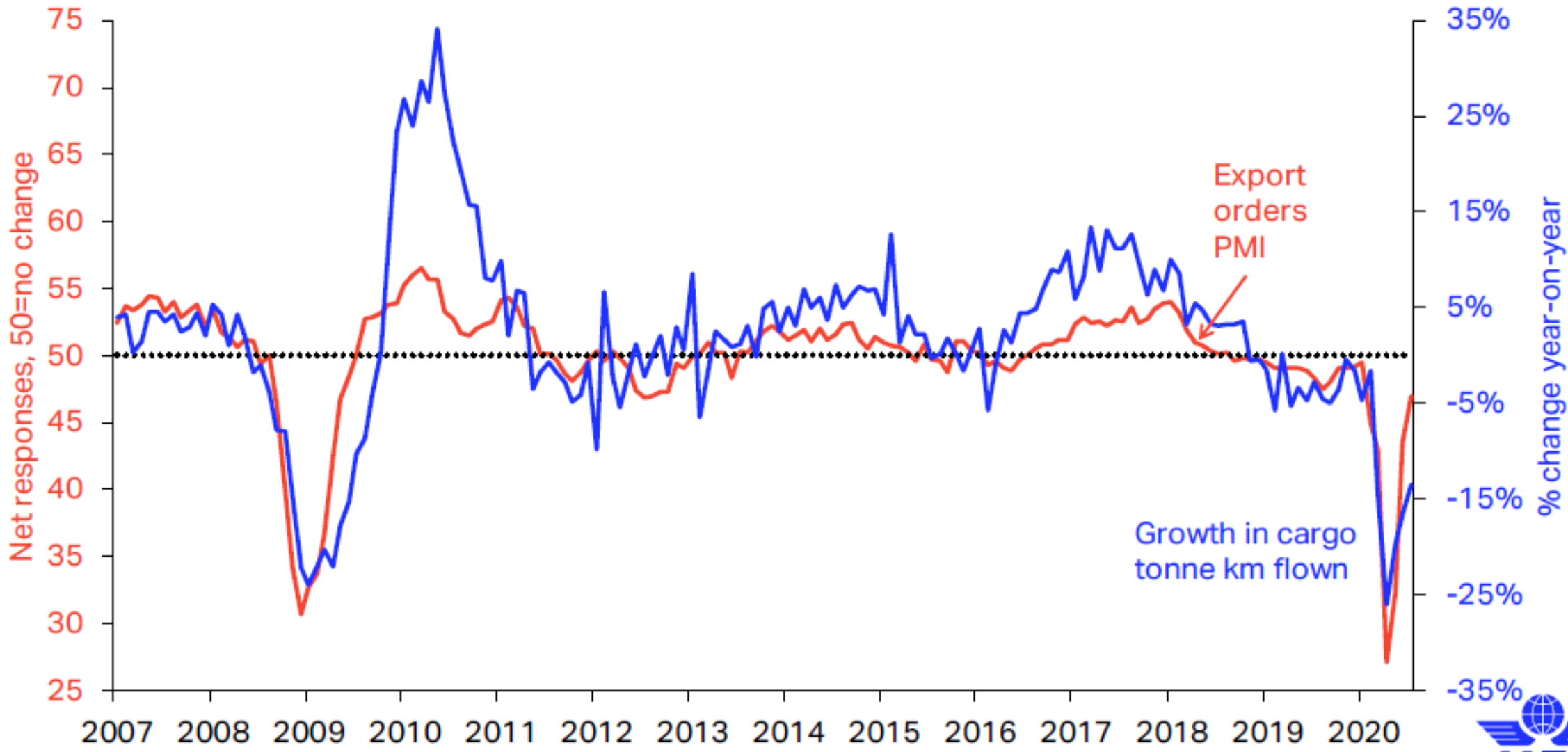
# Air Cargo Figures – August 2020

	<i>World share</i> <sup>1</sup>	August 2020 (% year-on-year)			
		CTK	ACTK	CLF (%-pt) <sup>2</sup>	CLF (level) <sup>3</sup>
<b>TOTAL MARKET</b>	<b>100.0%</b>	<b>-12.6%</b>	<b>-29.4%</b>	<b>10.6%</b>	<b>54.8%</b>
Africa	1.8%	-0.2%	-37.9%	19.0%	50.2%
Asia Pacific	34.5%	-20.1%	-33.5%	10.3%	61.6%
Europe	23.6%	-18.9%	-32.1%	9.3%	56.8%
Latin America	2.8%	-27.3%	-43.5%	10.6%	47.8%
Middle East	13.0%	-6.9%	-24.3%	10.0%	53.5%
North America	24.3%	1.7%	-23.3%	12.0%	48.9%



# Export orders have rebounded sharply

## Pointing to a strong recovery in air cargo volumes



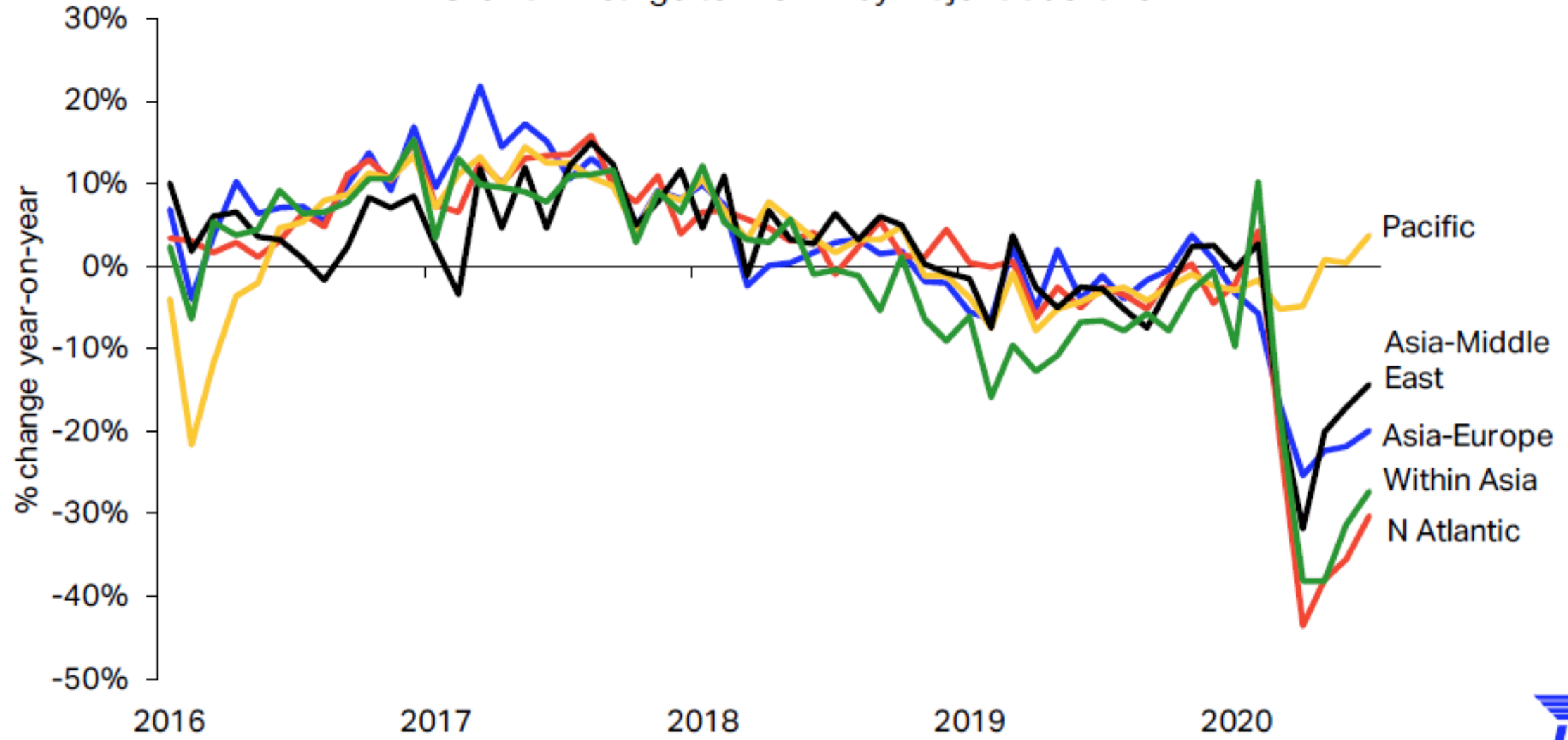
Source: IATA Economics using data from IATA Statistics and Markit



# Cargo recovery varies across major trade lanes

Nth Pacific market (segment-basis) +3.7% yoy, Nth Atlantic -30.3%

Growth in cargo tonne km by major trade lane

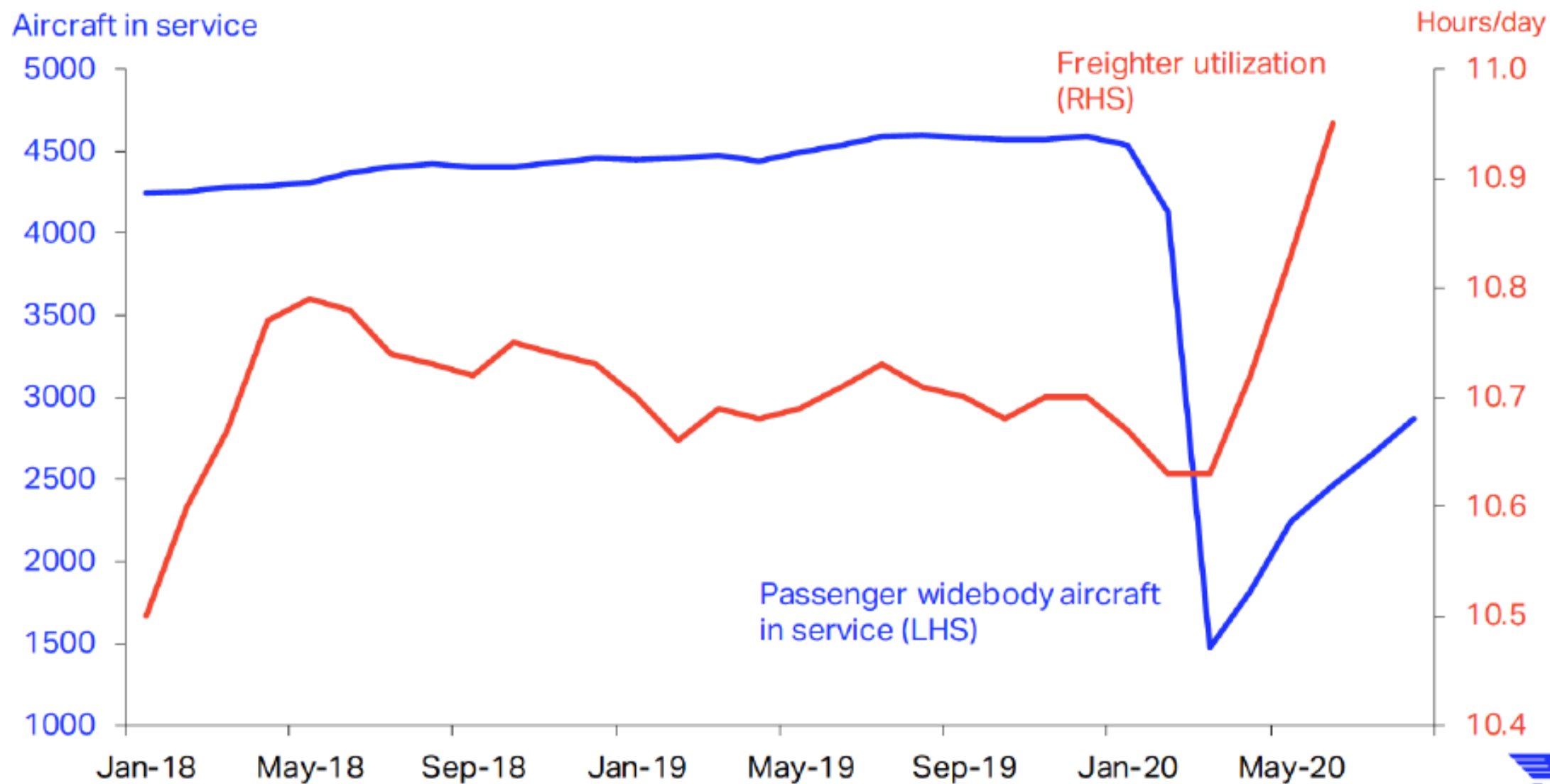


Source: IATA Economics using data from IATA Statistics



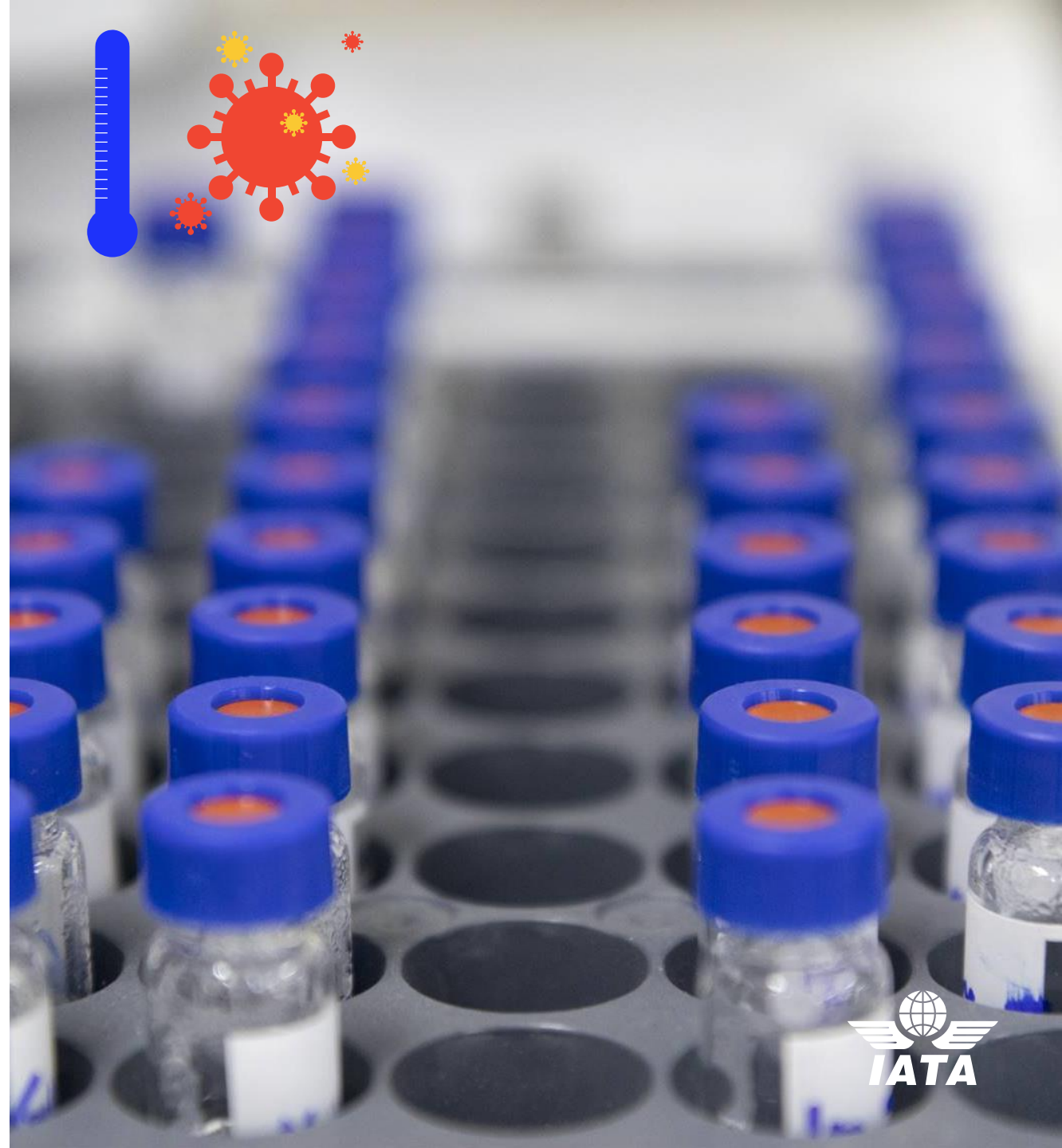
# A challenge is the severe shortage of air cargo capacity

## Freighter utilization high and widebody passenger aircraft slow to return



# The next challenge... vaccinating the world

Providing a single dose of the vaccine to 7.8 billion people would fill 8,000 747 cargo aircraft



# Vaccine logistical preparedness

Capacity to transport additional vaccines globally will be challenging

## Key considerations:


- Facilities
- Border processes
- Supply chain integrity
- Security
- Capacity




# Jordan - Israel Airspace Agreement



**EY88 /ETD36V**  
Etihad Airways





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<b>MXP</b> MILAN CEST (UTC +02:00)	 <b>AUH</b> ABU DHABI +04 (UTC +04:00)
SCHEDULED 2:30 PM	SCHEDULED 10:35 PM
ACTUAL 2:36 PM	ESTIMATED 9:55 PM

2,834 km, 03:04 ago → 1,970 km, in 02:14

[More EY88 information](#)

AIRCRAFT TYPE (B78X) Boeing 787-10 Dreamliner	COUNTRY OF REG. 
REGISTRATION A6-BMC	AGE (NOV 2018) 1 year



The map on the right shows a detailed flight path from Tel Aviv-Yafo to Abu Dhabi. The path is highlighted in purple and passes through various cities in Israel and Jordan, including Jerusalem, Amman, and Zarqa. The map also shows other flight routes and airports in the region.

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# Significant Fuel, Time & CO<sub>2</sub> Savings Expected

- KMs saved: 106 km eastbound and 118 km westbound
- Time saved: 20 mins per passenger return journey

	Based on Traffic Levels Permitted Under the Current Agreement	Based on pre-COVID 19 Traffic Levels Permitted Under the Current Agreement
CO2 Emission Saving	<b>87,000 tonnes</b>  (equivalent to 19,000 passenger vehicles being taken off the road for one year)	<b>202,000 tonnes</b>  (equivalent to taking nearly 44,000 passenger vehicles off the road for one year)
Flying Time Saving	<b>155 days</b>	<b>403 days</b>

# Questions

[www.iata.org](http://www.iata.org)

