

أزمة فيروس كورونا و تداعياتها على قطاع النقل الجوي في الجزائر دراسة مقارنة مع بعض الدول العربية

THE CORONA VIRUS CRISIS AND ITS IMPLICATIONS ON THE AIR TRANSPORT SECTOR IN ALGERIA A COMPARATIVE STUDY WITH SOME ARAB COUNTRIES

ملخص



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تهدف هذه الدراسة إلى بحث التداعيات و الخسائر التي يواجهها قطاع النقل الجوي في الجزائر مقارنة ببعض الدول العربية في ظل إغلاق الحدود بعد انتشار فيروس كورونا مطلع 2020. و تبحث في نجاعة السياسات التي تم إتباعها من أجل تخفيف هذه التداعيات، خاصة في ظل المشاكل الهيكلية التي يعاني منها القطاع ومع احتكار شركة وطنية لسوق الطيران و اللجوء دوما لتدخل السلطات العمومية لتمويل العجز المزمن الذي تعاني منه الشركة. و تعتمد الدراسة على المنهج الوصفي التحليلي، أما فيما يتعلق بمصادر البيانات فقد اعتمد البحث على البيانات الصادرة عن المنظمة الدولية و العربية للطيران المدني و كذلك على بيانات شركات الطيران.

تظهر نتائج الدراسة وفق التقديرات، خسارة القطاع لعائدات بقيمة 273 مليار دولار سنة 2020، و في الجزائر و باعتبار الشركة الوطنية للخطوط الجوية الجزائرية تحتكر تقريبا سوق الطيران الداخلي ، قدرت خسائرها بأكثر من 320 مليون دولار، تضاف إلى الخسائر العادية التي تحققها الشركة منذ عدة سنوات. و يبدو أن مدة تعافي قطاع النقل الجوي سوف تكون طويلة في ظل توقع الإحجام عن السفر، و الارتفاع المتوقع في كلفة الطيران، مما يتطلب ضرورة إعادة هيكلة سوق النقل الجوي في الجزائر.

Résumé

This study aims to examine the implications and losses faced by the air transport sector in Algeria compared to some Arab countries in light of the lockdown of borders after the spread of the Corona virus in early 2020. Especially in light of the structural problems that the sector suffers under the monopoly of the National Company AIR ALGERIE which has always resorted to the intervention of public authorities to finance its deficit. The study based on the descriptive analytical method. As for data sources, the research relied on data issued by the IATA and ACAO as well as the data of airlines.

The results of the study show a sector loss of revenues of 273 billion \$ in 2020, and in Algeria, and considering that the National Company AIRALGERIE almost monopolizes the domestic flight market, with estimated losses of more than 320 million\$, in addition to the regular losses that the company has achieved before. It seems that the period of recovery of the aviation sector will be long in light of the expected reluctance to travel and the expected increase in the cost of flight, which requires the necessity of restructuring the air transport market in Algeria.

1. INTRODUCTION

The output of the Air Transport sector in the world is about 2.7 trillion \$, equivalent to 3.6% of the world GDP, and the global aviation industry contributes to 65.5 million jobs worldwide, either directly or indirectly. Unlike the direct jobs that the air transport industry itself provides, the sector supports Millions of indirect jobs in global supply chains serving the industry. It also contributes to creating millions of jobs in the tourism sector, with an estimated 36.5 million jobs. On the other hand, the aviation sector supports international trade, transporting goods valued at about 6.0 trillion \$ annually.

In the Arab countries, air transport provides about 2.4 million direct and indirect jobs; In addition, the aviation industry in the region contributes about \$ 130 billion to economic activity, equivalent to about 4.4 % of the region GDP.

In Algeria the HQ of Algerian Airlines AIR ALGERIE estimated the financial losses caused by the suspension of its domestic and international flights due to the Corona pandemic at 40 billion dinars (about 320 million dollars).As for the Algiers Airport Company, it recorded losses estimated at 1.3 billion dinars since last March, representing about 13 % of the expected annual revenues.

The Air Transport was greatly affected by the Covid-19 virus crisis. while the rapid spread of the epidemic stills strong, many countries declared the state of emergency to confront the epidemic , and they imposed of total or partial lockdown , which forced airlines around the world to suspend or reduce the number of flights significantly, Especially with regard to passengers transport flights, which threatens many of these companies with bankruptcy.

The main problematic presented by the study can be formulated as follows:

- What are the expected impacts of the Corona virus Covid-19 crisis on the Air Transport sector in Algeria with compare with some Arab countries, and what are the possible recovery policies to revive the sector?

To answer the previous question, the following hypothese can be formulated:

- Estimates expect the number of air passengers to drop sharply, and Arab airlines, including Air

Algérie, face economic challenges in light of the crisis threatening to bankrupt them, which require government support to save them.

2. APPROCHEMETHODOLOGIQUE

In order to take into account the specific situation of Algeria, the research is based on the descriptive analytical approach, with the application of various statistical indicators to analyze and measuring the impacts of the crisis on Algeria and some Arab countries.

3. DESCRIPTION DEL'ECHANTILLON

The research relied on data issued by the IATA and ACAO as well as the data of airlines.

The study sample included the data of the air transport sector in Algeria and its comparison with the sector data in 9 Arab countries, which are the Kingdom of Saudi Arabia, the United Arab Emirates, Oman, Qatar, Kuwait, Morocco, Tunisia, and Egypt.

The sample is varied. The group includes the Gulf Cooperation Council countries, where the air transport sector plays a big role in the economies of these countries and has one of the most important and largest airlines in the world in addition to the data of North African countries, which the air transport sector has similar characteristics to Algeria, except that more developed.

4. RESULTATS

It is expected that the Air Transport sector, internationally and regionally, will witness profound challenges after the end of the Corona crisis, especially with regard to the air transport of passengers in light of the many economic consequences resulting from the spread of the virus, as well as the unprecedented transformations that the sector is expected to witness, as follows:

- Reluctance to travel

Looking to the future, even when travel restrictions and closures are lifted, it is expected that consumers' desire to travel by air will remain limited at first globally.

According to a poll conducted by the International Air Transport Association (IATA) in April 2020, 30 % of respondents indicated that they would wait about six months or so before traveling. And about 10 % of the respondents indicated that they had not traveled by air at least a one year before.

- A Deep changes in the aviation industry

It is expected that the aviation industry after the end of the Corona virus pandemic will differ radically from before, as the procedures used to travel before the spread of the Corona virus are now considered unsafe in light of the rapid spread of the virus.

In contrast to the efforts made by airlines before the crisis to increase the capacity of the aircraft as much as possible, it is now necessary to make a fundamental change in the method of travel used to maintain the health and safety of passengers in terms of travel procedures

used within the airports or inside the aircraft itself, which will reduce The ability of airports and airplanes to receive the same number of passengers.

- Expected rise in prices

It is expected that the new procedures for air transport will be reflected in the cost of travel, which will increase the prices of tickets.

In this context, it is expected that the precautionary measures related to the measures of social distancing, and the consequences that some airlines remove the middle seat will reduce the maximum load factor to 62%, which is much less than the average "separation factor" in the industry, which unit costs increase dramatically by between 43 and 54 %, which will reflect heavily on ticket prices and lead to lower levels of demand for aviation.

- Reduced demand in light of the entrenching "telework culture"

The emerging crisis of the Corona virus will result in a prolonged decline in the levels of travel demand over the coming years, whether due to reluctance to travel in light of worrying and fear of movement in these circumstances, or the expected increase in the cost of flight tickets, or even because of the large changes that have left their mark on patterns And labor markets around the world.

- The challenge of digital transitions

On the other hand, the aviation sector is facing other challenges as a result of the digital transformations that would lead to the widespread abolition of jobs in the sector and its support sectors. The procedures for automating reservations and ending passenger boarding operations electronically, and carrying out baggage and cargo handling works through robots and air freight of some goods through drones are all transformations that will affect the traditional business models of airlines and will pose significant challenges to them. Their profitability levels and will force them to significantly cut future employment.

5. CONCLUSION

The Air Transport sector recovery is an essential pillar to ensure a smooth recovery of economic activities in the wake of the end of the emerging Corona virus crisis, in light of the governments' need to ensure the continued flow of international trade and the movements of individuals and tourists those support levels of output and employment.

It is expected that the recovery of the aviation sector from the implications of the emerging corona virus crisis will be long and may require at least three years. In this context, it is important that the sector's recovery policies in the medium term should focus on the Specific actions.

6. RECOMMANDATION

Among the most important recommendations that can be presented in this framework:

- Ensure the provision of the necessary credit and support liquidity of The two national airlines.
It is appropriate for Algerian government to intervene urgently to alleviate the financial burdens faced the two national airlines, whether by granting them access to easy lines of credit and facilities to support liquidity.
- Reducing financial burdens on The two national airlines
It is of great importance that Algerian government seeks to support Air Algérie and Tassili Airlines by reducing the financial burdens imposed on them, whether by postponing the payment of the due loans, or postponing payments of it, or bearing full or part of the wages of their employees so that they can exceed this period without having to resort to large layoffs
- Stimulating restructuring, rationalization and merger
In light of the pressures that Air Algérie are currently experiencing and the future challenges they face in the post-Corona world, these checks should adopt broad programs to reduce and rationalize expenditures, exempt only the expenditures necessary to restore operational operations in the medium term in order to maintain its profitability. Further, merger options may be among the options available for the two national companies (Air Algérie and Tassili Airlines) to promote its revenues and ability to overcome the financial difficulties that will

characterize the next stage.

- Encouraging low-cost and domestic flight

There is a good opportunity for Algeria to benefit from encouraging airlines to reduce the cost whose activities have witnessed during the past years a significant growth in a number of countries in the region.

REFERENCE

Pour plus de détails, veuillez consulter l'article: **THE CORONA VIRUS CRISIS AND ITS IMPLICATIONS ON THE AIR TRANSPORT SECTOR IN ALGERIA A COMPARATIVE STUDY WITH SOME ARAB COUNTRIES**

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