Economic Benefits from Air Transport in the Pacific Ocean Islands
Acknowledgements

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Through a survey conducted by IATA many organisations across the aviation industry supplied us with data that has formed an integral part of our analysis. We would like to thank all these organisations for their generosity in supplying this data, without which this report could not have been written.

A note on the data reported in the report

Unless otherwise stated, the numbers reported in this report relate to the calendar year 2009.

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The economic benefits of aviation in the Pacific Ocean Islands

Air transport to and from the Cook Islands, Fiji, Guam, Kiribati, the Marshall Islands, Micronesia, Papua New Guinea, Samoa, the Solomon Islands, Tonga, Tuvalu and Vanuatu (hereafter referred to collectively as the Pacific Ocean Islands) creates three distinct types of economic benefit. Typically, studies such as this focus on the ‘economic footprint’ of the industry, measured by its contribution to GDP, jobs and tax revenues generated by the sector and its supply chain. But the economic value created by the industry is more than that. The principal benefits are created for the customer, the passenger or shipper using the air transport service. In addition, the connections created between cities and markets represent an important infrastructure asset that generates benefits, in the case of the Pacific Ocean Islands, primarily through enabling the development of their tourism sectors.

1. Aviation’s economic footprint

Contribution to GDP in the Pacific Ocean Islands

The aviation sector contributes $261 million (1.5%) to GDP in the Pacific Ocean Islands region. This total comprises:

- $151 million directly contributed through the output of the aviation sector (airlines, airports and ground services);
- $36 million indirectly contributed through the aviation sector’s supply chain; and
- $74 million contributed through the spending by the employees of the aviation sector and its supply chain.

Major employer

The aviation sector supports 29,800 (0.9%) jobs in the Pacific Ocean Islands region. This total comprises:

- 7,700 jobs directly supported by the aviation sector;
- 9,800 jobs indirectly supported through the aviation sector’s supply chain; and
- 12,300 jobs supported through the spending by the employees of the aviation sector and its supply chain.

Tourism

Through the catalytic effects of tourism, the aviation sector facilitates further benefits to the economies of the Pacific Ocean Islands, in the region of $1,952 million (11.1%) of GDP and 133,800 (4.1%) jobs. This total comprises:

- $998 million and 63,700 jobs directly supported in the tourism sector;
- $660 million and 48,200 jobs indirectly supported through the tourism sector’s supply chain; and
- $294 million and 22,000 jobs supported through the spending by the employees of the tourism sector and its supply chain.

Including these tourism impacts, the air transport sector supports approximately 12.6% of GDP and 5.0% of employment in the Pacific Ocean Islands region.
High productivity jobs

The average air transport services employee in the Pacific Ocean Islands region generates $19,572 in GVA annually, which is nearly four times more productive than the average.

This report describes these channels in more detail.

Section 1 examines the way in which the aviation sector acts as an enabler of long-term economic growth through connectivity, which helps to boost the catalytic effects of both tourism and trade.

Section 2 analyses the economic footprint of the aviation sector - the airlines and the ground-based infrastructure - to quantify the value of its output and the jobs it supports in the Pacific Ocean Islands.
1 Enabling long-term economic growth

1.1 Connectivity

The air transport network has been called the Real World Wide Web\(^1\). Chart 1.1 gives an idea of how extensive the air transport network is for the Pacific Ocean Islands. In 2010 there were 60 routes in total connecting the Pacific Ocean Islands nations with urban agglomerations around the globe. The breakdown between countries was as follows: the Cook Islands (3); Fiji (8); Guam (18); the Marshall Islands (12); Papua New Guinea (2); Samoa (1); the Solomon Islands (6); Tonga (3); and Vanuatu (5).

Chart 1.1: Connectivity, 2010

These linkages represent the ‘connectivity’ of the Pacific Ocean Islands with major cities and markets around the world. Connectivity reflects the range, frequency of service, the economic importance of destinations and the number of onward connections available through each country’s aviation network. Improvements in connectivity achieved in recent decades has brought benefits to users of air transport services by: reducing time spent in transit, increasing the frequency of service, allowing for shorter waiting times and better targeting of departure and arrival times; and improving the quality of service, such as reliability, punctuality and quality of the travel experience.

A number of these city-pair connections have point-to-point services, where passenger flow density is sufficient to make the economics work. However, many of the city-pair connections that make up the Pacific Ocean Islands’ connectivity to overseas markets can only be served by airlines aggregating flows from a number of origins through a hub airport in order to generate a sufficiently dense flow of passengers.

Improvements in connectivity have been accompanied by a steady fall in the cost of air transport services. The cost of air transport services, in real terms, has fallen by around 1% a year over the past 40 years, contributing to the rapid expansion in the volume of trade seen over this period\(^3\). Air transport has also steadily become more competitive relative to other modes of transport. For example, it is estimated that its

\(^1\) Aviation – The Real World Wide Web\(^1\), by Oxford Economics. Available at  http://www.oxfordeconomics.com/samples/airbus.pdf

\(^2\) Due to data restrictions, figures are reported for those Islands for which data is available

relative cost has been falling by around 2.5% a year since the 1990s. As its relative cost has fallen, air shipments have become increasingly important for international trade.

Apart from the benefits to direct users of air transport services, the largest economic benefit of increased connectivity comes through its impact on the long term performance of the wider economy. For the Pacific Ocean Islands, this has been most apparent through the development of their tourism sectors.

Improved connectivity can also enhance an economy’s performance by making it easier for firms to invest outside their home country, which is known as foreign direct investment (FDI). Improved connectivity may favour inward investment as increased passenger traffic and trade that accompanies improved connectivity can lead to a more favourable environment for foreign firms to operate in. Chart 1.2 plots the total value of FDI built up in individual countries in relation to their GDP against an index of connectivity (produced by IATA), that measures the availability of flights, weighted by the importance of each of the destinations served. The chart shows that countries with higher connectivity (measured relative to their GDP), are in general more successful at attracting foreign direct investment. This is emphasised by the upward sloping line that confirms the statistical relationship between greater connectivity and greater FDI.

1.2 Catalytic effects – tourism

Air transport lies at the heart of global business and tourism. Through its speed, convenience and affordability, air transport has expanded the possibilities of world travel for tourists and business travellers alike, allowing an ever greater number of people to experience diversity of geography, climate, culture and markets.

Tourism, predominantly for leisure purposes, makes a significant contribution to the economies of each Pacific Ocean Island, with foreign visitors spending an estimated $2,294 million in the region in 2009. Approximately 89% of these visitors travelled by air, implying that foreign visitors arriving by air spent approximately $2,050 million.

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry directly employed approximately 63,700 people and supported indirectly through its supply chain a further 48,200 jobs. A further 22,000 people were supported through the household spending of those people directly and indirectly employed by the travel and tourism sector.

Through the spending of those foreign visitors who travelled by air, the travel and tourism industry directly contributed $998 million to the economy of the Pacific Ocean Islands region (GDP), $660 million indirectly through the output it supports down its supply chain and a further $294 million through the induced effects of consumer spending.

For six countries where we have the most detailed data on the travel and tourism sector, we present in the following pages a more detailed analysis of the aviation sector’s catalytic impacts of tourism.

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5 Based on IMF and UNWTO statistics
6 Includes foreign visitors arriving on both domestic and foreign carriers
7 Fiji, Kiribati, Papua New Guinea, the Solomon Islands, Tonga and Vanuatu.
1.2.1 Fiji

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately FJD 1,358 million to the Fijian economy (24.6% of total GDP) and supported 66,000 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.3: Travel and tourism’s contribution to GDP and Employment in Fiji

Source: Oxford Economics

1.2.2 Kiribati

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately AUD 518 thousand to the economy of Kiribati (0.3% of total GDP) and supported around 130 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.4: Travel and tourism’s contribution to GDP and Employment in Kiribati

Source: Oxford Economics
1.2.3 Papua New Guinea

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately PGK 3 million to the economy of Papua New Guinea (0.1% of total GDP) and supported around 300 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.5: Travel and tourism’s contribution to GDP and Employment in Papua New Guinea

Source: Oxford Economics

1.2.4 Solomon Islands

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately SBD 487 million to the economy of the Solomon Islands (8.5% of total GDP) and supported 7,800 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.6: Travel and tourism’s contribution to GDP and Employment in the Solomon Islands

Source: Oxford Economics
1.2.5 Tonga

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately TOP 33.2 million to the Tongan economy (5.1% of total GDP) and supported 1,800 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.7: Travel and tourism’s contribution to GDP and Employment in Tonga

Source: Oxford Economics

1.2.6 Vanuatu

When only considering the contribution linked to the spending of foreign visitors arriving by air, Oxford Economics estimates that in 2009 the travel and tourism industry contributed approximately VUV 12.9 billion to the economy of Vanuatu (19.0% of total GDP) and supported 10,900 jobs. In addition to the direct impact of the industry, these figures include both the indirect and induced impacts of its locally-based supply chain and the household spending of those employed both directly and indirectly.

Chart 1.8: Travel and tourism’s contribution to GDP and Employment in Vanuatu

Source: Oxford Economics
1.3 Catalytic effects – trade

Compared to other modes of transport, air freight is fast and reliable over great distances. However, these benefits come with a cost attached. Consequently, it is mostly used to deliver goods that are light, compact, perishable, time sensitive or that have a high unit value.

These key characteristics of air freight are most apparent in the data on the modes of transport used in world trade. For example, data on the weight (volume) and value of goods carried by air, sea and land transport is available for global trade. While air accounts for just 0.5% of the tonnage of global trade (Chart 1.9), air freight makes up 34.6% of the value of global trade.

Chart 1.9: Proportion global trade transported by air

<table>
<thead>
<tr>
<th>Volume</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.54%</td>
<td>34.6%</td>
</tr>
</tbody>
</table>

Source: The Colography Group, Oxford Economics

As with passenger services, air freight operations make up an essential part of the global transport network. Air freight's global reach is clearly illustrated from Chart 1.10. Measured in terms of tonnage carried to and from the Pacific Ocean Islands, nearly all trade is with the Asia Pacific region, with the residual linked with Europe.

Chart 1.10: Regional distribution air freight (tonnes)

<table>
<thead>
<tr>
<th>Region</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asia Pacific</td>
<td>99.8%</td>
</tr>
</tbody>
</table>

Source: IATA, Oxford Economics

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8 Based on statistics for Fiji, Papua New Guinea and the Marshall Islands

2 Economic footprint

Sections 1 and 2 have looked at the benefits of air transport services for its customers, and the longer-term benefits that accrue through increasing connectivity. In this section we turn to the domestic resources that the aviation sector currently deploys to deliver its services, together with the domestic goods and services consumed by the workers who depend on the sector for their employment. We call the value added and jobs supported by this economic activity the aviation sector’s ‘economic footprint’.

The resources deployed by the aviation sector are measured by its Gross Value Added (GVA). GVA is calculated either as the output created by the sector less the cost of purchased inputs (net output measure), or by the sum of profits and wages (before tax) generated from the sector’s economic activity (income measure). The two approaches are equivalent. Using either approach, by adding the GVA of all firms in the economy, one derives an estimate for the economy’s overall output (GDP). We refer to this as the sector’s direct contribution to GDP.

From this direct contribution, the sector’s economic footprint is calculated by adding to it the output (and jobs) supported through two other channels, which we refer to as the indirect and the induced contributions. The indirect contribution measures the resources deployed by the aviation sector through using domestically produced goods and services produced by other firms – i.e. the resources used through its supply chain. The GVA generated through the indirect and direct channels supports jobs both in the aviation sector and in its supply chain. The workers whose employment depends on this activity in turn spend their wages on goods and services. The induced contribution is the value of the domestic goods and services purchased by this workforce. Taken together, these three channels give the aviation sector’s economic footprint in terms of GVA and jobs.

The aviation sector contributes to the economy in two other ways. Through the taxes levied on GVA (recall that it is equal to the sum of profits and wages), the aviation sector supports the public finances, and the public services that depend on them. Second, through its investment and its use of advanced technology, the aviation sector generates more GVA per employee than the economy as a whole, raising the overall productivity of the economy. These issues are discussed at the end of this section.

2.1 The aviation sector and its economic footprint

The sector is comprised of two distinct types of activity:

- **Airlines** transporting people and freight.
- **Ground-based infrastructure** that includes the airport facilities, the services provided for passengers on-site at airports, such as baggage handling, ticketing and retail and catering services, together with essential services provided off-site, such as air navigation and air regulation.

The aviation sector supports GDP and the employment in the Pacific Ocean Islands through four distinct channels. These channels are:

- **Direct** – the output and employment of the firms in the aviation sector.

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10 It is only true to an approximation that GVA is equal to the sum of profit and wages, or that the sum of GVA across firms equals GDP. The difference in each case, however, is small enough for us to proceed as if the equalities do in fact hold. The differences are explained in the Annex to this report.
Pacific Ocean Islands report

- **Indirect** – the output and employment supported through the aviation sector’s Pacific Ocean Islands based supply chain.

- **Induced** – employment and output supported by the spending of those directly or indirectly employed in the aviation sector.

- **Catalytic** – spillover benefits associated with the aviation sector. Some of these include the activity supported by the spending of foreign visitors travelling to the Pacific Ocean Islands via air, and the level of trade directly enabled by the transportation of merchandise.

### Table 2.1: Aviation’s contribution of output and jobs to the Pacific Ocean Islands

<table>
<thead>
<tr>
<th>Contribution to GDP (USD million)</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total</th>
<th>% of whole economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airlines</td>
<td>53</td>
<td>5</td>
<td>26</td>
<td>85</td>
<td>0.5%</td>
</tr>
<tr>
<td>Airports and Ground Services</td>
<td>98</td>
<td>30</td>
<td>48</td>
<td>177</td>
<td>1.0%</td>
</tr>
<tr>
<td>Total</td>
<td>151</td>
<td>36</td>
<td>74</td>
<td>261</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contribution to employment (000s)</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total</th>
<th>% of whole economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airlines</td>
<td>5.1</td>
<td>1.5</td>
<td>4.3</td>
<td>10.9</td>
<td>0.3%</td>
</tr>
<tr>
<td>Airports and Ground Services</td>
<td>2.6</td>
<td>8.3</td>
<td>8.0</td>
<td>18.9</td>
<td>0.6%</td>
</tr>
<tr>
<td>Total</td>
<td>7.7</td>
<td>9.8</td>
<td>12.3</td>
<td>29.8</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

| Catalytic (tourism)               | Contribution to GDP (USD million) | 998 | 660 | 294 | 1,952 | 11.1% |
|-----------------------------------| Contribution to employment (000s) | 64 | 48 | 22 | 134 | 4.1% |

Source: IATA, Oxford Economics

The table above reports the economic contribution of the airlines and airports for each of the four channels. Contributions are reported both in terms of GDP and employment. In the following pages we look in turn at the aviation sector in each individual country, and describe their economic contribution in more detail.

The way that we build up the aviation sector’s economic footprint is also illustrated in Figure 2.1. The top panel shows the two activities that comprise the aviation sector: air transport services and the airports and ground-based infrastructure. The panel below represents their supply chains with boxes that list the most important inputs purchased by each activity.

The third panel from the top describes the induced contribution that comes through the spending by workers of both the aviation sector and its supply chain – represented by the arrows that link this panel with the panels above. The bottom panel, entitled ‘economic footprint’, reports the total GVA, jobs and tax contribution. These totals are the sum of the numbers reported in the panels above.

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11 Due to a lack of data we were unable to make any adjustment to multipliers to account for intra-regional trade flows. As such the indirect and induced estimates should be viewed as conservative.
The Aviation Sector
In this study is defined as -

**Locally-based Airlines**
- Domestic & International passenger & freight services

**Ground-based Infrastructure**
- All on-site activities at Airports
- ANSP
- Regulators

Direct Contribution of the aviation sector = GVA, employment and tax generated by the aviation sector.
= USD151 Million  Employment= 7,700 Jobs

The Aviation Sector’s Supply Chain
Purchases by the aviation sector of domestically produced goods & services from firms outside the aviation sector.

**Locally-based Airlines**
- Aviation Fuel
- Catering
- Repair + Maintenance
- Ticketing + Distribution (e.g. Travel Agents, CRS etc.)
- Freight Forwarding
- Aircraft Financing
- Other Finance + Business Services

**Ground-based Infrastructure**
- Finance
- Construction + Facilities management
- Electricity + Water supply
  **Non-airside supply chain**
  - Food + Drink
  - Business + Marketing Services
  - Computing

Indirect Contribution of the aviation sector = GVA, employment and tax generated by the aviation sector’s supply chain.
= USD36 Million  Employment= 9,800 Jobs

Induced Spending
Spending by employees of the aviation sector & its supply chain on domestically produced goods & services.

Induced Contribution of the aviation sector = GVA, employment and tax generated by the spending of employees of the aviation sector & its supply chain.
= USD74 Million  Employment= 12,300 Jobs

Economic Footprint
Economic footprint = Sum of Direct, Indirect and Induced Contributions.
= GVA = USD261 Million  Employment = 29,800 jobs

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For a definition of GVA please refer to the Annex
2.2 Cook Islands

More than 1,040 scheduled international flights depart the Cook Islands annually, destined for 5 airports in 4 countries. Domestically, more than 3,500 flights make over 104,000 seats available to passengers annually, destined to 6 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.2).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Rarotonga International Airport, the only international airport in the Cook Islands, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

Rarotonga International Airport handles approximately 281,000 passengers annually.

Chart 2.2: Regional distribution of scheduled passenger trips originating in the Cook Islands

Chart 2.3: Jobs and output supported by the aviation sector in the Cook Islands

Overall, the aviation sector contributes NZD 8.4 million to the economy (3.3% of GDP) and supports around 260 jobs in the Cook Islands. Included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.3 Fiji

More than 5,660 scheduled international flights depart Fiji annually, destined for 21 airports in 14 countries. Domestically, 21,260 flights make more than 450,000 seats available to passengers annually, destined to 11 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.4).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Nadi International Airport, Fiji’s main international airport, that directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 1.5 million passengers and 140 tonnes of freight is handled annually by airports in Fiji.

Chart 2.4: Regional distribution of scheduled passenger trips originating in Fiji

Chart 2.5: Fijian jobs and output supported by the aviation sector

Overall, the aviation sector contributes FJD 69 million to the economy (1.3% of GDP) and supports around 3,400 jobs in Fiji. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.4 Guam

Airlines registered in Guam carry 242 thousand passengers and 6,000 tonnes of freight a year to and from Guam. More than 16,200 scheduled international flights depart the Guam annually, destined for 22 airports in 12 countries. There is no domestic aviation.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.6).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Guam International Airport, the only international airport in Guam, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 2.2 million passengers and 26,000 tonnes of freight is handled annually at Guam International Airport.

Chart 2.6: Regional distribution of scheduled passenger trips originating in Guam

Overall, the Aviation sector contributes USD 125 million to the economy (5.0% of GDP) and supports around 4,200 jobs in Guam. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.5 Kiribati

More than 360 scheduled international flights depart the Kiribati annually, destined for 4 airports in 4 countries. There is no domestic aviation.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.8).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Bonriki International Airport, the main international airport in Kiribati, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 15 thousand passengers are handled annually by airports in Kiribati.

**Chart 2.8: Regional distribution of scheduled passenger trips originating in Kiribati**

<table>
<thead>
<tr>
<th>Region</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia and Pacific Region</td>
<td>300</td>
</tr>
<tr>
<td>North America</td>
<td>2</td>
</tr>
</tbody>
</table>

**Chart 2.9: Jobs and output supported by the aviation sector in Kiribati**

<table>
<thead>
<tr>
<th>Headcount</th>
<th>AUD million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>300</td>
</tr>
<tr>
<td>GDP</td>
<td>2.5</td>
</tr>
</tbody>
</table>

Source: IATA, Oxford Economics

Overall, the aviation sector contributes AUD 2.3 million to the economy (1.4% of GDP) and supports around 300 jobs in the Kiribati. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.6 Marshall Islands

More than 725 scheduled international flights depart the Marshall Islands annually, destined for 4 airports in 3 countries. Domestically, more than 1,500 flights make over 80,500 seats available to passengers annually, destined to 7 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.10).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Marshall Islands International Airport, the only international airport in the Marshall Islands, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 96 thousand passengers and 59,000 tonnes of freight is handled annually at Marshall Islands International Airport.

Chart 2.10: Regional distribution of scheduled passenger trips originating in the Marshall Islands

![Regional distribution chart]

Chart 2.11: Jobs and output supported by the aviation sector in the Marshall Islands

![Jobs and output chart]

Source: IATA
Source: IATA, Oxford Economics

Overall, the Aviation sector contributes USD 2.6 million to the economy (1.3% of GDP) and supports around 310 jobs in the Marshall Islands. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.7 Micronesia

More than 1,090 scheduled international flights depart Micronesia annually, destined for 4 airports in 3 countries. Domestically, more than 880 flights make over 138,780 seats available to passengers annually, destined to 3 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the "Real World Wide Web", offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.12).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Pohnpei International Airport, Micronesia’s main international airport, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 174 thousand passengers and 2,000 tonnes of freight is handled annually by airports in Micronesia.

Chart 2.12: Regional distribution of scheduled passenger trips originating in Micronesia

Chart 2.13: Jobs and output supported by the aviation sector in Micronesia

Overall, the aviation sector contributes USD 3.8 million to the economy (2.1% of GDP) and supports around 550 jobs in Micronesia. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.8 Papua New Guinea

More than 3,000 scheduled international flights depart the Papua New Guinea annually, destined for 9 airports in 7 countries. Domestically, more than 38,740 flights make over 2.1 million seats available to passengers annually, destined to 38 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.14).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Jacksons International Airport, the only international airport in Papua New Guinea, that directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 1.4 million passengers and 100 tonnes of freight is handled annually at Jacksons International Airport.

Chart 2.14: Regional distribution of scheduled passenger trips originating in Papua New Guinea

Chart 2.15: Jobs and output supported by the aviation sector in Papua New Guinea

Source: IATA

Overall, the aviation sector contributes PGK 270 million to the economy (1.2% of GDP) and supports around 17,200 jobs in Papua New Guinea. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.9 Samoa

More than 3,270 scheduled international flights depart the Samoa annually, destined for 8 airports in 5 countries. Domestically, more than 310 flights make over 5,920 seats available to passengers annually, destined to 3 airports.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.16).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Faleolo International Airport, Samoa’s only international airport, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 171 thousand passengers and 1,200 tonnes of freight is handled annually at Faleolo International Airport.

**Chart 2.16: Regional distribution of scheduled passenger trips originating in the Samoa**

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**Chart 2.17: Jobs and output supported by the aviation sector in Samoa**

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Overall, the aviation sector contributes WST 19 million to the economy (1.4% of GDP) and supports around 930 jobs in Samoa. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.10 Solomon Islands

More than 780 scheduled international flights depart the Solomon Islands annually, destined for 5 airports in 5 countries. Domestically, more than 10,190 flights make over 252,980 seats available to passengers annually.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.18).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Honiara International Airport, the only international airport in the Solomon Islands, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 203 thousand passengers are handled annually at Honiara International Airport.

Chart 2.18: Regional distribution of scheduled passenger trips originating in the Solomon Islands

<table>
<thead>
<tr>
<th>Region</th>
<th>Headcount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia and Pacific</td>
<td>514</td>
</tr>
<tr>
<td>Domestic</td>
<td>306</td>
</tr>
<tr>
<td>North America</td>
<td>28</td>
</tr>
</tbody>
</table>

Overall, the aviation sector contributes SBD 62 million to the economy (1.1% of GDP) and supports around 760 jobs in the Solomon Islands. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.

Chart 2.19: Jobs and output supported by the aviation sector in the Solomon Islands

<table>
<thead>
<tr>
<th></th>
<th>SBD million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>760</td>
</tr>
<tr>
<td>GDP</td>
<td>62</td>
</tr>
</tbody>
</table>
2.11 Tonga

More than 725 scheduled international flights depart Tonga annually, destined for 5 airports in 5 countries. There is no domestic aviation.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.20).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Fua’amotu International Airport, the main international airport in Tonga, which directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 164 thousand passengers and 1,400 tonnes of freight is handled annually by airports in Tonga.

**Chart 2.20: Regional distribution of scheduled passenger trips originating in Tonga**

**Chart 2.21: Jobs and output supported by the aviation sector in Tonga**

Overall, the Aviation sector contributes TOP 9.2 million to the economy (1.4% of GDP) and supports around 320 jobs in Tonga. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.12 Tuvalu

More than 100 scheduled international flights depart the Tuvalu annually, destined for one airport in one country. There is no domestic aviation.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the “Real World Wide Web”, offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.22).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Funafuti International Airport, the only international airport in Tuvalu, that directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 7 thousand passengers are handled annually at Funafuti International Airport.

Chart 2.22: Regional distribution of scheduled passenger trips originating in the Tuvalu

Chart 2.23: Jobs and output supported by the aviation sector in the Tuvalu

Overall, the Aviation sector contributes AUD 5.7 million to the economy (13.4% of GDP) and supports around 310 jobs in Tuvalu. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.13 Vanuatu

More than 1,400 scheduled international flights depart the Vanuatu annually, destined for 6 airports in 4 countries. Domestically, more than 14,800 flights make over 330,300 seats available to passengers annually.

Among the many reasons that people and businesses use air transport, people rely on it for holidays and visiting friends and family; while businesses use air transport for meeting clients and for the speedy and reliable delivery of mail and goods often over great distances. The air transport network, the "Real World Wide Web", offers practical, fast and reliable transport across the globe. The regions which travellers fly to and from underline its global reach (see Chart 2.24).

Airlines need ground-based infrastructure to operate. This infrastructure includes the facilities at Bauerfield International Airport, Vanuatu’s main international airport, that directly serve passengers, such as baggage handling, ticketing, retail and catering outlets. Less visible are the essential services which are sometimes provided off-site, such as air navigation and air regulation.

In total approximately 418 thousand passengers and 1,400 tonnes of freight is handled annually at airports in Vanuatu.

Chart 2.24: Regional distribution of scheduled passenger trips originating in the Vanuatu

![Regional distribution of scheduled passenger trips originating in the Vanuatu](image)

Source: IATA

Chart 2.25: Jobs and output supported by the aviation sector in the Vanuatu

![Jobs and output supported by the aviation sector in the Vanuatu](image)

Source: IATA, Oxford Economics

Overall, the aviation sector contributes VUV 1.4 billion to the economy (2.0% of GDP) and supports around 1,200 jobs in Vanuatu. In addition to the direct impact of the aviation sector (comprising the airlines as well as the airport and ground-based infrastructure), included within these figures are the indirect impacts of the industry’s locally-based supply chain (including the distribution sector delivering aviation fuel; the catering sector and the construction industry building or maintaining facilities at airports) and the induced impacts generated through the household spending of those employed by the sector and its supply chain.
2.14 Sectoral Breakdown of GDP

Reflecting the fact that many of the Pacific Ocean Island economies are at a relatively early stage of development the primary sector (agriculture, hunting, forestry and fishing) accounts for over a quarter (26%) of economic output. Extraction and utilities generate a further 13%. Manufacturing and construction are relatively small, together accounting for just 17% of GDP. The service sector accounts the remaining 43% of economic output split between wholesale and retail trade and restaurants and hotels (13%) transport, storage and communications (7%) and other service activities (23%).

Chart 2.26: Sectoral Breakdown of GDP for the Pacific Ocean Islands in 2009

Source: UN

2.15 Productivity

Table 2.3 provides an indication of the productivity of the aviation sector versus the rest of the economy. Measured as GVA per employee in USD, the combined productivity of air transport services in Pacific Ocean Islands (the airlines and the ground-based infrastructure excluding retail and catering services at airports and tourism) is estimated to be $19,572. This is around four times higher than that for the average productivity for the region as a whole ($5,377). This high level of productivity implies that were the resources currently employed in the aviation sector redeployed elsewhere in the economy, then this would be accompanied by a fall in overall output and income. For example, if productivity in the aviation sector was the same as the average productivity for the economy as a whole, then the level of GDP in the Pacific Ocean Islands would be around 0.6% lower than it is (about $110 million in current prices).

Table 2.3: Relative Productivity of the Aviation Sector

<table>
<thead>
<tr>
<th>Productivity (GVA per employee)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air transport services</td>
</tr>
<tr>
<td>Pacific Islands Economy</td>
</tr>
</tbody>
</table>

Source: IATA, Oxford Economics

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13 Due to lack of data this decomposition excludes Guam.
3 Conclusion

This study has described and quantified a number of channels through which aviation in the Pacific Ocean Islands region generates important economic benefits for its customers and the wider economy.

Studies of this kind usually focus on the ‘economic footprint’ of the industry, the GDP and jobs supported by the industry and its supply chain. We provide the latest estimates for these metrics. But the economic value created by the industry is more than that. It is not just jobs that are threatened if government policies are badly designed. The welfare of voting citizens and the effectiveness of infrastructure critical to the country’s long-term success are also at risk.

The study has also shown what a critical asset the air transport network is in the Pacific Ocean Islands, to business and the wider economy. Connectivity between cities and markets boosts productivity and provides a key infrastructure on which modern globalized businesses depend. Many of these city-pair connections are dependent on hub airports through which to generate the traffic density necessary to sustain them. All airlines supplying services at The Pacific Ocean Islands airports contribute to generating these wider economic benefits, primarily through boosting the tourism sector. These ‘supply-side’ benefits are hard to measure but are easily illustrated by the experience of the volcanic ash cloud, which closed much of European airspace for a week in early 2010. Travellers were stranded. Globalized supply chains and just-in-time manufacturing processes came to a halt.

More readily measured is the ‘economic footprint’ supported, mostly, by the activities of national airlines. Domestic-based airlines were responsible for carrying approximately 45% of both passengers and freight. The wages, profits and tax revenues created by these airlines flows through the domestic economy, generating multiplier effects on national income or GDP. The economic benefits for the Pacific Ocean Islands region created by non-domestic airlines are to be found in customer welfare and in the part these airlines play in providing the connectivity infrastructure between the Pacific Ocean Islands and overseas cities and markets.

Aviation has a significant footprint in the economies of the Pacific Ocean Islands region, supporting 1.5% of GDP and 29,800 jobs or 0.9% of the regional workforce. Moreover, the catalytic effect of aviation-supported tourism generates an additional $1,952 million (11.1% of GDP) and 133,800 jobs.

Also significant is the fact that these are high productivity jobs. The annual value added (or GVA) by each employee in air transport services in the Pacific Ocean Islands region is $19,572, almost four times higher than the average of $5,377.

All together these points demonstrate that aviation provides significant economic benefits to the economies of the Pacific Ocean Islands and its citizens, some of which are unique and essential to the operation of modern economies.
Annex: Our methods

Connectivity Index

The connectivity index is a measure of the quality of a country’s air transport network that reflects both the volume of passenger traffic and the importance of the destinations served. For every destination country for which there are direct services, an estimate of total passenger seat capacity is derived from data on the frequencies of service and the available seats per flight. From this underlying data, an index is constructed by attaching a weight to each destination. This weight reflects the relative importance of the destination in the global air transport network, measured by the number of seats available for passengers from that airport relative to Atlanta, the largest airport. The connectivity index will therefore have a higher value, the more destinations are served, the higher the frequency of services, the larger the number of available seats per flight and the greater the relative importance of the destinations served.

Benefits to tourism

In quantifying the benefits from Travel & Tourism (T&T) we were seeking to capture the spending by tourists and businesses on accommodation, food etc outside of their airfare (which forms part of our estimate of the direct calculation). In doing this we relied heavily on the Oxford Economics Travel & Tourism model prepared on behalf of the World Travel & Tourism Council (WTTC) which simulates Tourism Satellite Account (TSA) data across over 180 countries. From the model we obtained an estimate of the level of value-added created by foreign visitors, and assigned a share of this to the aviation industry based on the share of foreign visitor arrivals travelling by air. We then used coefficients within the model to divide this between T&T providers (direct) and their supply chain (indirect). Finally, we attributed a share of the total induced effect to the aviation industry by dividing our estimates of aviation-related direct and indirect GDP by total T&T direct and indirect GDP. It should be noted that this is a gross measure of the benefit from tourism and therefore does not account for the spending which is effectively “lost” when domestic residents travel abroad by air.

Economic footprint

In Section 3 we report the contribution that the aviation sector makes to the economy. The contribution is measured in terms of the value of the sector’s output and the number of people it employs. For each measure, the contribution is built up from three components: direct, indirect, and induced.

The direct output component is measured by Gross Value Added (GVA). GVA is measured either as the firm or industry sales revenue less purchases from other companies, or equivalently, as the sum of employee compensation and gross operating surplus, measured before the deduction of depreciation, interest charges and taxation. In this report we treat gross operating surplus as equivalent to gross operating profit, however, the two concepts differ slightly with the former including income from land and a technical adjustment for the change in stock valuation. GVA differs from Gross Domestic Product (GDP) in the price used to value goods and services. GVA is measured at producer prices that reflect the price at the “factory gate” together with cost of distribution. GDP is measured at market prices that reflect the price paid by the consumer. The two prices differ by the taxes less subsidies levied on the goods or services.

The indirect output component is measured using an Input-Output table that reports how industries use the output of other industries in the process of production, and how their final output is used, e.g. in final domestic consumption, changes in stocks or exports. For many countries, Input-Output tables are available as part of the national accounts. As Input-Output tables describe how an industry uses the output of other
industries as inputs in the production of its goods or service, they describe its full supply chain – its direct suppliers, those industries that supply its direct suppliers, and so on. This is reported as the indirect output component.

The Input-Output table reports how much of final output is sold in the domestic economy. Using similar methods as that used to derive the indirect output component, the Input-Output table can be used to estimate how much spending on completed goods (known as final domestic consumption) is supported through the employees of the industry and its full supply chain. This is reported as the induced output component.

Based on analysis at Oxford Economics, the ratio of induced output to the sum of direct and indirect output is capped at 30%.

The three output components – direct, indirect, and induced – are converted to their respective employment components, using an estimate for the average labour productivity (GVA per employee) for the economy.

**Exchange rates**

For the purposes of presenting consolidated figures in USD, the following 2009 annual average exchange rates have been applied where appropriate:

- **NZD-USD**: 1.39
- **FJD-USD**: 1.96
- **AUD-USD**: 1.28
- **PGK-USD**: 2.76
- **WST-USD**: 2.49
- **SBD-USD**: 8.06
- **TOP-USD**: 2.03
- **VUV-USD**: 106.74

**Passenger and freight volumes**

Passenger and freight traffic is accounted for in different ways across the industry supply chain, depending on the focus of the operator and the purpose of analysis. For example, airlines generally count the number of passengers who board their aircraft, whereas airports often count the number of passengers arriving or departing their airport – which in some cases can lead to totals significantly larger than those reported by airlines, despite referring to the same inherent volume of passengers. The table below outlines the main passenger and freight volumes referred to in this report. In particular, it shows how the numbers used in the calculation of consumer benefit and the economic footprint were derived.

<table>
<thead>
<tr>
<th>Pacific Island Nations</th>
<th>Domestic passengers (Thousands) (A)</th>
<th>International passengers (Thousands) (B)</th>
<th>Total passengers 2009 (Thousands) (C)</th>
<th>Number of passengers carried by National carriers (D)</th>
<th>Freight Tonnes 2009 (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Papua New Guinea</td>
<td>967</td>
<td>400</td>
<td>1,367</td>
<td>1,229,999</td>
<td>109</td>
</tr>
<tr>
<td>Fiji</td>
<td>370</td>
<td>1,177</td>
<td>1,547</td>
<td>797,924</td>
<td>137(1)</td>
</tr>
<tr>
<td>Vanuatu</td>
<td>163</td>
<td>254</td>
<td>418</td>
<td>271,688</td>
<td>1,356</td>
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<tr>
<td>Solomon Islands</td>
<td>79</td>
<td>124</td>
<td>203</td>
<td>119,489</td>
<td>n.a</td>
</tr>
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<td>Cook Islands</td>
<td>54</td>
<td>227</td>
<td>281</td>
<td>35,911</td>
<td>n.a</td>
</tr>
<tr>
<td>Marshall Islands</td>
<td>19</td>
<td>77</td>
<td>96</td>
<td>10,930</td>
<td>59,027(*)</td>
</tr>
<tr>
<td>Micronesia</td>
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<td>174</td>
<td>n.a</td>
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<tr>
<td>Tonga</td>
<td>164</td>
<td>164</td>
<td>328</td>
<td>n.a</td>
<td>1,372</td>
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<tr>
<td>Kiribati</td>
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<tr>
<td>Tuvalu</td>
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<td>n.a</td>
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<tr>
<td>Guam</td>
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<td>2,165</td>
<td>2,244</td>
<td>1,172,372</td>
<td>25,568</td>
</tr>
<tr>
<td>Samoa</td>
<td>2</td>
<td>168</td>
<td>171</td>
<td>33,314</td>
<td>1,175</td>
</tr>
</tbody>
</table>

*Year 2010

**Use in report**

- **A**: Number of passengers on aircraft flying within the Island
- **B**: Number of passengers on aircraft flying to and from the Island
- **C**: Number of passengers on aircraft flying to, from and within the Island
- **D**: Passengers carried by National registered airlines
- **E**: Tonnes of freight carried on aircraft flying to, from and within the Island

**Source**

- **PaxIS**: Airline passenger traffic
- **ACI / IATA AIF Freight Route**: Overall indicator of freight loaded and unloaded at airports in the Island.
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