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www.afgazad.com

afgazad@gmail.com

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زبان های اروپایی

M. Mandl

The « Gulfies» [1] : after the oil, the sky is the limit

12/30/2015

I refrain from using these companies who have a low level of employment policies and in fact directly and indirectly subsidised by their resp. governments; and whose governments sponsor and promote the lunatics of islamic, fundamentalist terrorism.

The sky in the world-after: global airspace also goes through a multi-polarization process

We had discussed one of the new diversification strategies of the Gulf countries' economies, particularly the one related to the capturing of the international air traffic through game stakes based on direct investments in the European airlines' share stocks. A strategy allowing them to divert the international traffic and air routes towards their own countries, according to their own ends.

Owning some of the most modern air fleet (they are the first sponsors of Airbus (380) and Boeing[3]), imposing new onboard and ground service standards[4], having invested in the most modern and innovative infrastructure, aligning extremely competitive prices ... the Emirates airlines (Dubai), the Etihad Airways (Abu Dhabi) and the Qatar Airways (Doha) have managed to find their place in the international airspace, leaving behind the American and European fleet.

The Number 1 airport in the world is nowadays Dubai[5] and Etihad Airways was voted the world's Best Airline company in 2016[6].

The so called Gulfies have definitely conquered the international routes, being under no international regulation in this sector (since the airline traffic is excluded from the WTO

rules[7]), facing no other “barriers” than those defined by some protectionist states (Canada, China or Russia for instance), being challenged by a European Union which counts as many air traffic regulations as states[8] (the only protection of the European Airlines is to prohibit any non-EU entity from owning more than 49% of the shares), facing an Asian air traffic primarily centered on itself, and an African continent lagging behind and recovering all the outdated fleet we are kindly donating every once in a while (thus placing its airlines on all the black lists of the world).

[1] “Gulfies” is Arab slang for, rather obviously, people from the oil-rich Gulf countries, especially Saudi Arabia, the UAE, Kuwait and Qatar – Source : the Guardian, 08/08/2006

[2] « Thus we are currently seeing the Gulf countries take over European airlines hand over fist and develop particularly aggressive strategies to grab control of European airspace, notably with the aim of diverting air traffic to their own hubs in a real strategy of opening up their region» Source: GEAB 96, June 15, 2015.

[3] The Emirates own 59 Airbus aircrafts A380, aiming to invest in 140 A380 or 200 (1/3 of the fleet A380) being the biggest partner of Airbus in terms of investments and commercial relations. Etihad owns , on a total of one hundred aircrafts, three times more Airbus than Boeing – Qatar Airways owns almost one hundred Airbus (and an order has been made for another hundred) out of 150 aircrafts approximately. Source: Slate, 15/06/2015 ; Wikipedia for Airbus ; and Wikipedia for Boeing.

[4] Regarding the delivered client services as well as the staff, we recommend the reading of this article from Africa Inside. Source : Afrique Inside, 23/11/2015

[5] Source : Center for aviation, 13/09/2015

[6] Source : PagTour, 07/12/2015

[7] « in the air traffic sector, for historical reasons, there is a gap of global governance... », Pascal Lamy in Les Echos, 08/05/2015

[8] For instance the negotiations between Germany and the Emirats. Source : Airliners, 15/10/2015