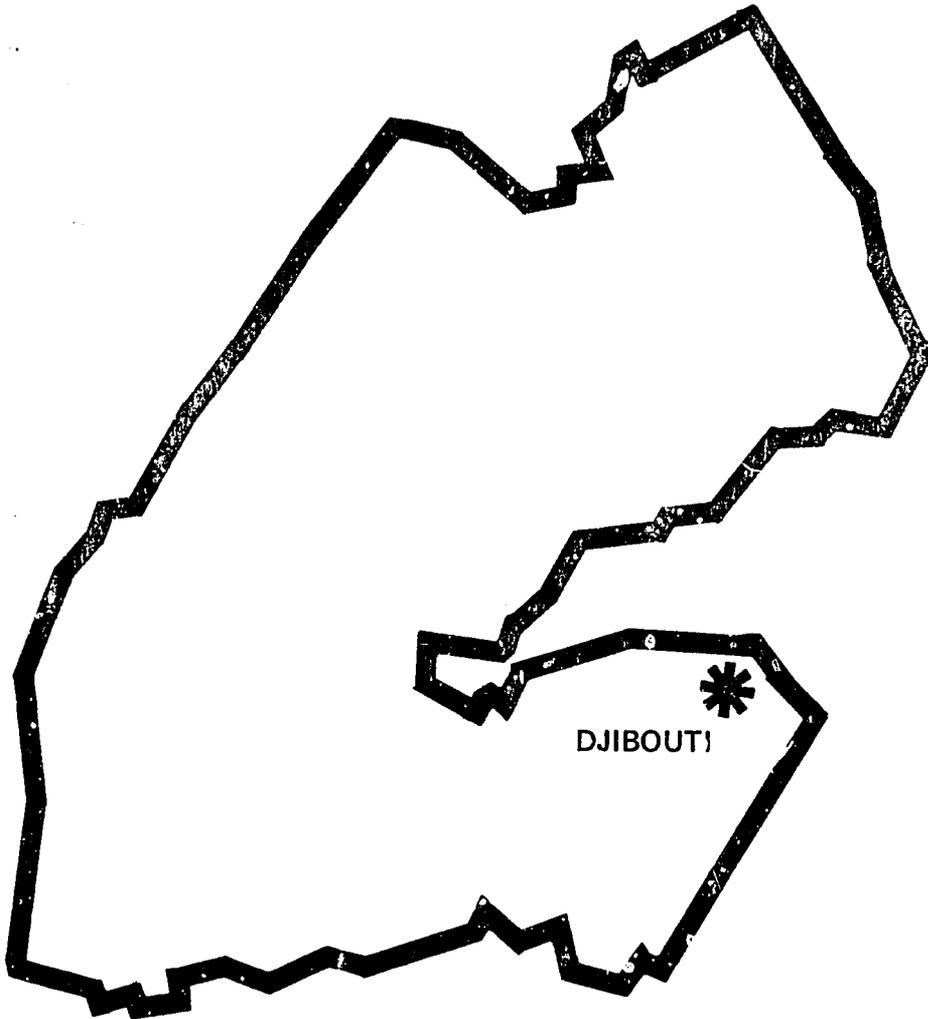


# Djibouti

## A Country Profile



January 1979

Office of Foreign Disaster Assistance  
Agency for International Development  
Washington, D.C. 20523

# Djibouti



502715 9 77 (542150)  
Mercator Projection  
Scale 1:1,300,000

- Railroad
- Road
- ✈ Airport

OFDA COUNTRY PROFILES: JANUARY 1979

AFRICA

Angola\*\*  
Cape Verde\*  
Chad  
Djibouti\*  
Ethiopia  
Madagascar  
Mali  
Mauritania  
Niger\*  
Senegal  
Somalia  
Upper Volta  
Zaire

ASIA

Afghanistan  
Bangladesh  
Burma  
India  
Indonesia  
Malaysia  
Nepal  
Pakistan  
Philippines

CARIBBEAN

Dominican Republic  
Haiti

LATIN AMERICA

Bolivia  
Brazil  
Chile  
Ecuador  
Guatemala  
Honduras  
Nicaragua  
Peru

NEAR EAST

Lebanon\*\*  
Turkey

SOUTH PACIFIC

Fiji  
Tonga  
Western Samoa

\* In preparation  
\*\* out of print

DJIBOUTI: A COUNTRY PROFILE

prepared for

The Office of U. S. Foreign Disaster Assistance  
Bureau for Private and Development Cooperation  
Agency for International Development  
Department of State  
Washington, D. C. 20523

by

Evaluation Technologies, Inc.  
Arlington, Virginia  
under contract AID-otr-C-1553

The profile on Djibouti is one in a series designed to provide baseline country data in support of the planning, analysis and relief operations of the Office of U. S. Foreign Disaster Assistance (OFDA). Content, scope and sources have evolved over the course of the last three years, and no doubt will continue to do so. The relatively narrow focus is intentional. To avoid redundancy, some topics one might expect to find in a "country profile" are not covered here.

If the information provided can also be useful to others in the disaster assistance and development communities, so much the better. Every effort is made to obtain current, reliable data; unfortunately it is not possible to issue updates as fast as changes would warrant. A cautionary note, therefore, to the reader: statistics are indicators at best, and if names and numbers matter, the bibliography will point to a current source.

We invite your comments and corrections. Address these and other queries to OFDA, AID, as given above.

March 1979

MAPS AND ILLUSTRATIONS

Maps	
Political.....	frontispiece
Ethnic.....	facing page 5
Topographic.....	facing page 46
Disaster History (AID).....	facing page 21

TO:

COUNTRY PROFILE USER Dear \_\_\_\_\_

Please use this form to note any changes, additions, corrections or suggestions you think would update and improve this country profile. Since our aim is to make these profiles as relevant as possible, your critique is essential and very much wanted. Return comments to Lucy Drobot, O'DA Country Profiles, Room 1262A.

NAME/OFFICE: \_\_\_\_\_ PHONE: \_\_\_\_\_ Date: \_\_\_\_\_

TOPIC	COMMENTS
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## Geographic Codes

AID Standard	692
State Regional	AF
FIPS	FT

## Country Names

Official	- Republic of Djibouti
Local	- Republique de Djibouti
Short	- Djibouti

## Official Holidays

National holiday - anniversary of the proclamation of Independence - June 27

Public Holidays 1977:

New Year's Day	.....January 1
Muslim New Year	.....January 1
Maulid El Nabi	.....March 3
Easter Monday	.....April 11
Labor Day	.....May 2
Ascension Day	.....May 19
Whit Monday	.....June 6
National Holiday	.....July 14
Assumption	.....August 15
Eid el Seghir	.....September 17/20 (end of Ramadan)
All Saints' Day	.....November 1
Eid el Kebir	.....November 25
Christmas Day	.....December 25

## Currency

100 centimes = 1 Djibouti franc  
Coins: 1, 2, 5, 10, 20, 50 and 100 Djibouti francs  
Notes: 50, 100, 500, 1,000 and 5,000 Djibouti francs

Exchange Rate  
US \$1 = 177.72 Djibouti (Jan. 1979)

The Djibouti franc did not follow the French devaluation of August 1969.

There are no restrictions on the amount of local or foreign currency which may be taken into or out of Djibouti. The Djibouti franc can be freely converted into any currency.

#### Time Zones

GMT + 3 hours  
EST + 8 hours

#### Host Country Embassy and Staff in US

Djibouti has no diplomatic representation in the US.

#### US Mission to Djibouti and Staff

##### Embassy

Address: Djibouti (E) Villa Plateau du Serpent Blvd.  
Marechal Joffre,  
Boite Postale 185

Phone: 35-95, 35-49

Telex: 873 FS AMEMB

Staff: CHG.....Walter S. Clarke  
ECO/COM.....Jeff Corydon  
ADM.....Clyde L. Jones  
AID.....Karl L. Mahler

## Treaties and Agreements

With US: None.

With Others: Treaties with France (signed June 27, 1977) of friendship and cooperation and economic cooperation; accords concerning a provisional military protocol and technical assistance

Multilateral: U.N. and related agencies, OAU, Arab League, African Development Bank (ADB), Economic Commission for Africa (ECA), Agency for Cultural and Technical Cooperation (ACCT); announced intention (June 1978) to join Union of Producers, Transformers and Distributors of Electrical Energy of Africa and Mauritius (UPDEA).

## Travel and Visa Information

Passports and visas are needed, obtainable at Djibouti Airport or from Immigration Office, Ave. Administrateur Bernard, Djibouti; or from a French embassy or consulate. Return tickets are also required.

Smallpox vaccination certificate is required of travelers three months of age and older from all countries. Yellow fever vaccination required of all travelers over one year of age arriving from an infected area.

## Ethnic and Sociocultural Groups

Two major ethnic groups, both Hamitic peoples, inhabit the ROD. Issas and related Somali tribes are numerical majority representing 50-60% of the population, while the Afars (Danakil), with ethnic ties to tribes in Ethiopia and Eritrea, make up approximately 40%.

In the tribal hierarchy, Afars come under one of three sultanates: Rohayto, Aoussa and Tadjourna, with only the latter being wholly in the ROD. The two major Afar groups, the Adoyamara (the "white people" or commoners) and the Assayamara (the "red people" or nobles)

have generally intermingled and both have a strong sense of Afar solidarity. The several tribes are subdivided into numerous fractions (made up of a number of related families), with authority being based on a rigid hierarchy which assigns to each chieftancy or fraction an accepted place in society based on seniority and numbers.\* Despite the existence of "noble" tribes and a social hierarchy, there are no privileged classes. The Afars inhabit about three quarters of the republic in northern and western areas.

The Issas of the Dir Somali clan are divided into three main groups: the Abgals, Dalols and Wardiqs, who are further divided into subtribes. The supreme chief of the Issas, the Ougaz, is chosen from the latter group, which lives mostly outside the ROD. The Dalols are considered superior to the Abgals because of genealogical seniority, but this seems to have little effect on their mutual relationship. While there is no rigid hierarchy in Issa society, there is a pariah caste, called by the generic term sab, whose dialect differs from pure Somali and whose occupations are the most menial (blacksmiths, hunters and potters). Authority is based on age and tradition, with only the assembly of Notables, made up of tribal elders (in contrast to Afar assemblies which include tribal heads regardless of age), having greater authority than the pater-familias. Strongly adhering to tradition, the Issas feel closely related to other Somalis within and outside the ROD.

The Issas are concentrated in the southwest and in the southeastern section which borders on Somalia and which includes the capital city of Djibouti. Alien Somali tribes represented in the ROD are the Issas, Darods and Gadaboursis.

Both major ethnic groups are nomadic, but some urbanization has occurred, especially among the Issas. Arabs (the majority originally from Yemen), mostly urban dwellers, make up about 6% of the population, but have had disproportionate political influence in the past because of their wealth. Afars and Issas have resented the Arabs' power, but because of a common religion, they have great respect for Arab culture. Europeans (the majority of whom are French, including over 4,000 members of the military still in the ROD) comprise about 4% of the population. Several other national groups are not numerically significant.

See also Conflict.

\* Afar workers in Djibouti refused to work together in gangs unless the foreman's position in the tribal hierarchy was higher than their own. (Djibouti and the Horn of Africa, Virginia Thompson and Richard Adloff, p.29)

## Languages

Upon joining the Arab League (September 1977) the GROD agreed to comply with the charter requirement that Arabic become the official language. French, which was formerly the official language and the principal language of business, will be the country's second language. Arabic is used by many local businessmen and is the language of the Koran, instruction in which along with a very basic education has been offered by Koranic schools to nomads and town dwellers. Somali and Afar, variations of a common Hamitic language, are spoken in their respective communities, but are not written languages. English may be understood in Djibouti, but is seldom spoken.

## Education

Prior to independence, Catholic missions and a public school system made educational facilities available to children in the city of Djibouti; small public primary schools were set up in Tadjoura, Dikhil, All-Sabieh and Obock. Curricula were aligned with those of France and the teaching of the French language was emphasized. Arab and European youth and alien Somalis were more likely than children of indigenous tribes to be enrolled in secondary schools, established mostly after 1960. Nomadic children received limited education and some religious instruction in Koranic schools, but since 1960's, secular education has been increasingly accepted. Since independence the government has taken on full responsibility for education. Literacy is estimated at 5-10%.

## Religions

Islam was introduced to inhabitants of Somali coast settlements at the beginning of the twelfth century and spread to hinterland tribes where it was modified by local tradition and customary laws. Both knowledge of Islamic dogma and opportunities to practice their faith are limited among the nomads, yet the Afars and Issas are deeply Muslim and carefully observe the dietary laws which prohibit the consumption of alcoholic beverages, pork, shellfish and the meat of animals not slaughtered in the prescribed manner. Some marabouts (religious teachers) are believed to have supernatural powers and may be sought out for help in treating illness.

Religious practices may be more regularly observed in urban areas where mosque attendance is possible. Pilgrimages to Mecca have become popular in recent years. The highest Muslim authority in the ROD is the Qadi of Djibouti (Sayed Ali Aboubaker Assakof).

There are a few Protestants and members of the Greek Orthodox Church, but most Christians are Roman Catholic (about 12,000); numbers fluctuate with size of the European community.

## Government

The country is a republic with a one-house parliament of 65 members (the Chamber of Deputies) chosen by universal adult suffrage. The present parliament was elected in May 1977, in conjunction with the independence referendum, from a single list of candidates presented by the RPI (Popular Independence Rally), a coalition group. The list comprised 33 Issas, 30 Afars and 2 Arabs.

The government, formed from the Chamber of Deputies, comprises a Council of Ministers presided over by a Prime Minister and an elected President to whom it is responsible. Hassan Gouled Aptidon, a Somali, was elected President by the Chamber of Deputies on June 24, 1977. The republic forms a single electoral district. Following independence in 1977, the Chamber of Deputies was charged with the task of drawing up a constitution for the new republic.

The colonial judicial system was based on French law, but indigenous customs and Islamic law were observed by many. Since independence, a new system based upon Islamic law is being formulated. At present, there is a higher court of appeal and a court of first instance in Djibouti as well as customary courts in the 5 cercles.

Approximately 4,500 members of French military forces remain in the ROD to provide defense and technical assistance in the formation of a national army.

## National Structure

The administrative organization consists of 5 cercles or districts of unequal size. During the colonial period each was headed by a commandant and was subdivided into administrative posts under lower ranking civil servants who were aided by the traditional chiefs and assemblies of Notables (Okal) of the local tribes. No information available on how this system may have been changed since independence.

## Regional Organization

Djibouti, Tadjoura, Obock, Ali-Sabieh and Dikhil

## Key Political Figures

President.....Hassan Gouled Aptidon  
Prime Minister.....Barkat Gourad Hamadou  
Minister of Agriculture and  
Rural Development.....Mahmoud Del Waiss  
Minister of Civil Service.....Mohamed Said Saleh  
Minister of Commerce, Transport  
And Tourism.....Aden Robleh Awaleh  
Minister of Finance and  
National Economy.....Ibrahim Mohamed Sultan  
Minister of Foreign Affairs  
And Cooperation.....Moumin Bahdon Farah  
Minister of Health.....Mohamed Ahmed Issa  
"Cheiko"  
Minister of Industry.....Ali Mahamed Houmed  
Minister of Interior.....Idriss Farah Abaneh  
Minister of Justice and Islamic  
Affairs.....Helaf Orbis Ali  
Minister of Labor.....Ahmed Hassan Liban  
"Gohad"  
Minister of National Defense.....Habib Mohamad Loita  
Minister of National Education,  
Youth and Sports.....Mohamed Djama Elabe  
Minister of Port Affairs.....Barkat Gourad Hamadou  
Minister of Public Works.....Omar Kamil Warsama

### Host Disaster Plan

As a result of the refugee situation, the GROD has asked for outside help in organizing a governmental committee to plan and implement emergency assistance and related rehabilitation and development programs. This committee will be known as the Djibouti Relief and Development Agency. It is not known if this is intended as a permanent operating organization.

### US Plan Components

At present, US Charge d'Affaires makes determination that a disaster situation exists and exercises his disaster relief authority in expenditure of funds allotted for emergencies.

### US Staff Roles

See US Mission and Staff

### Food Supplies

The following kinds of food have been made available by USG, international agencies and the GROD in recent emergency situation (care of refugees): Durra, rice, soy-fortified sorghum grits, vegetable oil, sugar, tea, tomato paste, dried skimmed milk, wheat, canned fish and canned meat. Information on acceptability lacking.

### US Assessment, Guidelines and Team

USAID has tentatively earmarked \$1 million worth of commodities for FY 1979 and requests \$700,000 worth be tentatively set aside for FY 1980 for possible continued emergency relief in refugee situation.

"The Mission is making progress organizing training courses for warehouse and distribution personnel utilizing the services of a WFP technician as instructor. Up country storage space has been constructed utilizing the Embassy's self-help fund and some of the proceeds of commodity sales. Distribution proceeds on a more regular basis now that funds are assured. A maternal/child feeding program has been organized for urban refugees and plans are being developed to assist some particularly needy groups of nationals also." (Report: AID Annual Budget Submission FY 1980 - Djibouti).

### Host Resources

Largely dependent on donor assistance and imports.

Port congestion and inadequate handling facilities have reportedly slowed operations in recent emergency. (Africa and West Africa - Agricultural Situation Review of 1977 and Outlook for 1978, USDA).

### Disaster Types and History

As a neutral country in the Horn of Africa, Djibouti was one of the places in which displaced persons from the fighting zones sought refuge in 1977 and early 1978. This influx of thousands (perhaps as many as 10,000) of victims of civil strife placed an added burden on an already strained economy.

With sparse, irregular rainfall, the ROD is subject to periods of drought. Conversely, sudden, heavy periodic rains and abnormally high tides have caused serious flooding in parts of the city of Djibouti, which is at sea level and has almost no storm drains. In May 1967, torrential rains flooded the Magala to a depth of 40 to 80 centimeters in places. Another such flood occurred in 1972 and most recently, in October 1977, when rainfall for a 7 day period measured 8.46 inches in the city of Djibouti. At least 50,000 people were affected by this flood, about 500 of them made homeless.

Djibouti is also in an earthquake zone. Two earthquakes occurred in early 1960's: one in January 1960, considered major and felt strongly on the French Somali coast; the other occurred in March of 1961 and caused slight damage. See Seismicity.

Assistance from USG in recent emergencies:

Refugee situation:

1. Temporary assignment of disaster relief officer (OFDA) and epidemiologist from CDC.
2. OFDA coordinated airlift of 170 tents from Europe.
3. Food for Peace representative visited Djibouti and determined food needs. (4,060 MT of PL480 Title II emergency food commodities were scheduled to begin arriving 12/77.)
4. AID sent technical assistance officer.

Flooding situation:

1. Helped local city administration defray labor costs for clean-up.
2. Purchased and shipped insecticides and sprayers (est. cost: \$3,500).
3. Purchased and shipped medical supplies procured by WHO (est. cost: \$7,500).
4. Dr. Edwards on CDC detail to advise on medical aspects on refugee problem; gave assistance in assessing epidemiological effects of flooding.
5. Some tents sent for refugees used to house flood victims who are also refugees.

Help to the ROD from International Community:

Refugee situation:

1. UNHCR has coordinated international assistance.
2. Through UNHCR, German Caritas and Brot Fur Die Welt pledged or contributed 200 family tents; 40 MT dried milk; 10,000 meters of cloth; 7,000 blankets (est. value of \$170,000).
3. Through UNHCR, the International Fund "Hungry Child" pledged an ambulance and one ton of dried milk.

4. Through UNHCR, World Food Program pledged foodstuffs to total value of \$169,300.
5. Sweden and Norway reported to have donated \$360,000 in cash.

Flooding Situation:

1. FAO was prepared to send livestock specialist to help protect herds against effects of cold weather; threat subsided.
2. WHO assisted USG in procurement of medical supplies. WHO epidemiologist working in anti-smallpox campaign arrived in Djibouti and was prepared to assess medical situation.
3. French naval forces in Djibouti made pumps available and a pumping crew with 3 pumps sent from Paris Fire Dept.

(AID Situation Reports - Nov. 9 and 11, 1977)

## Population

Statistical data concerning population numbers must be considered approximate at best. Fluctuations occur in large part because of the nomadic habits of many of the ROD's people and because of extensive migrations. In their search for water and pasture, nomadic tribes show little respect for national boundaries and may cross frontiers of countries where related tribes live; and from its earliest years Djibouti has attracted foreigners because of apparent port and rail-road employment opportunities. The greatest numbers of immigrants have been impoverished Somalis from several different tribes who have entered the country across the southern border. The lack of natural obstacles on that frontier has made it almost impossible to control the movement of people across it. From the early 1960's, many may have entered the country for political reasons to augment the Somali population already in Djibouti, which was pressing for the territory's independence. On the other hand, mass deportations of Somalis ordered by the government prior to the 1967 referendum offset this population increase to an unknown extent.

Recently, refugees from fighting zones in neighboring areas have added significantly to the number of people in the country. In 1977, the population of the three refugee camps, according to census data collected by UN personnel and survey information collected by Dr. Edwards of the CDC, was as follows: Dikhil, 2,400; Ali-Sabieh, 1,000; Djibouti, 250. An unknown number were staying with relatives or were unsettled. Estimates of the total number of refugees who entered the country range from 3,000 to over 10,000.

The 1960-61 census of French Somaliland conducted by the French government arrived at an enumerated population of 81,200 with 57.4% of the people living in an urban area. The UNDP mid-year estimate of population for 1976 was 108,000 with an annual rate of increase of 2.2%. The density of population was estimated to be 5 persons per square kilometer.

More recent estimates of population totals range from 220,000 to 250,000 at present.

Examples: 220,000 population ; 9 persons per sq km, including capital of Djibouti; 4 persons per sq km, excluding Djibouti (Europe Outremer, L'Afrique, Oct. 1977).

226,000 population ; 9.8 persons per sq km (Encyclopedia Britannica, 1978 Book of the Year).

50,000 estimated population (National Geographic, Oct. 1978).

The birth rate among the Afars tends to be low because marriages may take place only two months during the year and long separations of nomadic husbands and wives may occur when men seek temporary employment in the city while women and children, by tribal custom, must remain with the tribe.

### Regional Distribution

More than half of the ROD's population is concentrated in the capital city. An estimated 120,000 persons live there, with another 40,000 divided among the five towns of Obock, Tadjoura, Ambouli, Ali-Sabieh and Dikhil. The rest of the population consists of nomadic tribes scattered throughout the country wherever sufficient vegetation permits herds to graze.

## Overall Health Status

Tuberculosis is widespread and the most serious public health problem in the ROD. Pulmonary tuberculosis predominates. In 1976, 1,349 new cases of TB were reported with 36 deaths attributed to it. Dr. Edwards of CDC estimates attack rate to have been 540 per 100,000 in 1976, based on a 250,000 population figure. The disease is likely to be well advanced before treatment is sought. Local doctors estimate that 50% of new cases present with cavitory lesions. Chronic malnutrition and unsanitary living conditions contribute to the high morbidity and mortality rates of this and other diseases. Sufficient anti-tuberculosis drugs and BCG are presently supplied by the French, but this could end in 1979. Control is difficult because of constant introduction of the disease by people crossing the borders from Ethiopia and Somalia.

Enteric diseases are endemic, with bacillary dysentery being the most common. Nearly 800 cases were reported in 1975 as well as 119 cases of typhoid fever and 23 cases of paratyphoid (WHO statistics, 1977). There were no cases of cholera reported in 1976 and 1977, but concern remains that pilgrims returning from Mecca might introduce the disease.

Childhood diseases (whooping cough, chicken pox, measles and mumps) are common communicable infections. The incidence of venereal disease is high with gonococcal infections predominating. Skin and eye disorders are widespread. A severe conjunctivitis frequently results from trauma to the eye caused by the sand-laden winds of the summer monsoons. Heat and aridity, as well as vitamin deficiency and hypoproteinemia, appear to play a role in the cause of another eye condition, Bietta's disease, which is a common degenerative pathology of the cornea and is frequently seen in the ROD.

Malaria is not endemic, probably because of a well executed program of mosquito control. Cases are frequently seen, however, in new arrivals from Ethiopia and Somalia. Filariasis and dengue fever, which have been observed in the ROD, appear not to constitute a significant health problem. A polio vaccination campaign carried out by the GROD with vaccine purchased from the Pasteur Institute depends on continued funding. About 50 cases of polio were reported in 1977.

Anemia is widespread. The following additional diseases and the number of cases were reported for 1975: leprosy (7); meningococcal infections (31); infectious hepatitis (285); tetanus (5); scarlet fever (3); influenza (3,595). (WHO statistics). Dr. Edwards reports that about 5 cases of schistosomiasis, the first acquired in Djibouti, were recently identified.

Long recognized by health and government authorities as a serious threat to good nutrition, health, and the productivity of individuals is the widespread consumption of chat in the ROD and throughout the Horn of Africa. Derived from the leaves of a bush which grows abundantly in Ethiopia, chat is consumed by chewing the leaves or by drinking or inhaling the steam from water in which the leaves have steeped. Cathine produces an initial euphoria, followed by an illusory feeling of physical and psychical strength. Depression then sets in with such symptoms as insomnia, anorexia, motor and visual disorders and lowered blood pressure.

Although the long term health effects of using chat are not known, addiction is believed to contribute to malnutrition with resulting lowered resistance to disease because it diminishes appetite and makes a tremendous drain on financial resources which could be spent on food. It is estimated that the population spends the equivalent of one third to one half of the country's revenues on the purchase of chat. Attempts to prohibit its importation, largely by air freight because it must be used fresh, have not been successful.

#### National Vital Statistics

Births/thousand population, 1970.....	42
Deaths/thousand population, 1970.....	7.6
Natural increase.....	34.4
Life expectancy at birth.....	NA

(Source: UNDY 1976 - Figures may be incomplete and/or unreliable)

#### Health Services and Facilities

Djibouti has one general government supported hospital (Peltier). Lacking equipment and sometimes drugs, it provides free treatment for the poor and unemployed. French military personnel are cared for by military hospital. The European civilian population receives private health care while many working Djiboutis are covered by an organization called SMI which is similar to a health care organization.

Categories of medical establishments, number of hospital beds and types of illness for which they were used, and number of patient admissions or discharges have been reported as follows (1975):

<u>(Population In Thousands)</u>					
	<u>Type of</u> <u>Adminis-</u> <u>tration</u>	<u>Establi-</u> <u>sh-</u> <u>ments</u>	<u>Beds</u>	<u>Admis-</u> <u>sions</u> <u>or Dis-</u> <u>charges</u>	<u>Pa-</u> <u>tient/</u> <u>Days</u>
<u>Country Wide</u>		(106)			
General Hospital	A*	1	622	10,596	201,262
of which:					
General Medicine	A	-	242	2,646	61,416
General Surgery	A	-	191	2,058	51,941
Obstetrics	A	-	51	3,561	13,270
Pediatrics	A	-	49	554	11,890
Ophthalmology and Oto- Rhino-Laryngology	A	-	53	330	12,702
Stomatology	A	-	9	---	---
Tuberculosis and Other Chest Diseases	A	-	145	578	33,982
Psychiatry	A	-	27	219	7,585
Others	A	-	55	650	8,476
Medical Centers	<u>A</u>	<u>10</u>	<u>206</u>	<u>3,338</u>	<u>87,997</u>
Total	A	11	1,028	13,934	289,259

\* Government hospital establishments

Statistics for hospital utilization for 1975:

Population per bed: 100  
 Beds per 10,000 population: 97  
 Admissions per 10,000 population: 1,314.5  
 Bed occupancy rate (%): 77.1  
 (WHO statistics, 1977)

Medical facilities have been concentrated in the city of Djibouti, but in 1962 the government attempted to further decentralize services by establishing clinics in areas more easily accessible to the rural population. In addition to the clinics already existing in the hinterland cercles (i.e., Obock, Tadjourna, Ali-Sabieh and Dikhil), medical posts or first-aid stations were set up in Yoboki, As Eyla, Hall-Hall, Dorra and Randa. While refugees were entering Djibouti recently from the war zones, a paramedical team worked in the border station of Guelele, examining and vaccinating new arrivals.

A border patrol and male nurses in outlying dispensaries handle the task of surveillance of possible smallpox cases in people coming into the ROD. However, remote districts in the north are not well covered.

### Health Personnel

Estimates of the number of physicians range from 35 to 52. Most are French trained; a few are Djiboutis trained in various countries. Physician estimates include military doctors and those in private practice as well as doctors in public health service, including a Director of Public Health.

#### Distribution by type of Medical Personnel (1975):

Physicians:	52
Dentists:	6
Dental Technicians:	3
Pharmacists:	6
Pharmaceutical Assistants:	6
Veterinarians:	2
Veterinary Assistants:	20
Midwives:	4
Traditional Birth Attendants:	19
Nurses:	137
Assistant Nurses:	102
Nursing Auxiliaries:	193
Physiotherapists:	1
Medical Laboratory Technicians:	7
Medical Laboratory Assistants:	11
Medical Radiological Technicians:	3
X-Ray Assistant Technicians:	5
Auxiliary Sanitarians:	91
Other Health Auxiliaries:	287

In 1975, the number of physicians per 10,000 population was 4.9 and the population per physician estimated to be 2,040. (WHO statistics, 1977).

### Diet Summary

**Starches:** durra (sorghum durra), a type of millet, is a staple of nomads' diet. Obtained through barter or purchase; eaten in porridge or pancake form. Rice, corn, beans also eaten.

**Meat:** goat, mutton or camel eaten on rare occasions by nomads.

**Milk:** from goats, sheep, cattle and camels. A staple in diet of nomads, it is drunk in large quantities when pastureage is good. May be used soured.

**Fat:** ghee and sheep's tail used by nomads. Vegetable oil may be used by sedentary population.

**Fish:** eaten only by coastal groups and by urban population. Islamic prohibition against consumption of shellfish.

**Grains:** durra the primary grain; millet and rice also eaten.

**Legumes:** beans

**Vegetables:** corn, red pepper, green vegetables, tomatoes and onions consumed by town dwellers.

**Fruit:** dates when available. Melons grown in Ambouli gardens.

**Beverages:** milk, tea, coffee.

### Diet by Population Sector

**Nomads in the hinterland:** principally milk and durra, ghee, sheep's tail; occasionally goat, sheep or camel meat, dates, cereals, and corn

Sedentary poor: including sedentary cultivators and those on the fringes of the cities-- possibly the most malnourished group: corn, durra, and beans which they may grow, and purchased sugar, vegetable oils or ghee.

### Nutrition

Subsistence nutrition is generally most that can be obtained. Iron and vitamin deficiencies are common, especially in children and women of childbearing age. The cost of food is high and chat consumption, which dulls appetite and takes large amount of workers' salaries, is thought to be a significant factor in malnutrition. Nomads' food supply is precarious; dependent on sufficient rainfall to promote growth of vegetation. Periods of drought seriously limit indigenous food production.

### Housing Summary

Nomads (both Afars and Issas) live in portable "bee-hive" huts. They can be easily built and dismantled and consist typically of an armature of boughs over which palm-leaf mats or skins are stretched. The matting is bound to the frame with thick cord which is also used to bind it to the camel pack when being transported.

A more permanent form of housing is found among the Afars in the high regions of the Gouda and Mabila mountains. There the dabou, made of large stones held together with earth and covered with mats and rubble thrown over thorn scrub, serves as a dwelling for tribesmen who live a sedentary existence part of the year.

### Urban Housing

Housing of urban poor is extremely inadequate. One and two room shanties provide housing in the native quarter of Djibouti known as the Magala. The section has expanded rapidly with population growth of the city. Projects of the colonial government provided some improved dwellings, but they fell far short of meeting housing needs.

Refugees who recently settled in Djibouti are housed in makeshift shacks constructed of burlap, cardboard and scrap lumber, adding to the already serious overcrowding and poor sanitary conditions. There is no central sewage collection and treatment facility. Some modern houses have cesspools, but they must be periodically pumped out with no way to safely dispose of contents; other houses have shallow latrines. Contamination of water supplies in all areas of the ROD is a constant threat, although the water supply in the city of Djibouti is treated by chlorination and presently appears to be safe for consumption.

Many refugees in Djibouti, Ali-Sabieh and Dikhil are housed in tents provided by the USG.

## Economy

The new republic of Djibouti is one of the poorest countries in the world. With scarce natural resources, few industries and little potential for agriculture, the economy is based almost entirely on the port of Djibouti and the railway line linking the port with Addis Ababa. This has made the ROD particularly vulnerable since the basis for its prosperity can be so easily affected by external circumstances. The closing of the Suez Canal from 1967 to 1975 caused a drastic reduction in port activity from which it has never fully recovered; the port's budget has been in deficit since the year of the canal's closure. Growing competition in recent years from other Red Sea ports - Massawa, Assab, Aden and Jeddah - has resulted in lower volumes of trade and less use of fuel facilities in Djibouti. The recent severing of the Ethiopian-Djibouti rail line by Somali guerrillas during the Somalia-Ethiopian conflict nearly paralyzed rail traffic. The line has since been repaired and service restored.

In recent years, before Independence, the port and railway revenues accounted for about 25% of the GNP, with another 25% coming from France's civil expenses and the remainder coming from expenses connected with the presence of French military personnel. Although a French military force remains (approximately 4,500 men), there has been a general reduction of French presence. As early as 1976, when prospects for Independence seemed certain, many French firms and shopkeepers began closing, and several long-term building projects were abandoned. (Consumption of cement for construction was down from 26,000 tons in 1975 to 15,000 in July of 1976).

Migration of indigenous, unskilled nomads to Djibouti in search of temporary employment as well as a large influx of foreign laborers (mostly Somalis) has created a high urban unemployment rate (possibly 50%) in a city where employment opportunities generally depend on the amount of port activity. Since Independence, several factors have put unusual strain on the economy. The closing of several business firms, the decision of the Zim Israel Navigation Co. (which operated 30% of the port's traffic) to withdraw its equipment when Djibouti joined the Arab League, the temporary disruption of the Ethiopian transit trade, and the extra burden on the country's resources caused by the influx of thousands of refugees into the ROD have combined to create a grim economic outlook. Recent estimates fix the unemployment figure at 80% in 1978.

The ROD has virtually no industry. Aside from ship repair and rail and vehicle workshops, the only facilities are a Coca-Cola and a Pepsi-Cola bottling plant, two abattoirs and meat processing plants, and a liquid oxygen plant. Reserves of geothermal energy were dis-

covered in 1975 at a depth of 1,137 meters near Djibouti, but efforts to exploit it were later abandoned. (It would seem to have potential as an exploitable resource, however). The economy is thus based almost entirely on services, primarily connected with trade and with secondary labor markets in administration, construction, the military, health and education.

Livestock raising, fishing and some agriculture are the main occupational pursuits of the rural population and constitute the traditional economic sector. There is some fishing in waters off Obock and Tadjourna and a greater amount off Djibouti where a market exists among townspeople and passing ships. Despite small scale, rudimentary methods of operation, the present fishing industry has potential for expansion with better equipment for deep sea fishing and if there were increased interest in it among Djiboutis as a means of livelihood. In 1974, the total catch in sea fishing was 380 metric tons. (See Agriculture).

Prior to 1957, the country's most important export was salt which is found in great abundance in the ROD. When Ethiopia acquired another source of salt in Eritrea, Djibouti lost its main customer and significant exports ended in 1957. Although salt has low intrinsic value, the large quantities of it in the ROD may make it potentially worth exploiting. However, there has been only small evidence of other mineral deposits such as copper, Iceland spar and iron.

## Aid

The ROD will continue to receive financial aid from France in the immediate future. Under terms of an agreement in February 1978, France will provide 11.4 million francs (about \$2.5 million) during the second half of the year.

Saudi Arabia has agreed to make an outright grant of 10,500 m Djibouti francs (\$US 60 m) for projects in health, education, agriculture, housing and telecommunications.

USAID is funding emergency relief with long range plans for some development projects.

Aid has also come through UNHCR for housing, food and medical needs of refugees. In addition, the UNHCR assistance program also calls for a pilot refugee resettlement project in a rural zone among farmers.

## GNP

GNP at 1975 market prices: \$200 million, \$1,940 per capita. Growth rates for 1960-75 and 1970-75: 10.4% and 8.6% respectively. (Source: World Bank Atlas, 1977. GNP at market prices rounded to US \$ tens of millions; GNP per capita rounded to nearest US \$10. Estimates of GNP per capita and its growth rate are tentative.)

## GDP

Gross Domestic Product was approximately US \$65 million in 1972. Per capita income was estimated at US \$400 in 1972.

Budget (1978): 9,650 million Djibouti francs of which 2.8% will be spent on debt servicing, 3.2% on upkeep, 25.02% on materials and 51.09% on salaries. In 1977, revenue amounted to 1,200 million Djibouti francs.

## Imports

About 60% of Ethiopia's imports come through the port of Djibouti, including manufactured goods and fuel. Almost all domestically used goods must be imported. These consist of iron, steel and metal work, motorcars, trucks and spare parts, petroleum products, flour, timber, coal, sugar, cotton textiles, and cement.

In 1973 imports amounted to 12,675.1 million Djibouti francs. Principal suppliers were: France (6,248.6), Ethiopia (1,489.0), United Kingdom (759.3), Japan (810.5), Benelux countries (619.5).

With imports consistently and significantly exceeding exports, the country runs a permanent trade deficit. The unfavorable balance of trade has been offset only partially by invisible earnings such as harbor dues, transit taxes and railway profits.

### Exports

40% of Ethiopia's exports are handled by the port of Djibouti and include coffee, hides, wax, oilseeds, vegetables and fruit. Indigenous exports are limited mainly to ships' supplies, skins and hides.

Exports for 1973 (million Djibouti francs) totalled 3,498.5. Principal customer was France (2,950.3).

## Agriculture

Aridity and sterility of the soil in the ROD (about 90% is desert) and nomads' aversion to farming result in little cultivation of land. Production is limited to date growing at Ambouli and Dikhil and market gardening, the latter having been done on a significant scale only at Ambouli where Hakmi Arabs, using water from the wells of Ambouli's oases, produce green vegetables, tomatoes and fruit, which are then sold in Djibouti to supplement imported foodstuffs. Cultivation is limited to the relatively cool months between November and May. The colonial government maintained experimental gardens at Ambouli, Randa and in the Gobaad Plain.

Roundwood removals of 23,000 cubic meters each year (1961-74) are country's forestry yields.

## Livestock Raising

The nomadic pastoralists, who are not animal breeders in the Western sense, are the herders of livestock. Living largely outside the cash economy, they regard their animals as main source of wealth and food. Their principal food, milk, as well as butter and occasionally meat, is obtained from their herds. Water and pastureland govern nomads' choice of encampment. Treks are dictated by custom; migration time determined by abundance of rainfall.

Since cattle require good grasses, they are found only in the best grazing areas, such as the Gobaad Plain and the mountain ranges of Gouda and Mabilia. Camels, goats and sheep are found throughout the non-desert areas wherever drought-resistant plants provide grazing.

The Animal Husbandry Service provides meat inspection services and programs to vaccinate and protect animals against parasites. The inaccessibility of herds has hampered efforts of the too few veterinarians.

Efforts of the colonial government to improve living conditions of the nomads included a well digging program and a study aimed at making more effective use of pastureland. Recommendations called for rotation of pastures, avoidance of overgrazing lush pastures, and creation of fodder reserves. Carrying out the recommendations was expected to be a long-term project contingent upon the nomads' willingness to accept changes in their way of life.

Estimate of numbers of animals in 1975:

cattle:	19,000
sheep:	96,000
goats:	567,000
asses:	3,000
camels:	24,000

Livestock products included ('000 metric tons, 1975): meat 3, edible offals 0.6, goat skins 0.5 (FAO).

## Climate

The climate of the ROD is one of the hottest in the world, with the hinterland being somewhat drier than the port region. There are two main seasons dominated by the prevailing winds. From late summer to the end of March, sea winds (the Karma and the Sougoum) bring moisture and rain from the Indian Ocean and the year's most comfortable temperatures. Continental winds influence the weather patterns for the remainder of the year. Most extreme heat is experienced during the summer months when, for a period of about 50 days, the sand-laden Khamsin blows from the northwest, causing great discomfort to people as well as evaporation with resulting dessication of bodies of water.

Temperature ranges in degrees centigrade in Djibouti are as follows: mean daily maximum - 28.7° in January to 40.4° in July (may reach as high as 43.4° (110°F); mean daily minimum - 22.5° in January to 30.5° in July. Humidity tends to increase with lower temperatures; the relative humidity varies from 43% in July to 80% or higher in January.

The ROD's scant rainfall is erratic and varies with altitude. Rain falls in the coastal region about 26 days of the year, mostly in March and November, with an annual average of less than 5". Loyada, on the coast east of Djibouti, has the lowest yearly total (86 millimeters). In mountainous regions, rainfall amounts to an average 20", often occurring in severe, sudden storms. Sudden, excessive rainfall has at times resulted in disastrous flooding in the port of Djibouti. (See Disaster History). Periodic droughts also occur with serious effects on the diet and health of the population.

<u>Location</u>	<u>Annual Rainfall</u>
Djibouti	130.5 millimeters (average)
Loyada	86 millimeters (average)
Randa (on Mt. Gouda)	227 millimeters (average)
Asseyla (As-Eyla)	256 millimeters (average)
Mt. Mabila	150 - 300 millimeters (range)
Hanle Plain	150 millimeters (maximum)

## Land Forms

Djibouti is situated on the Strait of Bab el Mandeb which links the Red Sea and the Indian Ocean by way of the Gulf of Aden. It is bordered by Ethiopia on the north, west and south, by Somalia on the southeast, and by the Gulf of Aden on the east. It is located between  $41^{\circ} 38'$  and  $45^{\circ} 25'$  east longitude and between  $12^{\circ} 43'$  and  $10^{\circ} 55'$  north latitude. A small country of about 23,000 square kilometers (8,880 sq mi), it has a coastline of about 800 kilometers (500 mi). The hinterland extends only an average 90 kilometers (maximum depth 130 mi) beyond and parallel to the coastline.

The landscape is often described as desolate. The terrain is volcanic and its morphology extremely irregular. The heart of the country is formed of a triangular tectonic depression, situated along the line of the Great Rift Valleys of East Africa which run north-south and northwest-southeast. The complex fragmented relief consists of high blocks and subsidence zones in which are located lakes Assal (about 170 meters below sea level), and Abbe in the southwest, and sunken plains such as Hanle.

Volcanic eruptions have produced reliefs which vary from tabular (basalt mountains rising to 1,780 meters) to craggy peaks in the northeast.

The country can be divided into three main regions: a coastal area, plains, and mountains and plateaus. The coastal plain is narrow; inland areas are mainly sedimentary and coral rock near the shore.

## Vegetation

Vegetation, though generally sparse, occurs throughout the country.

Desert: low lying thorn scrub, some grasses after rain, scattered mimosa, acacia, gums and small euphorbias.

Valleys: where there are streams after rains-- mimosa, acacias, tamarinds, euphorbias and castor-oil plants. In the valley of Gobaad and the low region north of Ganle-- some doum and date palms

Mountains: euphorbias, dracaenae, jujubes, palms, bow-trees and ficus.

The best grasses are found at higher altitudes having greater precipitation -- as on the southeastern slopes of Mt. Mabilia and in the Gouda range where a succession of vegetation zones are found. The Dai forest, composed of juniper, ficus and jujube trees with grass undergrowth, is in the latter range. A plateau region north of Gouda provides grazing after rain fills the wadis. The same is true of Mussali Mt. on the Ethiopian border which affords pastureage only after rains. Grasses are good on the Dakka and Grammare plateaus which reach 1,175 meters and receive an annual average of 200 millimeters of rain. On these plateaus the colonial government increased the number of water holes and built dams to increase catchment areas. In the Arta Mountain region, shrubs abound but there is little grass. Some plains areas, such as Hanle and the Gobaad, yield vegetation but tend to be overgrazed. Others are highly saline, making grazing impossible.

Agriculture is possible in the ROD only with irrigation. (See Agriculture).

### Land Use

89% of Djibouti is barren desert, 10% is pastureland, and less than 1% is cultivated.

### Waterways

There are no permanent surface waterways in the ROD; few rivers have water throughout their length even after heavy rains. Three sandy streams, Sadai, Adaleyi and Iboli are in the Mt. Mabilia region, north of Tadjoura. There are a few subterranean rivers, the most important being the Ambouli, which is a source of water for the city of Djibouti.

## Coast

The coastline extends from Doumeira near the Eritrean border to Loyada on the boundary of Somalia. It is 800 km (500 mi) in length, being deeply indented by the Gulf of Tadjoura and further extended by the bay, Ghoubbat-el-Kharab. There are two harbors in addition to Djibouti, one at Obock and one at Tadjoura. Djibouti developed as the leading port because of its protected roadstead and relatively easy access to the hinterland.

## Ranges

The country is in a region geologically described as Afar. The Afar floor consists of a thick series of flood basalts and is cut by numerous, intense fault belts which tend in the ROD to run NW-SE to NNW-SSE.

North of the Gulf of Tadjoura lies a mountain range of which Mt. Mabila is the highest peak at 1,115 meters. The range extends southwest where it meets the Gouda range with peak elevations of 1,783 meters. On the Ethiopian border in the northwest, Mt. Mussali crests at 2,028 meters, while between the Ethiopian border and the Gaggale Plain is the Yaguer Massif which is barren and largely inaccessible. Farther south the Baba Alou Mt. reaches 987 meters in elevation. The Arta Mt. in the southeast rises to only 756 meters and ends in a series of cliffs which drop abruptly into the sea.

## Seismicity

In a study of the seismicity of the earth between 1953 and 1965, published by UNESCO, two earthquakes involving the French Somali coast were described as follows:

<u>No.</u>	<u>Year</u>	<u>Month</u>	<u>Day</u>	<u>Origin Time</u>	<u>Epicenter</u>	<u>N</u>	<u>M</u>
37-013	1961	11	11	08:41:03.6	11.7°N-43.0°E	n	6
37-014	1960	1	4	06:16:30.9	11.6°N-42.8°E	n	d

- 37-013: French Somali Coast; intensity VI-VII at Djibouti (slight damage); felt also at Tadjoura, Ali-Sabieh and Dikhil; several aftershocks.
- 37-014: Major earthquake preceded and followed by numerous shocks, felt strongly on the French Somali Coast, at Arta (11°31'N, 42°50'E); many walls were cracked, several native huts of shingles reported to have collapsed; cliffs reported to have broken away in neighborhood of Arta; the shock likewise felt at Djibouti, Tadjourah, and Ali-Sabieh. Series of shocks began on 31 December 1959; the meteorological service at Djibouti recorded 35 shocks during January 1960; most of these were also recorded by the observatory at Addis Ababa.

## Road Network

The road network in the ROD, approximately 1,650 km in total length, consists of about 90 km of paved roads with the remainder being pistes (tracks), 800 km of which can be used only by trucks and jeeps during the dry season. The streets of Djibouti, including an extension to Ambouli and the airport, are among the surfaced roads, as is the 40 km distance from the capital to the Arta hill section. The road leading from Djibouti to the southern frontier at Loyada has a crushed stone surface.

A system of improved roads in the south connects Djibouti with Ali-Sabieh and Dikhil. At Dikhil the road divides; one branch leads to As-Eyla and the other to Garbes and Yoboki. Recent construction beyond Yoboki has extended the track to connect with the Addis Ababa-Assab highway in Ethiopia. In the north, a track goes from Tadjoura inland to Dorra, and a recently constructed section of coastal road north of Obock completes the connection between Assab and Djibouti, by way of Maulhoule, Obock and Tadjoura. The distance between Djibouti and Tadjoura by this route is approximately 300 km. (It is 40 km by ferry across the Gulf of Tadjoura).

Roads are costly to construct and maintain because of damage from tornadoes and rainfall. Regardless of classification, they should be attempted with caution, as so called "improved" roads may be barely passable.

## Vehicles

Most vehicles are concentrated in the city of Djibouti. In 1969 (latest figure available), there were about 7,400 passenger cars and 1,500 commercial vehicles in the territory.

## Distances

From Djibouti to:	Arta	approximately 40 km
	Lake Assab	" 100 km
	Tadjoura	" 300 km (by road)
	Zella (in Somalia)	" 65 km

## Railroad

There is only one railroad, which is part of the line connecting Djibouti with the Ethiopian capital of Addis Ababa. The railway, which was completed and began operation in 1917, has a total length of 784 km (approximately 487 mi), of which only about 100 km (60 mi) lie in the ROD. It is a single track line of 1 meter gauge. The last station in the ROD is at Ali-Sabieh, about 89 km from Djibouti.

The railroad figures importantly in the ROD's economy because of the large volume of Ethiopian transit trade it carries to and from the port of Djibouti. (See Ports). It carries passengers as well as freight, and provides service several times weekly.

## Railroad Agency

La Societe du Chemin de Fer Franco-Ethiopien: under terms of a 1959 treaty, ownership has been equally divided between French and Ethiopian nationals. Negotiations between Djibouti and Ethiopia are being carried out with French assistance for the purpose of working out a new bi-national agreement concerning the railroad.

## Port

Djibouti, the only port in the ROD, has two important kinds of trade: transit trade with Ethiopia and a transshipment, victualing and bunkering trade.

Most of Ethiopia's foreign trade (an estimated 60% of imports and 40% of exports) passes through the port of Djibouti. After the 1952 federation of Eritrea with Ethiopia, an alternate route opened up for Ethiopia's trade via highway and truck to the port of Assab. Despite this competition, Djibouti has maintained an attitude of cooperation with Ethiopia and thus has kept a consistently large share of latter's transit trade.

Not wishing to be entirely dependent on an uncertain Ethiopian transit trade, authorities began expansion of other port activities. Djibouti also serves as a storage and distribution center in the transshipment of merchandise to other ports. Handling goods in tran-

sit, including Ethiopian trade, represents about one-fourth of the port's traffic. Greatest expansion has been in the victualing and bunkering trade for ships making Djibouti a port of call. Petroleum products amount to about 1.2 million tons annually, while there is a small trade in water and ice.

The harbor consists of a roadstead outer harbor and an inner harbor. The inner harbor is well protected; the roadstead is partially protected by reefs and the configuration of the land.

There are no restrictions on imports into Djibouti. The country was established as a free zone in 1949. Port dues are charged for loading and discharging services and for the use of the port's installations. It employs about 450 people in addition to 2,000 dockers; its annual handling capacity is in excess of 2 million metric tons.

In 1975, 1,230 ships entered the port of Djibouti. 214,701 metric tons of freight were loaded; 718,904 metric tons of freight were unloaded.

### Djibouti

Lat 11° 36' 17.5" N; long 43° 7' 56" E

General holidays: New Year's Day, Easter Monday, Labor Day (May 1), Whit Monday, National Day (July 14), Assumption (August 15), All Saints' Day (November 1), Armistice Day (November 11), Christmas Day (December 25)

Local holidays: Aid El Fitr, Aid El Kebir, Mohammedan New Year (1 Mouharam), Mouloud El Nabi

Currency: Djibouti franc

Accommodation: vessels may enter the harbor and berth alongside quays either by day or night. Twelve berths available of which four (Nos. 9, 10, 11 and 12) are for bunkering purposes only. All berths are equipped for bunker and water supply; a railway line also at each berth.

	<u>Length</u>	<u>Depth</u>		<u>Length</u>	<u>Depth</u>
	<u>m</u>	<u>m</u>		<u>m</u>	<u>m</u>
Quay No. 1	180	9.50	Quay No. 8	202	9.45
" No. 2	220	11.99	" No. 9	220	8.23
" No. 5	230	7.31	" No. 10	270	10.97
" No. 6	170	7.92	" No. 11	170	10.97
" No. 6/7	93	7.92	" No. 12	270	11.99
" No. 7	170	7.92	" No. 13	210	9.75

Anchorage: good holding ground for 90 to 100 ocean-going vessels; min depth 7.62 m

One floating crane of 80 tons capable of handling heavy cargo and two mobile cranes of 15 and 25 tons. A free port zone of 13 hectares is available for commercial expansion. This area is reserved for the installation of warehouses and industries. The plots are situated in the immediate proximity of the port precinct, where they are fenced-in and integrated. The entire area is divided into plots of 90 m by 40 m (3,600 sq m) with rail and road all along (as well as water, electricity, telephone). The plots may be leased to local or foreign merchants, industrial concerns or transit agents.

Development: construction of a 10,000 sq m shed. Reconstruction of berth 9. Extension of cattle area and construction of a cattle unloading quay. Road station at the entry to port to be constructed. New quay for the traffic of lighters, open ground and shedded area for containers.

Tanker Terminals: ten berths. Lengths 152.4 m to 274.3 m, drafts 8.30 m to 11.12 m. Night berthing possible. Water and bunkers available.

Bunkers: fuel and diesel oil

Pilotage: compulsory in and out

### Shipping Lines

Several shipping companies serve the port of Djibouti from Europe, Africa and the Red Sea ports:

Compagnie Bourbonnaise de Navigation: POB 99

Compagnie Maritime de L'Afrique Orientale: rue du Port, B.P. 89;  
Agents

Feronia International Shipping (Djibouti): Djibouti; 12 supply  
vessels

Gellatly Hankey et Cie. (Djibouti) S.A.: rue de Geneve, B.P. 81;  
Agents

J.J. Kothari and Co. Ltd.: POB No. 171, place Lagarde; Agents

Mitchell Cotts and Co. (Ethiopia) Ltd.: blvd. de la Republique,  
B.P. 85; Agents

Societe d'Armement et de Manutention de la Mer Rouge  
(SAMER): B.P. 10; Agents

Societe Maritime L. Savon et Ries: ave. St. Laurent du Var,  
B.P. 2125; Agents

### Airports

The ROD has one international airport in Djibouti and six smaller airfields. Only Djibouti/Ambouli Airport, which is located 5 km south of the city, is capable of handling all equipment in use by the six international airlines serving the country and by the national airline, Air Djibouti. There are also a few landing strips which can be used by military planes in an emergency.

NB: for up-to-date information consult latest issue of weekly International Notams, International Flight Information Manual, and/or ICAO's Air Navigation Plan for appropriate region.

<u>Location</u> <u>Coordinates</u>	<u>Eleva-</u> <u>tion M/</u>		<u>Runway Characteristics</u>			<u>Aircraft</u> <u>Strength</u> <u>(1000 kg)</u>	<u>Fuel</u> <u>Octane</u>
	<u>Temp C</u>	<u>NR/Type</u>	<u>Slope</u> <u>%</u>	<u>Aircraft</u> <u>Length M</u>	<u>CL</u>		
Djibouti/ Ambouli Reg S 11°32'48"N 43°09'32"E	15 37.6	09/27	0.334	3140	A	MLW 24/1 35/2 85/4	100JX

Remarks: Alternate Aerodromes: Addis Ababa/Bole Intl., Asmara/  
Yohannes IV, Jeddah/Jeddah Intl., Nairobi/Nairobi

Aids: LR, LTX, LO, MD, MC, MT, MS, MFD, MTX, MO, LVA09, ILS271, DME,  
VOR Stopway 09 & 27-60 Clearway 09-240, L4, L9. Fuel available  
on prior request. No telex.

### Key

#### Radio Aids

ILS - Instrument Landing System  
DME - Distance Measuring Equipment  
VOR - VHF Omni-Directional Range

#### Lighting Aids

PA - Precision Approach Lighting System  
SA - Simple Approach Lighting System  
VA - Visual Approach Slope Indicator System  
AV - Abbreviated Approach Slope Indicator System  
R - Runway Edge, Threshold & Runway End Lighting  
C - Runway Center Line Lighting  
TD - Runway Touchdown Zone Lighting  
TX - Taxiway Lighting  
B - Aerodrome or Identification Beacon  
O - Obstruction Lighting

#### Marking Aids

D - Runway Designation Markings  
C - Runway Center Line Markings  
T - Runway Threshold Markings  
TD - Runway Touchdown Markings  
S - Runway Sidestripe Markings  
FD - Fixed Distance Markings  
TX - Taxiway Center Line & Holding Position Markings  
O - Obstruction Markings

#### Additional Lighting Aids

1. Portable Runway Lights (Electrical)
2. Boundary Lights

3. Runway Flood Lights
4. Low Intensity Runway Lights
5. Low Intensity Approach Lights
6. High Intensity Runway Lights
7. High Intensity Approach Lights
8. Sequenced Flashing Lights
9. Visual Approach Slope Indicator (VASI)  
 (an asterisk (\*) preceding the element (\*L4)  
 Indicates lighting available on prior request  
 by phone, telegram, etc.)

### Personal and Aircraft Entry Requirements

Passport and visa required

Smallpox vaccination certificate is required of travelers three months of age and over from all countries. Yellow fever vaccination required of all travelers over one year of age arriving from an infected area.

### Aircraft

Private and non-scheduled commercial aircraft overflying or landing for non-commercial purposes must file a flight plan at least 48 hours in advance.

Non-scheduled commercial aircraft landing for commercial purposes must request prior permission from the Service De L'Aviation Civile, B.P. 123, Djibouti, Republic of Djibouti (telegraphic address: AVIACIVIL DJIBOUTI. TELEX: none) at least 10 days prior to departure. All requests must include (a) name of aircraft operator and owner, if different; (b) type of aircraft and registration marks; (c) complete route of flight; (d) date, time and airport of arrival; (e) purpose of flight; (f) number of passengers and type and amount of cargo; (g) for contributory group charters and air travel clubs, the name and address of charterer; (h) name and address of the person initiating the request.

Special notices: Newly independent country. All pilots should ascertain both personal and aircraft entry requirements well in advance of departure.

Aeronautical Information Source: AIP "AFI" (FRANCE)

International Notam Office: ADDIS ABABA-HAABYN

Airlines, Domestic and International

Air Djibouti B.P. 505, rue Marchand; internal flights to six major centers (include: Obock, Ali-Sabieh, Dikhil, Tadjoura and Randa) and services to Ethiopia, the Yemen Arab Republic, the People's Democratic Republic of Yemen, Somalia, Saudi Arabia and Egypt.

Djibouti is served by the following airlines: Air France, Air Madagascar, Democratic Yemen Airlines, Ethiopian Airlines, Somali Airlines and Yemen Airways Corporation.

Traffic

(1975) 4,249 aircraft arrived at Djibouti Airport. 1,712 metric tons of freight were loaded and 5,398 metric tons of freight were unloaded. Passengers arriving numbered 47,671.

Air Distances\*

From Djibouti (Ambouli) to:

Cairo.....	1489
Houston (via Cairo, Rome, NYC).....	8519
Miami (via Cairo, Athens, Madrid).....	8067
New Orleans (via Cairo, Rome, NYC).....	8269
New York (via Cairo, Rome).....	7098
Rome (via Cairo).....	2818

\* Statute Miles

## Electric Power

A thermo-electric power plant built in Djibouti in 1954 was taken over by Electricite de Djibouti in 1960. Another station is reported to be in operation now. Small generating plants were installed at Arta, Tadjoura and Dikhil in the early 1960's. Geothermal reserves may hold potential as an indigenous source of power which the country has lacked, having been entirely dependent on imported fuel oil. In 1977, the ROD had a 23,500 kw capacity. Production was 55 million kwh (310 kwh per capita).

## Radio Network

Radio is popular, as it is in many countries with a high illiteracy rate. The operation of Radio Djibouti was expanded in 1966 by French authorities, possibly to counter the effect of propaganda broadcasts by other countries in the area. There is one AM but no FM station. An estimated 30,000 radio sets were in use in 1977. Nomad groups are reported to possess transistor radio receiving sets.

## Radio Agency

Radiodiffusion - Television de Djibouti (RTD): B.P. 97 Djibouti. Daily broadcasts of 17 hours of radio in French, Afar, Somali and Arabic reach East Africa and the Arabian peninsula.

## Telephone System

There are an estimated 3,600 telephones in use (2 per 100 population), a Telex and a telegraph system (International Telephone and Telegraph is described as generally reliable). In addition there are several (5 in 1975) major transmitters in use for ships at sea.

## Television

Television broadcasting, which is received in the area of the city of Djibouti 5 hours a day, reaches a more limited audience than radio via an estimated 10,000 sets. There is only one station. (See Agency).

## Checklist

A harsh environment has dictated a nomadic pastoral existence for both major ethnic groups, and traditional enmity between the Afars and the Issas grew out of competition for access to scarce pastureland and watering holes.

Intertribal warfare ended and hostility was generally contained during the colonial period until the issue of independence arose. French policy following the first referendum on independence in 1958, in which the then French Somaliland opted to join the French Community as an Overseas Territory, exacerbated tribal rivalries which had become political. Electoral maneuvering was permitted which assured political dominance by Afars who, fearing Somali nationalism, remained loyal to France. Disenfranchisement and expulsion of large numbers of Somalis prior to the 1967 referendum deepened resentment of the Issas toward the favored Afars. The result of the referendum favored continued association with France.

Pro-independence sentiment grew along with disaffection for pro-France Ali Aref, an Afar, who was Vice President of the Council of Ministers of the country known after 1967 as the French Territory of the Afars and the Issas. In the midst of external urgings by the UN, the OAU, and the Arab League that France recognize Djibouti's right to self-determination and international guarantees that its territorial integrity be respected, negotiations leading to independence were begun. Following reform of electoral laws, a referendum was held in which the territory overwhelmingly voted for independence after 115 years of French rule.

An effort has been made to maintain an ethnic balance in the country's government, but tensions remain. This was demonstrated in December 1977, when the bombing of a Djibouti bar in which six people were killed led to the arrest of several Afars and the outlawing of an extremist Afar political party. Five Afar ministers resigned from the government, citing tribal oppression as the reason.

A delicate tribal balance, possible designs on the ROD by its larger neighbors (Ethiopia for economic reasons and Somalia as part of its irredentist policy), and the country's strategic location on the Horn, which makes it of interest to the super-powers, combine to create potential for future trouble in the area.

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