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TRADE POLICY REVIEW

REPORT BY

DJIBOUTI

Pursuant to the Agreement Establishing the Trade Policy Review Mechanism (Annex 3 of the Marrakesh Agreement Establishing the World Trade Organization), the policy statement by Djibouti is attached.

Note: This report is subject to restricted circulation and press embargo until the end of the first session of the meeting of the Trade Policy Review Body on Djibouti.

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LIST OF ACRONYMS

ACP	African, Caribbean and Pacific Group of States
AGOA	African Growth and Opportunity Act
ANPI	National Agency for Investment Promotion
AU	African Union
COMESA	Common Market for Eastern and Southern Africa
EbA	"Everything but Arms" initiative
EPA	Economic Partnership Agreement
ESA	Eastern and Southern Africa
EU	European Union
FDI	Foreign Direct Investment
FTZ	Free-trade zone
GATT	General Agreement on Tariffs and Trade
GDP	Gross Domestic Product
HCNDPP	High Council for Public-Private Dialogue
IGAD	Intergovernmental Authority on Development
IMF	International Monetary Fund
INDS	National Initiative for Social Development
LDC	Least Developed Country
ODPIC	Djibouti Office of Industrial Property and Commerce
PAID	Djibouti International Autonomous Port
PMIR	Regional Integration Implementation Programme
SADC	Southern African Development Community
SCAPE	Strategy for Accelerated Growth and Employment Creation
SME	Small and Medium-Sized Enterprise
SMI	Small and Medium-Sized Industry
SNDC	National Trade Development Strategy
SW	Single Window
USD	United States Dollars
WTO	World Trade Organization

1 INTRODUCTION

1.1. The Republic of Djibouti is located in the Horn of Africa. It is bordered in the north, west and south by Ethiopia (450km border), in the south-east by Somalia (65 km) and in the east by the Indian Ocean where it has a maritime shoreline 370 km long.

1.2. Djibouti has been a Member of the WTO since 31 May 1995. On 16 December 1994, it became a Contracting Party to the GATT, which it had applied de facto since 18 November 1960. The Government of Djibouti recognizes the pivotal role played by the WTO in managing and safeguarding an open, rules-based multilateral trading system designed to promote global growth and development. The monitoring of national trade policies through the Trade Policy Review Mechanism is an important feature of the WTO's work, and transparency is a fundamental component of the efficiency of the multilateral trading system.

1.3. The first review of the country's trade policy took place in 2006. This is therefore Djibouti's second trade policy review. The intervening period has seen a number of important developments, which continue to have implications for trade and trade-related policies.

1.4. One of the main changes in Djibouti's trade policy is the adoption of a National Trade Development Strategy (SNDC)¹ in 2010 and a Commercial Code in 2011.

1.5. Djibouti's new trade policy, as envisaged by the Government for the coming years, is set out in several framework documents, including "Djibouti Vision 2035"² and the "Strategy for Accelerated Growth and Employment Creation (SCAPE)"³ – the implementation strategy that the Government is formulating to replace the National Initiative for Social Development (2008-2012).⁴

1.6. The new National Trade Development Strategy (SNDC 2) under preparation is part of that process and should include components on regional integration, market regulation, trade facilitation, private-sector development and tourism that will enhance the framework for future action that Djibouti may take in the area of trade policy.

1.7. The country has continued to contribute to the work of the COMESA Secretariat, particularly in relation to preparations for the establishment of the customs union and the common market, negotiations concerning the Economic Partnership Agreement (EPA) with the European Union (EU), and the Tripartite Agreement between COMESA, the SADC and the EAC. In addition to participating in the various WTO Agreements, Djibouti is pursuing its trade liberalization programme on a bilateral and regional basis with a view to promoting trade and investment.

1.8. Djibouti aims to achieve all its trade policy goals while enhancing social inclusion and promoting economic growth and sustainable development. The purpose of this report is to provide a broad overview of the way in which Djibouti's trade policy is formulated and to highlight the country's current and future trade policy priorities.

2 ECONOMIC AND INSTITUTIONAL DEVELOPMENTS

2.1 Institutional developments

2.1. The Constitution of the Republic of Djibouti⁵ was revised in April 2010, in other words since the previous trade policy review, instituting a multiparty system, specifying a presidential term of office, consolidating the rule of law, laying down provisions on holding multiple office, abolishing the death penalty and establishing a Senate.

¹ Republic of Djibouti, Ministry of Trade and Industry, National Trade Development Strategy (2010-2015), Djibouti.

² Republic of Djibouti, Ministry of the Economy and Finance, with responsibility for Industry (2013), "Djibouti Vision 2035", Djibouti.

³ Republic of Djibouti, "Strategy for Accelerated Growth and Employment Creation, 2013", Djibouti.

⁴ National Initiative for Social Development, second-generation PRSP.

⁵ Law No. 92/AN/10/6^{eme} L of 21 April 2010.

2.2. Djibouti's basic law contains provisions relating to the country's trade policy, particularly as regards questions of external control, ratification of international agreements, and the adoption of the State budget.

2.1.1 Commercial Code

2.3. The Republic of Djibouti has introduced a new Commercial Code that entered into force in August 2012.⁶ This new body of law was adopted to provide better regulation of commercial activity and represents a major contribution to improving the country's business climate.

2.1.2 Industrial and commercial property

2.4. The Djibouti Office of Industrial Property and Commerce⁷, established in 2009, plays an important role in facilitating the creation and registration of businesses. Its purpose is to keep national industrial property registers, to record all instruments affecting the ownership of titles to industrial and commercial property, to keep the central trade register and the alphabetical file of natural or legal persons, and to hold copies of the instruments relating to the trade register from local registers.

2.5. Djibouti will continue the process of accession to WIPO-administered treaties. These include the Patent Cooperation Treaty (PCT) and the Hague Agreement Concerning the International Registration of Industrial Designs.

2.1.3 Public-private partnership

2.6. The Republic of Djibouti has had a High Council for Public-Private Dialogue since 30 August 2012.⁸ Its task is to foster a business environment in which the private sector can thrive and contribute to economic growth and job creation.

2.7. The High Council comprises the following three bodies: a strategic committee, a technical committee and a permanent secretariat. The method laid down for the Council's operation is in line with regional good practice.

2.1.4 Single Window

2.8. The aim of the Single Window⁹, established in 2013 at the National Agency for Investment Promotion, is to facilitate the process of business formalization and creation and to provide support for investors.

2.9. The main objective of the Single Window is to introduce paperless procedures, thereby cutting costs and reducing processing times to a maximum of 72 hours.

2.10. These reforms have helped bring about a significant improvement in Djibouti's ranking in the various international indexes. Djibouti was ranked 160th out of 189 countries in the World Bank's Doing Business 2014 report, compared to 2013, when it was ranked 171st out of 185 countries.

2.2 Macroeconomic outcomes and outlook

2.11. The acceleration in Djibouti's economic growth that began in 2012 (4.5%) continued, reaching 5% in 2013. Growth is led by foreign direct investment (FDI) and port activities, which are the two traditional drivers of the country's economy.

2.12. The attractiveness of the Republic of Djibouti to international investment is illustrated by the change in the investment rate: there has been a significant rise in FDI inflows since the last trade policy review in 2006. FDI as a percentage of GDP, which amounted to only 13% in the years

⁶ Law No. 134/AN/11/6^{ème} L of 1 August 2012.

⁷ Law No. 49/AN/08/6^{ème} L of 19 April 2009.

⁸ Decree No. 2012-0188/PR/MEFIP.

⁹ Decree No. 2013-114/PR/MDCC.

2000-2005, rose to 31% during 2005-2010, a rate that far exceeded Ethiopia's and Kenya's, which was around 20%.

2.13. In 2013 FDI flows reached a record US\$277 million, or 18.6% of GDP. The growth momentum is expected to continue over the coming years, bolstered by further implementation of an extensive programme of investment, especially in infrastructure. The programme is a major turning point for the Republic of Djibouti. It is based on the authorities' ambition to make the country a regional hub for commercial, logistics and financial services.

2.14. Inflation was brought down to 3.7% in 2012, and to 2.7% in 2013 thanks to stabilization of international food prices and a reduction in electricity rates for low-consumption households.¹⁰

2.15. As a result of the Government's prudent public spending policy and improved revenue collection, the budget deficit fell to 2.7% of GDP in 2012, and to 1.9% of GDP in 2013. These key achievements are enabling Djibouti to focus on its main objective to become a regional hub in the logistics, telecommunications and financial sectors.

2.16. In 2014, growth will continue to be sustained by port activity, thanks to the dynamism of the economies of landlocked neighbouring countries, in particular Ethiopia and South Sudan, most of whose trade transits through Djibouti. It will also be boosted by significant investment flows.

2.17. The medium-term macroeconomic outlook is favourable. Projections for 2013-2016 are based on real GDP growth of around 6%, inflation of 2.5% and a current deficit of 13.5% of GDP.

2.18. The Government intends to pursue its efforts to consolidate its macroeconomic framework. The three main thrusts of prospective reforms in budget forecasting are as follows: (i) to develop budget forecasting tools; (ii) to improve and modernize revenue monitoring; and (iii) to organize a data generation system.

2.3 Foreign trade

2.19. Foreign trade activities remain focused on the services sector and the transit of Ethiopian imports and exports.

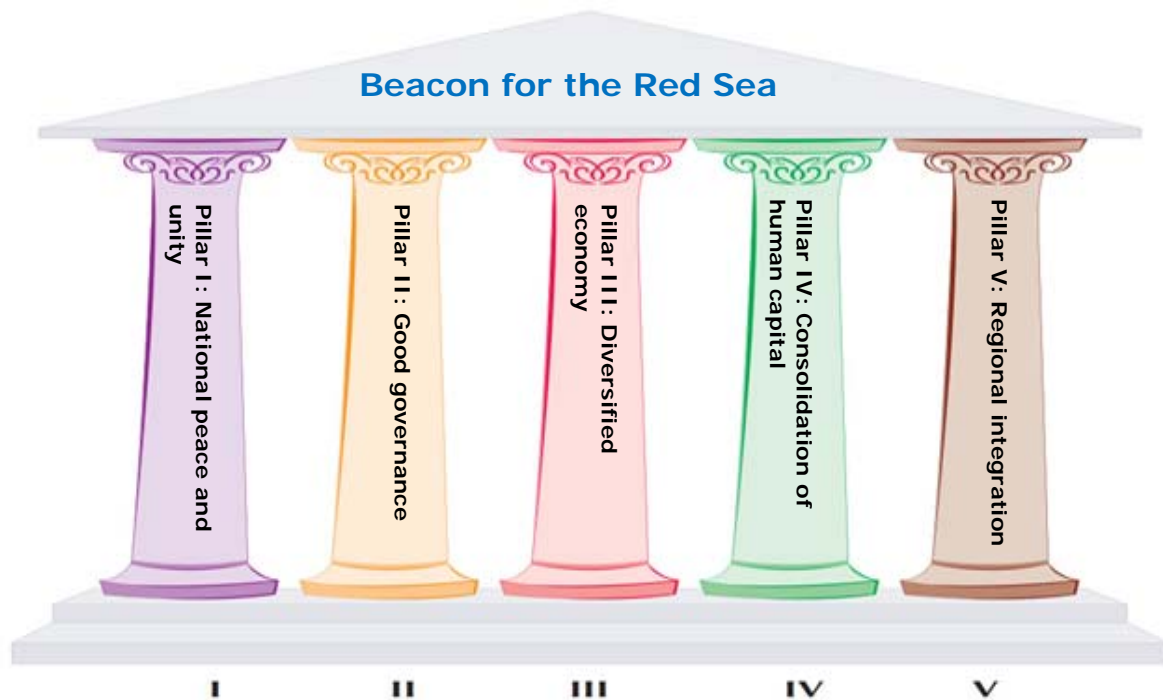
2.20. Djibouti's exports are still limited and consist principally in exports of cattle from Somalia and Ethiopia to countries of the Arabian Peninsula (United Arab Emirates, Saudi Arabia and Yemen). Good prospects for livestock trade have prompted the Government to establish a new livestock port to give a further boost to exports.

2.21. The Government is seeking to redress Djibouti's negative trade balance by establishing infrastructure to promote trade and encourage SMEs that contribute to the creation of value chains in certain growth sectors such as fisheries, livestock farming and tourism. The economic diversification target set out in Vision 2035 embodies the Government's policy for reducing the country's trade deficit over time.

2.4 The vision for economic development

2.22. In August 2014 the Government launched "Vision Djibouti 2035", a new model for economic development. It is based on five main pillars, namely: (i) national peace and unity; (ii) good governance; (iii) a diversified economy; (iv) the consolidation of human capital; and (v) regional integration.

¹⁰ Ministry of the Economy and Finance.



2.23. The five pillars of national change aim to make the Republic of Djibouti an emerging middle-income country by 2035.

2.24. This is an extensive and ambitious programme for change that aims to fundamentally transform the country with efficient institutions to serve the public. The Economic Transformation Programme is based on an approach that focuses on the key areas of the economy and strategic initiatives for reform.

2.25. The five-year operational plan for Vision 2035 is part of the Strategy for Accelerated Growth and Employment Creation (SCAPE), which will be finalized during the second half of 2014 at the latest. It provides for the establishment of an effective mechanism to monitor and evaluate the five-year development strategy and relevant programmes.

3 INVESTMENT REGIME AND DEVELOPMENTS

3.1 Investment policy

3.1. The Republic of Djibouti has a liberal economy that authorizes both Djiboutian and foreign investors to invest in all sectors. The National Agency for Investment Promotion (ANPI), established in 2001, grants the benefits set out in the Investment Code.

3.2. The Republic of Djibouti reviewed its investment policy in 2013. The policy contains the main thrusts of a strategy to attract FDI, based on the authorities' determination to develop the private sector in the highly competitive global environment in which countries seek to attract FDI. The principles of the strategy include consistency in reforms, clear definition of investors' rights and obligations, the need to improve the Djiboutian Government's negotiating strengths with investors and the development of the private sector, a key factor in attracting FDI. A new investment code is under preparation.

3.3. The priority programmes for investment are in tourism, road and railway infrastructure, energy and capital-intensive sectors such as the extractive industries and mineral exploration.

3.2 Free zones

3.4. The Djibouti free zone has one major asset – modern port infrastructure that the country intends to use to greater advantage in a drive to counterbalance the high level of activity involving goods in transit, and thereby maximize the potential of its port infrastructure and free zone as a means of attracting foreign investors and promoting re-exports. The aim is to develop free zones providing value added import-export activities, services or logistics operations at a multi-modal logistics hub from which to penetrate regional and African markets.

3.5. Since the DFZ was established in 2004, it has made a significant contribution to integrating the country into the international economy. Thanks to its geostrategic position, the Republic of Djibouti intends to boost the potential for the region's investment flows by increasing confidence among businesses and multinational firms. Djibouti is continuing with its strategy to modernize the legal framework for business in the light of its specific requirements in terms of procedures and the handling of trade disputes.

3.6. The Government of Djibouti intends to establish an international commercial court in the free zone to encourage trade. This extraterritorial court will implement international standards and best practice. It will apply the common law legal system and be independent of the ordinary national courts, which will continue to apply civil law.

3.7. The court will provide instant access to an independent, efficient and predictable judicial system. The rulings delivered will provide certainty to trading parties in the settlement of all trade disputes, even for the most complex cases. Parties bound by commercial contracts will have the option to refer a matter to the jurisdiction of the International Commercial Court of Djibouti, which will act as an independent international centre unaffiliated to any State. Its standing role will be to encourage greater judicial cooperation while seeking to remove obstacles in the business environment that hamper investment and business growth.

4 TRADE POLICY AND OUTLOOK

4.1. Djibouti's trade policy remains strongly focused on regional and multilateral trade. Its objective, set out in Vision 2035, is to contribute to economic and social development, the reduction of poverty and unemployment, the establishment of a hub for regional trade, and the integration of the country's economy into regional economic organizations and the multilateral trading system.

4.1 The multilateral trading system

4.2. The Republic of Djibouti has been an original member of the WTO since 31 May 1995. On 16 December 1994, it became a Contracting Party to the GATT, which it had applied de facto since 18 November 1960.

4.3. Djibouti firmly believes that a rules-based multilateral trading system under the WTO is necessary to safeguard the interests of developing countries and to ensure that world trade is conducted in an orderly manner. The Government will continue to push for the early conclusion of the Doha Round of negotiations, as this would offer vast benefits not only to the global trading community at large, but also in enhancing trade among developing countries.

4.4. Djibouti participated in the Ninth WTO Ministerial Conference and supported the Bali Package, in particular the proposal for a Trade Facilitation Agreement.

4.2 Regional integration and regional trade agreements

4.5. The Republic of Djibouti intends to pursue its efforts to further open the country and implement an active partnership to form regional economic blocs that can compete in world trade. To enhance its geographical position, Djibouti belongs to two of COMESA's regional blocs, the continental free-trade area and IGAD. The aim of its regional integration policy is to diversify production and increase the pace of economic growth.

4.2.1 Continental integration

4.6. In 2012, the Assembly of Heads of State and Government of the member countries of the African Union adopted an action plan to boost intra-African trade and establish a continental free-trade area by 2017. Pursuant to this decision, Djibouti set up a coordination and monitoring mechanism comprising representatives from the public and private sectors. A national action plan is being drafted to expand regional and African trade that will help to shape the other processes in which the country is involved (free trade area, COMESA, Tripartite Agreement) to ensure coherent integration that is in step with the development objectives laid down in Vision 2035.

4.2.2 COMESA

4.7. Djibouti is a member of the Common Market for Eastern and Southern Africa (COMESA), which is made up of 19 member States.¹¹ The COMESA Treaty envisages the progressive integration of these countries within the customs area. Once the customs union has been fully implemented, COMESA will form a major market of 19 member States with a population of about 500 million.

4.8. To prepare the country for the common market, the Government drew up a Regional Integration Implementation Programme (PMIR) in 2013. The PMIR sets the country's medium-term regional integration objectives (2014-2016); lists the challenges that stand in the way of integration, with a view to overcoming them over time; evaluates progress made in respect of sectoral commitments; and increases stakeholder involvement in programme delivery through monitoring and evaluation.

4.2.3 Intergovernmental Authority on Development (IGAD)

4.9. The Republic of Djibouti hosts the seat of the organization and has a strong regional partnership with its near neighbours to deliver on regional development objectives that focus on promoting peace (combating terrorism and piracy), economic integration, and combating food insecurity. In 2009 the IGAD Heads of State launched a Minimum Integration Programme for the IGAD region.

4.10. Djibouti is committed to closer economic ties and envisages an inclusive process of economic integration that will enhance the competitiveness of the (IGAD) sub-region. The country is putting significant infrastructure in place (ports, airport, railways and a new corridor) that will make a decisive contribution to greater integration with the IGAD countries.

4.2.4 Partnership agreements with the European Union

4.11. The European Union (EU) is one of the Republic of Djibouti's leading trading partners, behind Asia and the Arabian Peninsula. Djibouti's LDC status means that the country can continue to enjoy the preferences granted by the EU under the "Everything but Arms" initiative, which allows duty-free market access. The Government properly informed the EU and the ACP countries of its decision not to sign an economic partnership agreement (EPA) with the EU. Nonetheless, within the regional context, the Republic of Djibouti is currently negotiating an EPA with the EU as part of the Eastern and Southern Africa (ESA) negotiating bloc, in which the negotiating modalities focus on support for regional development.

4.2.5 African Growth and Economic Opportunity Act (AGOA)

4.12. The Republic of Djibouti became eligible for the general benefits under the AGOA on 2 October 2000, but not yet for the specific benefits for textiles and clothing.

4.13. At the most recent United States-Africa summit held in Washington on 6 and 7 August 2014, Djibouti supported the African proposal to extend the AGOA for 15 further years.

¹¹ Burundi, Comoros, Democratic Republic of the Congo, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Libya, Madagascar, Malawi, Mauritius, Rwanda, Seychelles, South Sudan, Swaziland, Uganda, Zambia and Zimbabwe.

4.3 Bilateral framework

4.14. Bilateral trade agreements are regarded as a means of achieving a high degree of liberalization more rapidly, which should allow effective access to trading partners' markets. Djibouti's trade policy facilitates regional trade through the conclusion of trade agreements not only with countries in the sub-region (Ethiopia, Kenya, South Sudan) but also with those of the Arabian Peninsula (Emirates, Yemen, Kuwait).

5 SECTORAL DEVELOPMENT STRATEGIES

5.1 Transport and logistics

5.1. The transport sector is the backbone of the Djiboutian economy. The transport chain is the mainstay of the country's economic activity and accounts for the performance of the services sector. Transport and logistics contribute around 28% to the sector's GDP. Djibouti is one of the leaders in the port activities segment in the northern region of COMESA.

5.2. The overall objectives of development strategy in the transport sector are to reduce transport constraints and in so doing facilitate sustained economic growth in Djibouti and contribute to poverty reduction. In order to promote trade and the country's competitiveness, government action seeks to foster the development of an efficient, multimodal transport system, to cooperate with regional partners to improve connectivity in the transport chain at regional level, and to encourage SME involvement in transport activities.

5.3. To that end, an unprecedented effort to modernize transport infrastructure is under way. The number of ports has been increased to respond effectively to rising traffic, especially with Ethiopia, and a large number of landlocked countries, the bulk of whose international trade transits through Djibouti. Moreover, Djibouti's ports have modern equipment and highly qualified staff, making productivity vastly superior to that of other regional ports in East Africa. The Djibouti Container Terminal (DCT) is among the best of its kind in the world.

5.4. Two new projects will shortly be launched in this sector, namely Doraleh Multipurpose Port and Damerjog Livestock Port.

5.5. As part of plans to integrate transport, the Government has launched programmes to build railway lines and road corridors. Two railway lines are planned. The first is under construction and will link Djibouti City and its ports to Addis Ababa. The second line will link the new port of Tadjourah in the north of Djibouti to the city of Mekele in northern Ethiopia.

5.6. As regards road transport, the new Tadjourah-Balho corridor is under construction in the northern part of the country. The existing corridor that runs between Djibouti City and Galafi requires full renovation and expansion.

5.7. In terms of air transport, a new international airport is planned near Djibouti City. It will comply with the international standards for civil aviation. Alongside these major transport infrastructure projects, large free zones will be developed to attract businesses and encourage job creation.

5.2 Tourism

5.8. Tourism is one of the most important sectors for the country's economic development, because Djibouti has a natural and cultural heritage that can be exploited on account of its very favourable geographical location and its vast potential for job creation in the short and medium term. "Vision 2035" puts tourism at the heart of development in Djibouti.

5.9. The expansion of tourism in Djibouti will follow a development model in which tourism will be a major strand of overall economic development policies. The aim of the National Tourism Development Strategy currently being drafted is to establish a tourism industry that will be one of the drivers of structural change in the national economy.

5.10. The strategic target is to take a major "quantitative and qualitative" leap forward to make tourism one of the pillars of economic growth and employment in Djibouti. For that purpose, special economic areas for tourism will be constructed all along the coast. Synergy with Ethiopia's tourism development strategies will give the sector a regional dimension that will boost and channel the region's strong potential for tourism.

5.3 Energy

5.11. The energy sector plays a critical role in the socio-economic development of the Republic of Djibouti. Medium and long-term energy prospects are favourable thanks to the country's geothermal, solar and wind power potential and to the interconnection with Ethiopia, which also has vast hydroelectric capacity.

5.12. Energy policy will focus on production and consumption in order to help attain growth objectives. The supply of enough energy to expand economic activity and diversify the economy is a major challenge for the country, as is connecting as much of the population as possible to the electricity supply in order to improve living conditions and modernize rural areas.

5.13. The private sector is currently involved in various economic activities in the energy sector such as storage and distribution of petroleum. The Government will continue to encourage investment in the energy sector and involvement by the private sector.

5.4 Telecommunications

5.14. Telecommunications are crucial to growth, economic development and poverty reduction. The sector contributes up to 7% of Djiboutian GDP.

5.15. Djibouti has a significant submarine cable infrastructure. Djibouti Télécom manages several submarine cables and resells capacity to foreign countries, particularly in the subregion. The vision for this sector is to modernize it so as to bring about cost reductions and improvements to quality of service. In tandem with this strategy, Djibouti Télécom will reposition its area of expertise and gradually open other market segments (value added services) to private investors.

5.16. At institutional level, a national ICT and telecommunications development strategy is being drawn up. As part of this strategy, the Government plans to set up a regulatory authority for telecommunications that will establish an appropriate legal framework. A sectoral policy document will support the strategy.

5.17. In the coming decade, Djibouti will take its place at the heart of an information society as a result of a strategic, institutional and economic framework to develop ICT, a modern and accessible national information and communication networks infrastructure, and significant human capacity and national expertise.

5.18. ICT development will also help to increase output in economic activities in all sectors, thereby improving competitiveness and people's well-being.

5.5 Industry

5.19. In terms of industrial development, the Government's chief objective is structural transformation of the national economy based on the expansion of light industry and exploitation of natural resources. It will accordingly encourage the establishment of product processing units.

5.20. The policy will certainly include a strategy that seeks to boost competitiveness and make the sector a genuine platform and incubator for SMEs and SMIs, while establishing an appropriate institutional, legal and regulatory framework.

5.21. The country's richness in mineral resources will enable it to develop the industrial sector and create revenue and jobs. The Government will take rapid steps to implement provisions on the exploitation of minerals that have already been located, and prospecting activities for underground resources will be conducted on sites where showings have been identified.

5.22. The handicraft sector will undergo accelerated development with the implementation of a proactive policy for tourism, helping to ramp up growth and develop exports.

5.6 Agriculture, fishing and livestock

5.23. Djibouti has significant agricultural, fishing and livestock resources although it continually faces the challenges of a harsh climate, drought and food insecurity. The development strategy for the primary sector seeks to create conditions for sustainable food security and to contribute to poverty reduction, economic development and the country's regional integration. The main objectives of development in the primary sector target the following priorities:

- improved access to water;
- increased agricultural output and productivity to improve food security and increase the revenue of operators in the primary sector;
- increased productivity of the national herd through the adoption of an appropriate breeding and husbandry system;
- promotion of the rational exploitation of fishery resources; and
- enhanced capacity of producer organizations and institutional structures.

5.6.1 Fishing

5.24. Djibouti has a coastline of 372 km and claims an Exclusive Economic Zone (EEZ) measuring 7,459 km². Under the Poverty Reduction Strategy Paper (PRSP), the Government of Djibouti has set specific objectives for fisheries in terms of poverty reduction, improved food security and a greater contribution to the national economy. The role of government in creating employment and reducing social vulnerability is reflected in the Fisheries Master Plan as part of an approach that develops existing potential and reduces food dependency through:

- proposals for new methods of fisheries management;
- new approaches for the local market;
- more active methods of social organization, while consolidating the progress made so far; and
- protection of an environment that is still fragile.

5.6.2 Livestock

5.25. Development of the livestock subsector will help improve Djibouti's supply-side capacity. The Government accordingly plans a substantial increase in livestock production through the adoption of animal husbandry and breeding systems and the construction of appropriate infrastructure such as the livestock port and quarantine centres to enhance capacity for veterinary controls and develop the subsector.

5.26. The strategies adopted will increase production in the subsector's various segments, increasing their contribution to the country's socio-economic development.

6 CONCLUSIONS AND OUTLOOK

6.1. The Republic of Djibouti is firmly committed and attaches special importance to the conduct of exercises of this kind, which relate to the formulation and implementation of Members' trade policies and promote transparency. It is therefore pleased to have carried out this second review of its trade policy together with the WTO Secretariat.

6.2. This second review has made it possible to emphasize that Djibouti currently has a robust, dynamic and growing economy, which has raised the population's level of well-being, driven by the performance of key sectors linked mainly to international trade and boosted by sound economic and social reforms. This performance will doubtless grow stronger in the years ahead, to the benefit of the country itself, its trading partners, as well as trade in the region.

6.3. The Republic of Djibouti will maintain an open trade regime conducive to economic activity. It will continue to implement policies that promote the regional and international integration of its economy.
