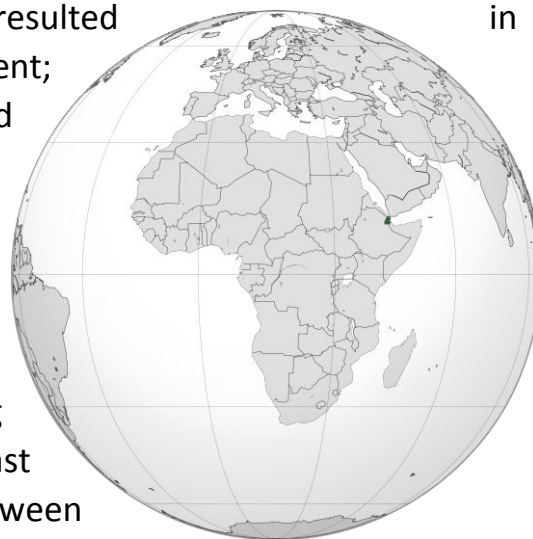


## Djibouti

**Background:** The French Territory of the Afars and the Issas became Djibouti in 1977. Hassan Gouled APTIDON installed an authoritarian one-party state and proceeded to serve as president until 1999. Unrest among the Afar minority during the 1990s led to a civil war that ended in 2001 with a peace accord between Afar rebels and the Somali Issa-dominated government. In 1999, Djibouti's first multiparty presidential election resulted in the election of Ismail Omar GUELLEH as president; he was reelected to a second term in 2005 and extended his tenure in office via a constitutional amendment, which allowed him to begin a third term in 2011. Djibouti occupies a strategic geographic location at the intersection of the Red Sea and the Gulf of Aden and serves as an important shipping portal for goods entering and leaving the east African highlands and transshipments between Europe, the Middle East, and Asia. The government holds longstanding ties to France, which maintains a significant military presence in the country, and has strong ties with the US. Djibouti hosts several thousand members of US armed services at US-run Camp Lemonnier.



### Basic Facts

<b>Population</b>	828,324
<b>Area</b>	23,200 km <sup>2</sup> <sup>[1]</sup> ( <a href="#">150th</a> )
<b>Currency</b>	<a href="#">Djiboutian franc (DJF)</a>
<b>GDP (Nominal)</b>	\$1.903 billion
Export Volume	110,600
Import Volume	4,017,571
Export to OIC Member States	Not Available
Import from OIC Member States	Not Available

**Economy - overview:** Djibouti's economy is based on service activities connected with the country's strategic location as a deepwater port on the Red Sea. Three-fourths of Djibouti's inhabitants live in the capital city; the remainder are mostly nomadic herders. Scant rainfall and less than 4% arable land limits crop production to small quantities of fruits and vegetables, and most food must be imported.

Djibouti provides services as both a transit port for the region and an international transshipment and refueling center. Imports, exports, and re-exports represent 70% of port activity at Djibouti's container terminal. Reexports consist primarily of coffee from landlocked neighbor Ethiopia. Djibouti has few natural resources and little industry. The nation is, therefore, heavily dependent on foreign assistance to help support its balance of payments and to finance development projects. An official unemployment rate of nearly 50% - with youth unemployment near 80% - continues to be a major problem. Inflation declined to 3% in 2014 due to low international food prices and a decline in electricity tariffs.

Djibouti's reliance on diesel-generated electricity and imported food and water leave average consumers vulnerable to global price shocks, though in mid-2015 Djibouti passed new legislation to liberalize the energy sector. The government has emphasized infrastructure development for transportation and energy and Djibouti – with the help of foreign partners – has begun to increase and modernize its port capacity.