



Towards universality – MC99

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Status today

- 21 years since MC99 entered into force
- 139 parties (72% of total) to MC99
- Over 97% of international air traffic is between countries that are parties to MC99
- Significant ratification activity in Asia region recently (e.g. Bangladesh, Sri Lanka, Thailand and Vietnam)
- What are the implications of lack of universality?



Unfairness and complexity still exists.....

Example: a flight from Luanda, Angola (LAD) to Dubai, UAE (DXB)

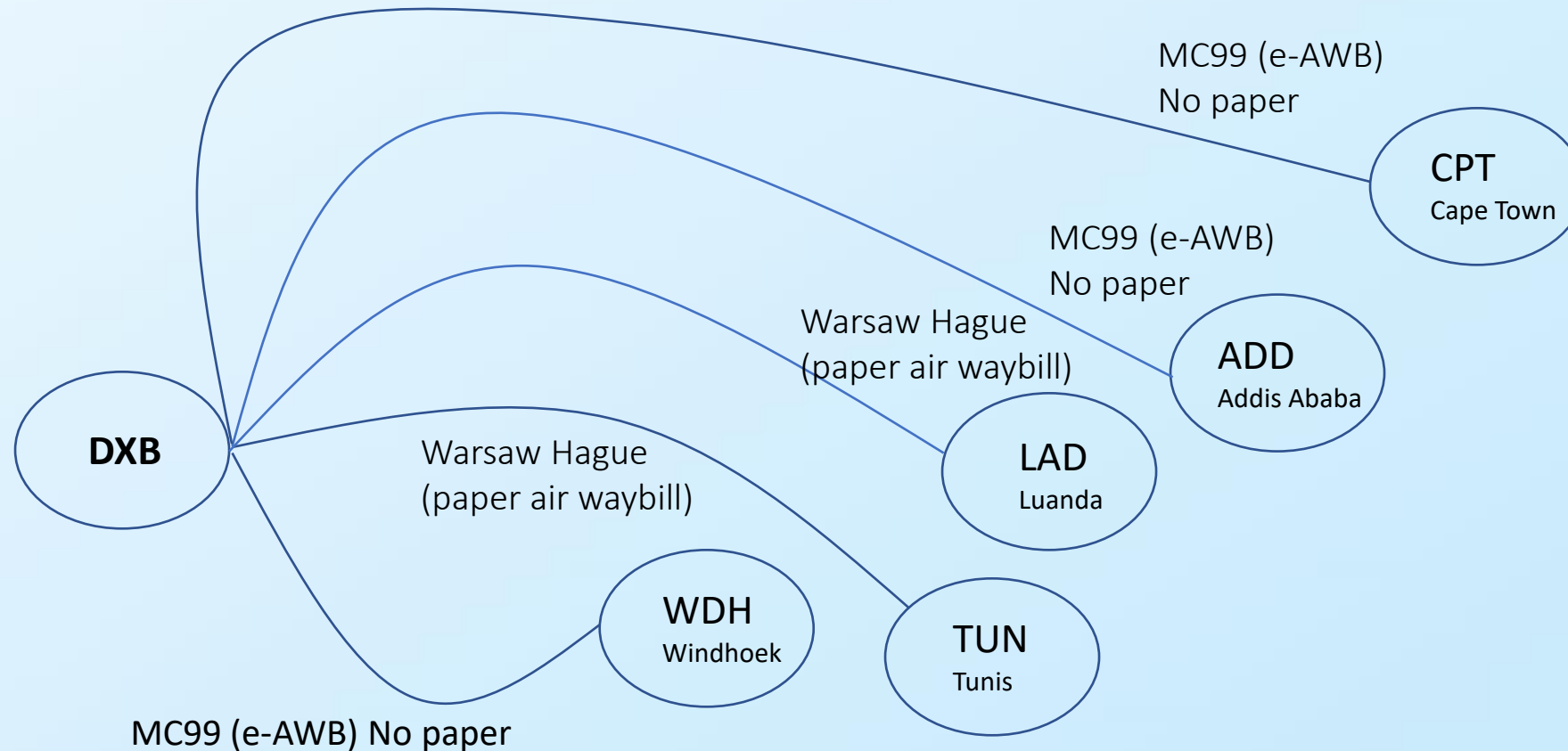


Passenger 1
Seat 4A
LAD-DXB-LAD
(WC29/HP55)

Passenger 2
Seat 4B
DXB-LAD-DXB
(MC99)

Passenger 3
Seat 4C
LAD-DXB
(WC29/HP55)

Shippers in non-MC99/MP4 countries are disadvantaged



Why does IATA advocate for MC99?

- It represents a win-win for all stakeholders
- **Important protections and benefits for passengers**
 - Sensible and fair rules which remains modern and relevant
 - Consumer friendly (e.g. ability to claim in 5 jurisdictions)
 - Allows immediate assistance payments in case of serious accidents
- **Important benefits in air cargo**
 - Faster shipments thanks to use of electronic air waybills (eAWBs)
 - Reduction in administration and cargo litigation
 - A practical no-cost trade facilitation measure
- **Greater legal certainty and uniformity for airlines**





Thank you!

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