



WORKING PAPER

TENTH SESSION OF THE STATISTICS DIVISION

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Agenda Item 13: Cooperation and coordination with other organizations

COORDINATION OF ICAO'S STATISTICS PROGRAMME WITH THOSE OF OTHER CIVIL AVIATION ORGANIZATION

(Presented by the Secretariat)

SUMMARY

This paper reviews the existing co-ordination between ICAO and aviation industry associations, other international organizations and regional civil aviation bodies. In the interest of avoiding duplication of effort, also for reporting entities, and confusion of users, ICAO coordinates its Statistics Programme with these and other relevant international organizations. Coordination so far involved striving for the application of common definitions and harmonizing data formats, notably through their participation as Observers in ICAO Statistics Division sessions, Statistics Panel meetings and numerous regional workshops. The commercialization of statistical products by all concerned is a major obstacle to intensify cooperation between the counterparts. Nevertheless, in the spirit of Recommendation STAP/14-6, there is room for improvements in coordinating how to collect more accurate and complete data more efficiently.

Action by the division is in paragraph 4.

1. INTRODUCTION

1.1 The United Nations (UN) recognizes ICAO since 1948 as the central agency responsible for statistics within its special sphere¹ among currently 190 Contracting States. This agreement has not been infringed upon within the UN system. Other UN agencies usually request civil aviation statistics from ICAO on the basis of reciprocal inter-agency cooperation. Outside the common UN System, other organizations collect and publish statistics on civil aviation.

¹ Article 13 of the agreement signed between ICAO and the UN recognizes ICAO "... as the central agency responsible for the collection, analysis, publication, standardisation, improvement and dissemination of statistics within its special sphere ..."

1.2 ICAO collects data from its Contracting States on a mandatory basis. Among the various ICAO statistics, air carrier and airport statistics have a direct correspondence with aviation industry associations, such as the International Air Transport Association (IATA) and Airports Council International (ACI). Both organizations obtain their data from their members on a voluntary basis, except for data required to establish membership contributions. In the interest of avoiding duplication of effort, also for reporting entities, and confusion of users, ICAO coordinates its Statistics Programme with these and other relevant international organizations. Coordination involves striving for the application of common definitions and harmonizing data formats, notably through their participation in ICAO Statistics Division sessions, Statistics Panel meetings and numerous regional workshops based on their status as Observers in ICAO's inter-governmental meetings. Similarly, when issues of mutual interest are involved, ICAO is invited to attend statistics meetings held by other organizations.

1.3 Presently, cooperation between ICAO and the other organizations is limited to exchanging information for internal purposes with a clear understanding not to use it for a commercial product. The commercialization of statistical products by all concerned is a major obstacle to intensify cooperation between the counterparts. Nevertheless, there is room for improvements in coordinating how to collect more accurate and complete data more efficiently.

2. COORDINATING ICAO STATISTICS WITH THOSE OF OTHER CIVIL AVIATION ORGANIZATIONS

2.1 International Civil Aviation Organization (ICAO)

2.1.1 Under the terms of the Article 67² of the Chicago Convention, and Assembly Resolution A36-15, shown in Appendix A, Contracting States are obliged to report civil aviation statistics to ICAO. In turn, ICAO, has an obligation to disseminate statistical reports free-of-charge to its Contracting States whether they participate in the ICAO Statistics Programme or not. While ICAO which makes most data available in the public domain, the industry associations are not obliged to publish statistical data except for public relations and revenue generation.

2.1.2 ICAO's global coverage of its databases and formal mechanism for building a consensus about internationally accepted definitions for aviation statistics let both international and regional organizations look to ICAO for leadership in this area whenever changes or clarifications are in order to keep statistics adjusted to changing aviation business environment or practices. ICAO undergoes this extensive consultation process with States to ensure that changes to its statistical programmes reflect continued or new user needs while justifying provider costs. The ICAO Integrated Statistical Database (ISDB) is ensuring a widespread dissemination through internet availability for both internal and external users. In contrast, both confidential and public databases of the non-governmental organizations are at risk of amendment or deletion at any time.

2.1.3 It is noteworthy that detailed air carrier operational and financial data by route group are collected by ICAO through an annual questionnaire used for the study on the regional differences in airline economics. ICAO uses these data to calculate the factors to prorate passenger revenues involving interline journeys for the IATA Prorate Agency.

² Each contracting State undertakes that its international airlines shall, in accordance with requirements laid down by the Council, file with the Council traffic reports, cost statistics and financial statements showing among other things all receipts and the sources thereof.

2.1.4 ICAO proposed to streamline the data submission for air carriers, airports and ANSPs goes through the civil aviation administrations of its Contracting States to improve the timeliness in receiving, processing and publishing statistics. By comparison, IATA and ACI obtain their data directly from their members in a more expedient manner.

2.2 International Air Transport Association (IATA)

2.2.1 At the onset of 2009, IATA represented 225 airlines from 117 countries. Flights performed by IATA member airlines represented 93 per cent of the world's international scheduled traffic, measured in seat kilometres available.

2.2.2 IATA data collections cover international and domestic operations, for scheduled and non-scheduled airlines of both member and non-member airlines. Co-ordination of IATA's statistical activities with ICAO's encompasses all aspects of airline statistics that do not infringe on confidentiality. IATA Business Intelligence Services (BIS) process statistics, including passenger flow data of worldwide operations, derived from IATA Bank Settlement Plans. IATA distributes reports³ among its member airlines, some of which are publicly available on a commercial basis. Electronic reports are produced monthly while publications are released annually. Additionally, the IATA Economics Department publishes several industry analyses, some of which can be found in IATA public website.

2.3 Airports Council International (ACI)

2.3.1 By early 2009, ACI had 597 airports and airport authorities as members which manage a total of some 1679 international and domestic airports. ACI collects monthly airport traffic data where total aircraft, passenger and cargo movements are reported. In addition, it collects detailed annual traffic data like those on ICAO Form I.

2.3.2 ACI produces an annual statistical report covering total traffic for some 1200 airports (about 45 per cent of which are domestic) from about 159 States. Furthermore, ACI undertakes annual economics surveys, including airport revenues, investment and employment.

2.4 Regional civil aviation bodies

2.4.1 Regional civil aviation bodies, the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC) and the Latin American Civil Aviation Commission (LACAC), maintain a special relationship with ICAO, including aviation statistics. They share the understanding, that their statistical activities should not duplicate ICAO's Statistical Programme. Moreover, statistics of significant interest to more than one region should be collected and published by ICAO while those of pure regional interest or availability should be dealt with by the regional body concerned. At present, ECAC⁴ and LACAC⁵ have such complementary statistics programmes while

³ The statistics collected by IATA on a regular basis include: a. the World Air Transport Statistics (WATS) compiling airline annual operational statistics (traffic, employees, aircraft, fuel and financials). b. Monthly International Statistics (MIS) collecting monthly traffic and capacity air carrier data for international scheduled services. c. Origin Destination Statistics (ODS) collecting city-pair passenger and freight traffic. d. Route Area Statistics (RAS) focused on airline traffic and capacity per route area. e. Airline Economic Task Force (AETF) collecting airline operational costs and revenues.

⁴ ECAC collects and circulates to its Member States detailed statistics on accidents in general aviation. This programme is meant to supplement the ICAO ADREP system for aircraft below 2250 kg. of maximum take-off mass.

⁵ LACAC collects coupon origin and destination statistics for scheduled revenue passengers, as well as freight and mail services covering international services to and from airports in its Member States. LACAC reports contain monthly data, which differ from ICAO data collected by OFOD (Form B) mainly due to the aggregation level published. During the last two years LACAC also launched an ambitious programme to establish its own statistical on-line database similar to the ICAO ISDB. Such a project is still at its early stages as LACAC States are trying to establish what data should be included in their database.

AFCAC is encouraging its member States to participate in full in the ICAO Statistical Programme. Furthermore, ICAO is collaborating with the UN Economic Commission for Africa (ECA) that is incorporating civil aviation data from ICAO in its regional statistics.

3. ROOM FOR IMPROVED COORDINATION

3.1 *Recommendation of the Fourteenth Meeting of the Statistics Panel (STAP/14-6)*. The panel recommended that a permanent group be established through which coordination between ICAO and other international organizations dealing with civil aviation-related statistics would be carried out. Also ICAO was to consider the best way to establish this group.

3.2 At present ICAO has a Memorandum of Understanding with IATA on the exchange of statistical data and forecast based on the established principle of exchanging non-confidential information for internal use only. Nevertheless ICAO is currently reviewing its relationship with IATA and ACI on the issue of statistics with the aim to reach some formal agreement with these organizations, by keeping in mind the spirit of the STAP/14-6 recommendation. In the last few years agreements affecting the exchange of data have become somewhat more sensitive due to commercial considerations, nevertheless, there has always been a general agreement on the need to have harmonized instructions and definitions to avoid overburdening reporting entities. Another area which has sometimes being mentioned is to make more efficient the collection of data by harmonizing the content of the reporting forms. This potential area of improvement is in the process of being implemented in a context of a partnership between ICAO and the African Airlines Association (AFRAA).

3.3 Given the need to contain costs and the ease of global communications via the Internet, it is suggested that a simple way to establish and maintain a coordination group could be through a fairly informal arrangement whereby each organization appoints a focal point. Coordinating activities could then be carried out through electronic communications. Given the breath of the civil aviation statistics covered by ICAO, depending on the type of statistics being discussed, it is likely that only a few members of the group would be involved at any one time. Nevertheless one way for all “focal points” to stay in the loop could be to set-up a website where all members of the group can view the exchanges which have taken place between the organizations concerned, as well as all the databases that can be consulted for internal purposes only.

4. ACTION BY THE CONFERENCE

4.1 The division is invited to:

- a) endorse the spirit of Recommendation STAP/14-6; and
- b) recommend improvements of the current co-ordination mechanism between ICAO and the various organizations concerned through the establishment of networking focal points for civil aviation statistics.

APPENDIX

EXTRACT FROM AIR TRANSPORT CONTINUING POLICIES

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| A36-15: Consolidated statement of continuing ICAO policies in the air transport field |
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Introduction

Whereas the *Convention on International Civil Aviation* establishes the basic principles to be followed by governments to ensure that international air transport services may be developed in an orderly, regular, efficient, economical and harmonious manner and it is therefore one of the purposes of ICAO to support principles and arrangements in order that international air transport services may be established on the basis of equality of opportunity, sound and economic operation, mutual respect of the rights of States and taking into account the general interest;

Whereas air transport is a major factor in promoting and fostering sustained economic development at national as well as international levels;

Whereas it is becoming increasingly difficult, particularly for developing countries, to secure the necessary resources required to optimize the opportunities and meet the challenges inherent in the development of air transport, and to keep pace with the challenges posed by demands on air transport;

Whereas the Organization prepares guidance, studies and statistics on the development of air transport for Contracting States on a continuing basis and these should be kept current, focused and relevant and should be disseminated to Contracting States through the most effective means;

Whereas Contracting States are required to provide accurate and factual statistical data and other information in order that the Organization may prepare this guidance;

Whereas the Organization is moving toward management by objective with more focus on implementation over standard setting;

Whereas guidance developed by the Organization, and action taken by the Organization in implementing its Strategic Objectives, should assist Contracting States in developing policies and practices that facilitate the globalization, commercialization and liberalization of international air transport; and

Whereas it is important for Contracting States to participate in the work of the Organization in the air transport field;

The Assembly:

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies in the air transport field, as these policies exist at the close of the 36th Session of the Assembly:

Appendix B — Statistics

Appendix C — Forecasting and economic planning

2. *Urges* Contracting States to have regard to these policies and their continuing elaboration by the Council in documents identified in this consolidated statement and by the Secretary General in manuals and circulars;
3. *Urges* Contracting States to make every effort to fulfil their obligations, arising out of the Convention and Assembly resolutions, to support the work of the Organization in the air transport field, and, in particular, to provide as completely and promptly as possible the statistical and other information asked for by the Organization for its air transport studies;
4. *Requests* the Council to attach particular importance to the problem of financing the development of the human and technical resources necessary to ensure the best possible contribution of air transport to the economic and social well-being of developing countries;
5. *Requests* the Council, when it considers that it would be of benefit in assisting its work on any air transport question, to seek the consultation of expert representatives from Contracting States by the most appropriate means, including the establishment of panels of qualified experts reporting to the Air Transport Committee or of Secretariat study groups, and work by correspondence or by meetings;
6. *Requests* the Council to convene Conferences or Divisional meetings, in which all Contracting States may participate, as the principal means of progressing the resolution of issues of worldwide importance in the air transport field, when such meetings are justified by the number and importance of the issues to be dealt with and where there is the likelihood of constructive action upon them;
7. *Requests* the Council to provide for workshops, seminars and other such meetings as may be required to disseminate ICAO's air transport policies and associated guidance to and amongst Contracting States;
8. *Requests* the Council to keep the consolidated statement of ICAO's air transport policies under review and advise the Assembly as appropriate when changes are needed to the statement; and
9. *Declares* that this resolution supersedes Resolution A35-18.

Statistics

Whereas ICAO's Statistics Programme provides an independent and global foundation for the purpose of fostering the planning and development of international air transport;

Whereas each Contracting State has undertaken that its international airlines shall file the statistics requested by the Council in accordance with Article 67 of the Convention;

Whereas the Council has also laid down requirements for statistics on domestic airline operations, international airports, and international route facilities, pursuant to Articles 54 and 55 of the Convention;

Whereas the Council has laid down requirements for data collection on civil aircraft on register pursuant to Article 21 of the Convention;

Whereas the Council has adopted a policy of management by objective which requires measuring the performance of the Organization as a whole and of its constituent parts in meeting the Strategic Objectives of the Organization;

Whereas the development of ICAO's validation and storage integrated statistical database provides Contracting States and other users with an efficient online system for the retrieval of statistical data;

Whereas a number of Contracting States have still not filed, or have not filed completely, the statistics requested by the Council; and

Whereas cooperation amongst international organizations active in the area of collection and distribution of aviation statistics may enable reduction in the burden of filing statistics;

The Assembly:

1. *Urges* Contracting States to make every effort to provide the statistics required on time and to submit them electronically whenever possible;
2. *Requests* the Council, calling on national experts in the relevant disciplines as required, to examine on a regular basis the statistical data collected by ICAO in order to meet more effectively the needs of the Organization and its Contracting States, and to establish the necessary metrics to monitor the performance of the Organization in meeting its Strategic Objectives, to improve the uniformity of the statistics, the completeness and timeliness of reporting by Contracting States, and the form and content of analyses; and
3. *Requests* the Council to:
 - a) continue to explore ways of closer cooperation with other international organizations active in the collection and distribution of aviation statistics; and
 - b) make arrangements, on an appropriate basis, for assistance to be given upon request to Contracting States by personnel of the Secretariat for the improvement of their civil aviation statistics and their statistical reporting to the Organization.

Forecasting and economic planning

Whereas ICAO's independence in carrying out investigations into trends and in applying economic analyses provides a necessary foundation for fostering the planning and development of international air transport;

Whereas Contracting States require global and regional forecasts of future civil aviation developments for various purposes;

Whereas the Council, in carrying out its continuing functions in the economic field, must foresee future developments likely to require action by the Organization and must initiate such action in good time;

Whereas the Organization has to regularly assess its performance against the Strategic Objectives with particular focus on safety, security, environment and efficiency; and

Whereas the Organization requires specific forecasts and economic support for airports and air navigation systems planning and environmental planning purposes;

The Assembly:

1. *Requests* the Council to prepare and maintain, as necessary, forecasts of future trends and developments in civil aviation of both a general and a specific kind, including, where possible, local and regional as well as global data, and to make these available to Contracting States and support data needs of safety, security, environment and efficiency;
2. *Requests* the Council to develop methodologies and procedures for the preparation of forecasts, the analysis of cost-benefit or cost-effectiveness, and the development of business cases to meet the needs of the Organization, the regional air navigation planning groups and, as required, other systems or environmental planning bodies of the Organization; and
3. *Requests* the Council to make arrangements to collect and develop material on current forecasting methods both for the purposes described in clauses 1 and 2 and for dissemination to Contracting States from time to time as guidance in their own forecasting and economic planning.

Air carrier economics

Whereas there is a continuing interest among users, including international organizations with interests in tourism, aviation and trade, in the level of international air carrier costs of operation, fares, rates and appropriate revenue yields;

Whereas the objective studies by ICAO on international air transport costs and revenues are widely used by Contracting States and other international organizations, have promoted neutrality and have resulted in a more equitable system of revenue sharing; and

Whereas ICAO requires air carrier revenue, cost and operational data to assist the Council in assessment of the effectiveness of measures proposed for the implementation of the Strategic Objectives of the Organization, and for environmental planning, investment studies and other purposes;

The Assembly:

1. *Requests* the Council to instruct the Secretary General to issue periodically a study on regional differences in the level of international air transport operating costs, analysing how differences in operations and input prices may affect their levels and the impact that changes in costs may have on air transport tariffs; and
2. *Urges* Contracting States to make every effort to obtain from their international air carriers with the least possible delay the cost, revenue and other data requested by ICAO.

Air mail

Whereas the Assembly has given ongoing directions with regard to ICAO's work in the field of international air mail;

The Assembly:

1. *Urges* Contracting States to take into account the effects on international civil aviation whenever policy is being formulated in the field of international air mail, and particularly at meetings of the Universal Postal Union (UPU); and
2. *Directs* the Secretary General to furnish to the UPU, on request, information of a factual character which may be readily available.

— END —