



WORKING PAPER

ASSEMBLY — 38TH SESSION

LEGAL COMMISSION

Agenda Item 47: Work Programme of the Organization in the legal field

**PROMOTION OF THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR
INTERNATIONAL CARRIAGE BY AIR DONE AT MONTREAL ON 28 MAY 1999
(MONTREAL CONVENTION OF 1999)**

(Presented by the United States)

EXECUTIVE SUMMARY

The Montreal Convention of 1999, which establishes a regime to govern airline liability to passengers and shippers on international flights, is in force for 103 States and one Regional Economic Integration Organization (REIO). Its universal adoption would provide significant benefits to the travelling and shipping public, as well as greater certainty to the airline industry about what rules govern their liability. This paper seeks a greater effort to urge all Member States to ratify the 1999 Convention if they have not already done so.

Action: The Assembly is invited to adopt the resolution attached in the Appendix.

<i>Strategic Objectives:</i>	This working paper relates to Supporting Implementation Strategy – Programme Support – Legal Services and External Relations.
<i>Financial implications:</i>	None
<i>References:</i>	Doc 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i>

1. INTRODUCTION

1.1 The Montreal Convention of 1999 replaces the low airline liability caps of the previous Warsaw/Hague liability regimes, and enables individuals previously prevented from suing in their home country to do so. It provides automatic payment for proven damages in the event of injury or death up to 113,100 Special Drawing Rights (approximately US\$170,500/€129,500 as of mid-July 2013). Above that amount an airline must fully compensate for damages unless the airline proves that it was not at fault. The Convention also encourages upfront payments to victims to be made without delay, where such payments are required by national law.

1.2 This Convention also precludes unreasonably high passenger recoveries by not allowing punitive or exemplary damages. At the same time, it prevents recoveries from being diluted by inflation by adjusting the limits every five years to reflect inflation.

2. DISCUSSION

2.1 The Montreal Convention of 1999 seeks to replace the patchwork of international agreements addressing airline liability to passengers and shippers that has built up over the years. Airline liability was first addressed in the 1929 Warsaw Convention. Several changes have been made since then that are set out in some international agreements. None of these changes has been universally adopted, creating confusion about which agreements govern a particular event. Universal acceptance of the Montreal Convention of 1999 will eliminate this problem.

2.2 Although it is in force for 103 ICAO Member States and one REIO, 88 Member States still have not ratified the Montreal Convention of 1999. The 37th Session of the Assembly adopted a resolution (Resolution A37-24) urging Member States that have not already done so to ratify the Montreal Convention of 1999. Because of the benefits to be gained from the universal acceptance of the Convention, Member States should again be urged to ratify this document.

APPENDIX

Recalling its Resolution A37-24 entitled *Promotion of the Montreal Convention of 1999*;

Recalling further its Resolution A37-22, Appendix C, relating to the ratification of instruments which have been developed and adopted under the auspices of the Organization;

Recognizing the importance of achieving a universal regime to govern airline liability to passengers and shippers on international flights; and

Recognizing the desirability of an equitable, fair and convenient system that allows full compensation for losses;

The Assembly:

1. *Urges* all States to support and encourage the universal adoption of the *Convention for the Unification of Certain Rules for International Carriage by Air*, done at Montreal on 28 May 1999 (Montreal Convention of 1999);
2. *Urges* all States that have not done so to become Parties to the Montreal Convention of 1999 as soon as possible; and
3. *Directs* the Secretary General to provide assistance, as appropriate, with the ratification process if so requested by a State.
4. *Declares* that this Resolution supersedes Resolution A37-24.

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