



CEANS-WP/78  
17/9/08

## **CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES**

**Montréal, 15 to 20 September 2008**

### **DRAFT REPORT ON AGENDA ITEM 2.3**

**Agenda Item 2: Specific issues related to airport economics and management**

**Agenda Item 2.3: Cost allocation and charging systems**

**2.3.1 Documentation**

**Secretariat** (WP/8) examined the issue of charging users on a per-passenger basis. Concerns having been raised about their consistency with the principles set out in Doc 9082, the paper concluded that the option to recover aircraft-related costs through passenger-based charges should be considered with great caution because of the impact on cost-relatedness, transparency and consumer protection. In that context, certain amendments of Doc 9082 were proposed.

**53 African States** (WP/60) believed that airport operators should be given more flexibility in the definition and application of passenger service charges to support the development of quality passenger services, as may be required by local conditions. The paper stated that appropriate safeguards are necessary to protect users against discrimination and enhance transparency. The paper proposed to amend Doc 9082 to reflect their view.

**UNWTO** (WP/22) supported the proposal of the ICAO Secretariat (WP/8) to amend Doc 9082 regarding passenger service charges.

**ACI** (WP/30) stated that airports require flexible charging systems to respond to the dynamics of the aviation industry and the needs of airport users, and that raising the level of cost-relatedness of charges simplifies the charging system and introduces a commercial element in setting charges. The paper emphasized that appropriate safeguards may be necessary to protect non-discrimination and transparency, but should not reach as far as requiring agreement on charges between providers and users. The paper asserted that passenger service charges are related to the cost of processing the passenger at the airport, and that their definition and application should allow maximum flexibility to promote commercial approaches in provider/user relationships. The paper called for the amendment of Doc 9082 to broaden the scope of the passenger service charges, away from a strict airside/landside basis to a more functional, process-based approach.

**Mali** (WP/42 – information paper) provided some information relevant to this item (see paragraph 2.1.1).

**2.3.2 Discussion**

2.3.2.1 The Conference considered this item on the basis of WP/8 presented by the Secretariat together with several other papers, where some specific proposals were made concerning passenger service charges.

2.3.3 In view of the conclusions reached during the discussion of agenda item 2.2 (see paragraph 2.2.3.1), the Conference did not support the conclusions presented in the Secretariat's WP/8 regarding passenger-based charges and the description of the airport costs that should be included in the passenger service charges. For the same reason, the Conference did not support the text proposed in WP/8 to amend Doc 9082.