



WORLDWIDE AIR TRANSPORT CONFERENCE (ATCONF)

SIXTH MEETING

Montréal, 18 to 22 March 2013

Agenda Item 2: Examination of key issues and related regulatory framework

Agenda Item 2.1 : Market access

LIBERALIZATION OF AIR CARGO SERVICES

(Presented by Asociación Latinoamericana y del Caribe de Transporte Aéreo
(ALTA))

EXECUTIVE SUMMARY

This working paper explains the difficulties faced by the air transport sector focused on cargo.

Action: The Conference is invited to agree to the recommendations presented in paragraph 4.

References: ATConf/6 reference material is available at www.icao.int/meetings/atconf6.

1. INTRODUCTION

1.1 Although the Air Cargo Services represented almost 2 per cent of the world transport of merchandise, that represented almost 40 per cent of its value in 2011; and that these type of service presents a growth prediction for the next 20 years, with annual taxes superior than a 5per cent, the operators of air cargo services have to face numerous restrictions to operate its exclusive cargo flights.

2. PRINCIPAL DIFFICULTIES

2.1 Almost all the Current Air Services Agreement, prioritize the passenger services instead of the mixed ones, causing restrictions only to Cargo Flights. It is important to have in consideration that, generally this type of operation imposed the same restrictions of routs, rights concession and capacity, for both services, Cargo and Passenger.

2.2 The verified growth in the last years, related to bilateral and multilateral agreements, which presents a quite emphasized in liberation of the international air transport tendency, influence in the

¹ Spanish version provided by ALTA.

seventh liberty of air allowance for exclusive cargo flights, facilitating the market growth. Although there are many countries, which do not have national air transport Cargo, they kept its strength restrictions to those other countries that operate in their territory, almost as it were a “market caution”.

2.3 In relation to the flight operation per se, the operators of these kind of service, have to face several operational restrictions, as the prohibition of flight during certain hours, limited rights related to scale services, and very strict costumes requirements.

2.4 As a specific example of these difficulties, the restrictions imposed to the exclusive Cargo Flights in rush hours of their principles airports, that some countries established, must be pointed out. It has to be noted that these kind of flight does not use the passenger terminals, which normally result the most congested part of the airports, and neither the parking platform. It is only because of the Air Navigation Service, which should be more evaluated by those in the industry, who operate cargo services.

2.5 On the other side, some States require from the cargo authorized operators to, have a strict accomplishment of the hours and routes that were previously authorized by the competent authority. As it is known, the Cargo has to have some flexibility to permit the development of its daily operation, with the inclusion, omission or alteration of its points of departure, final and intermediate destiny, and its schedule. The previously authorization requirement, damage these type of service, which result to be crucial to the states economies development, and to the global trade.

2.6 The global proliferation of express shipments in the last years is notorious, with its consequent necessity of creating new hubs in the different countries, demonstrating the difficulties to develop a cargo that satisfies not only the industry but also its clients, who are becoming more exigent day by day because of the globalized context.

3. CONCLUSIONS

3.1 It is a fact that the growth and expansion of the cargo flights contributes to de sustainable development of the global civil aviation industry, contributing to the trade progress and global economy development.

3.2 The 5th Global Air Transport Conference recommended that the States duly considerate the characteristics of the air cargo services, at the time of discuss its air services agreements, looking to release this type of services.

3.3 By its own, IACO published its own orientations respect to the liberation of air cargo services, which still are appropriate.

4. RECOMMENDATIONS

4.1 The Conference is subject to the following recommendations:

- a) States should considerer the special characteristics of the cargo services, when they exchange routs definitions, rights concessions and capacity, specifically with the exclusive cargo operations, looking for not only the appropriate rights for an effective development, but also to a flexibility in its operations, in a sufficient and economical way;

- b) IACO has to develop a proposal of international agreement with dispositions that facilitates a major liberation of exclusive cargo services, which has to be accomplish by the Contractual States.

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