

TENTATIVE PROGRAMME*

Addressing Competition Issues: Towards A Better Operating Environment

Wednesday, 30 March – Day 1

9:00 – 9:10 **Opening Remarks**

9:10 – 9:20 **Setting the Scene**

9:20 – 10:40 **SESSION 1 - Understanding Competition in a Liberalized Market**

The objective of liberalization is to create a favorable environment in which air transport players can operate and prosper, while consumers benefit from enhanced services, additional choices and better value. What is competition? Is there a need to define “fair competition”? Is unrestrained competition desirable? What does a “level playing field” mean in the air transport context?

10:25 – 10:40 Comments, Questions and Answers Period

10:40 – 11:10 **Coffee Break**

11:10 – 12:30 **SESSION 2 – The Role of Government in the Liberalized Environment**

Disparity in the development stages of States, different levels of competitive strength of airlines, geographic location, as well as different legal systems, are the reality faced by the industry and its regulators. States may also have diverse views on the role of governments in air transport, and different competition policy goals.

What are governments’ policy goals or objectives concerning competition? To what extent, and under which circumstances is State support desirable or acceptable? Should airlines necessarily be economically dissociated from States?

12:15 – 12:30 Comments, Questions and Answers Period

12:30 – 14:00 **Lunch Break**

14:00 – 15:30 **SESSION 3 – Connectivity and Competitiveness in a Liberalized Market**

Increased connectivity enhances the passenger’s choice of routings, boosts traffic, and ultimately benefits air transport operators and consumers. Competition today is not just between individual airlines, but increasingly between their alliances. In addition, airlines naturally use their geographical position as a competitive advantage by carrying traffic via their home countries. Some destinations adopt comprehensive policies and practices to enhance their attractiveness as hubs.

What are the benefits brought by enhanced connectivity to air carriers, airports, passengers and the broader economy? To what extent is point beyond traffic and operations essential in international air traffic development? What are the business models of the so-called “Super-connector carriers”, using 6th freedom of the air, of low cost carriers, of successful hubs?

- 12:15 – 12:30 Comments, Questions and Answers Period
- 15:30 – 16:00 **Coffee Break**
- 16:00 – 17:00 **Open Interactive Discussion – PART I**
- 17:30 – 19:30 **Reception**

Thursday, 31 March – Day 2

9:00 – 9:10 **Introductory Remarks**

9:10 – 10:30 **SESSION 4 – Application of National and Regional Competition Policies to International Air Transport**

Several States and regional organizations have general competition rules with a number of bilateral anti-trust/competition enforcement cooperation agreements, particularly between developed countries.
How to distinguish between normal and anticompetitive competitive behaviors with the application of competition laws? To what extent is it desirable and even possible to harmonize competition rules? How can States collectively foster compatibility and convergence given different approaches taken by States?

10:15 – 10:30 **Comments, Questions and Answers Period**

10:30 – 11:00 **Coffee Break**

11:00 – 12:30 **SESSION 5 – Aviation Specific Safeguards for Competition**

Aviation has unique economic characteristics compared to other service industries, particularly those related to transportation services. Aviation-specific safeguards for competition in a liberalized market are being seen as a necessity in many circumstances. In other words, these safeguards are sine qua non to effective participation in international air transport and its sustainable development.

When and where are aviation-specific safeguards justified and how can these safeguards be implemented internationally? How can ICAO's policies and guidance on this subject will also be discussed?

12:15 – 12:30 **Comments, Question and Answer Period**

12:30 – 14:00 **Lunch Break**

14:00 – 15:30 **Open Interactive Discussion – PART II**

Topics to be taken from key points raised during Sessions 1 to 5, including recent and future work of ICAO.

15:30 – 16:00 **Coffee Break**

16:00 – 16:45 SESSION 6 – Working Collaboratively to Create a Better Operating Environment

This final Session will wrap-up the previous discussions, helping to draw some conclusions on the issues and the way forward with a focus on how States can take practical steps to foster a better operating environment for the airlines, for the benefit of the travelling public and for broader economic development goals.

16:45 – 17:00 Closing Remarks

*Programme is subject to changes by organizer

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