



# ICAO

## CONCEPT NOTE

### Promoting Connectivity through Liberalized Market Access

Air transport has continued to connect States to regional and global markets, facilitates travel, tourism and trade, generates economic growth and development, as well as provides jobs and fosters other socio-economic benefits. However, the current air transport sector is still facing regulatory barriers, constraints, uncertainty and/or economic fragmentation, which impede efficiency, generate frictions and hinder air connectivity improvement.

In order to improve and optimize air connectivity, a globally harmonized regulatory framework is required, focusing on measures that allow the industry to do business in a more favourable operating environment and expand into new markets. In this regard, the focus should therefore be on the liberalization of market access, the establishment of good regulatory practices and good governance in which air transport is designed, implemented and managed.

The primary objective of the 2019 ICAO Air Transport Symposium (IATS2019), taking place in Paradise City, Incheon, Republic of Korea is to promote air connectivity and the benefits of a coherent global regulatory regime through the liberalization of air transport. These will be done through sharing of experiences by States, regional bodies and the industry. The event will also address the drivers and impediments to the liberalization of international air transport, as well as proffer suggestions that would assist States and regions in their liberalization efforts.

The focus of the symposium is quite germane considering the positive effect and contributions of liberal arrangements to the growth and development of air transport globally.

### Expected Outcomes

- I. Promotion of the socio-economic benefits of liberalization and the establishment of good regulatory practices and governance of air transport including modernization, harmonization and convergence of regulatory approaches and regimes of States and regions;
- II. Encouragement for States and regions to embrace liberal approaches in their regulatory arrangements and make use of ICAO's long-term vision for international air transport liberalization in their regulatory practices; and
- III. Creation of more awareness of ICAO's policies and guidance on economic regulation of international air transport.

### Meeting Format

The meeting is expected to provide a good atmosphere and forum for exchange of ideas and information, as well as sharing of experiences among policy makers, air transport regulators, industry representatives, aviation professionals and other stakeholders. It would be an interactive forum with presentations, panel discussions and contributions by participants.

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Tuesday, 7 May 2019	
18:00 – 20:00	VIP Dinner (hosted by MOLIT)
Day 1 – Wednesday, 8 May 2019	
9:00 – 9:30	VIP Consultation
9:30 – 10:30	<b>Opening Remarks</b>
	Welcome address the Republic of Korea, MOLIT Opening Remarks by ICAO Keynote address by the Host
10:30 – 11:00	<b>Coffee Break</b>
11:00 – 12:30	<b>SESSION 1 – Liberalization of International Air Transport: The Journey so Far! (Panel Discussion)</b>
	The liberalization of international air transport has evolved over time. It has created a better operating environment for airlines, airports and air navigation service providers and has brought immense socio-economic benefits to States and regions. <i>This Session will focus on the liberalization of international air transport in the last 70 years by highlighting the historical perspectives and changes that have taken place in air transport since then. There will be presentations and speeches to set the scene for the Symposium. These will be followed by a panel discussion, as well as a question and answer period.</i>
12:30 – 14:00	<b>Lunch</b>
14:00 – 15:30	<b>SESSION 2 – Sharing Regional Experiences in Liberalization (Presentations)</b>
	States and regions have pursued liberalization of market access at different paces, as encouraged by ICAO Assembly Resolution A39-15, Appendix A Section 1 (2). Their experiences therefore differ. Those that have embraced liberalization are reported to have reaped several socio-economic benefits. <i>This session will be based on the framework of existing multilateral Agreements adopted by the various regions. It will be an interactive session for sharing experiences between those regions that have fully liberalized their air transport industry and those that are yet to fully adopt liberalized multilateral regulatory frameworks.</i>
15:30 – 1600	<b>Coffee Break</b>
16:00 – 17:30	<b>SESSION 3 – Safeguards for liberalization of Market Access: What Safeguards? (Presentations)</b>
	Proponents of safeguards for a liberalized international air transport often justify their position by referring to the different stages of development of States, levels of strength and competitive edge of air carriers, geographic location, as well as the need to ensure the effective and sustained participation of all States in the international air transport system. While there appears to be widespread support for the need for safeguards, there are, however, disagreements on the nature and scope of such safeguards. <i>This session will focus on the need and types of safeguards required for the liberalization of international air transport to ensure a “level playing field” for air carriers.</i>
17:30 – 18:30	<b>Cocktail Reception</b>
18:30 – 20:30	<b>Welcome Dinner</b> (hosted by MOLIT)
End of Day 1	

## Day 2 – Thursday, 9 May 2019

09:30 – 11:00	<b>SESSION 4 – Promoting Cross-Border Investments in Airlines (Presentations)</b>
	During the Sixth Worldwide Air Transport Conference (ATConf/6) held from 18 to 22 March 2013, it was acknowledged that States had used various means in the liberalization of air carrier ownership and control including unilateral, bilateral, regional, plurilateral and multilateral approaches. However, there have continuously been calls for the liberalization of air carrier ownership and control in order to adapt to an ever more global and competitive economic environment and to encourage cross-border investments and airline mergers. <i>This Session will focus on the various regulatory approaches to, and the benefits of, liberalizing air carrier ownership and control.</i>
11:00 – 11:30	<b>Coffee Break</b>
11:30 – 12:30	<b>SESSION 4 (Continued) – Promoting Cross-Border Investments in Airlines (Presentations)</b>
12:30 – 14:00	<b>Lunch</b>
14:00 – 15:30	<b>SESSION 5 – Achieving Regulatory Convergence (Presentations)</b>
	The objective of liberalization is to create a favourable environment in which air transport players can operate and prosper, while consumers benefit from enhanced services, additional choices and better value. While there has been a general desire for fostering regulatory convergence in the areas of consumer protection regulations and competition policies for international air transport, achieving this has remained a challenge. <i>This Session will focus on the examination and the achievement of common tools, policy guidance and best practices for global harmonization and compatibility of regulatory regimes.</i>
15:30 – 16:00	<b>Coffee Break</b>
16:00 – 17:30	<b>SESSION 5 (Continued) – Achieving Regulatory Convergence (Presentations)</b>
18:00 – 20:00	<b>Dinner (invitation only)</b>
<b>End of Day 2</b>	

**Day 3 – Friday, 10 May 2019**

09:30 – 11:00	<b>SESSION 6 – Impact of Levies on Air Transport Sustainability (Presentations)</b>
	The past decade has seen the proliferation of various taxes on the sale and use of air transport. The imposition of taxes is considered counterproductive because in many cases the revenue raised is far outweighed by the economic benefits that are relinquished as a result of reduced demand for air travel. <i>This session will examine whether taxes on air transport are sustainable ways for governments to generate revenue and how to build robust cost-benefit analyses for decision-makers.</i>
11:00 – 11:30	<b>Coffee Break</b>
11:30 – 12:30	<b>Wrap-up/Summary of discussion</b> Closing remarks by the Host
12:30 – 14:00	<b>Lunch</b>
14:00	<b>Cultural Tour</b>

End of Day 3

\* This programme is subject to changes by the organizer

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