



ICAO

ECONOMIC DEVELOPMENT

Report

# Sixth Worldwide Air Transport Conference

## Sustainability of Air Transport

ICAO Headquarters, Montréal, 18–22 March 2013

# ATC conf

- g) taking into consideration the different realities of States, it is recognized that liberalized aviation markets have generally produced significant growth, development and social benefits for States that have embraced them;
- h) in order for ICAO to play an important role in air transport liberalization, a dedicated air transport fund may be established with a view to seeking voluntary contributions from Members States so as to enhance the work of the Organization in this field, provided that such a fund is administered in accordance with ICAO rules of governance and policies; and
- i) the MC99 has been an effective tool in determining air carriers liabilities and its implementation should be improved so as to provide important benefits to all Parties.

#### 1.1.4 Recommendations

##### **Recommendation 1.1/1 — Industry and regulatory developments**

##### **The Conference recommends that:**

- a) States should recognize the importance of national and regional regulatory frameworks in ensuring compliance of alliances with competition standards and in preventing monopolies; States should also give due consideration to the benefits that alliances create;
- b) States should consider the creation of mechanisms that allow for closer co-operation and co-ordination between their tourism and air transport authorities; States should also support an increased co-operation between ICAO and UNWTO on key issues of common interest; States should support and encourage the universal adoption of MC99;
- c) ICAO should continue to monitor developments, conduct studies on major issues of global importance, provide a set of basic principles to States and share its analyses on the development of the air transport industry with States, international organizations and the industry;
- d) ICAO should update and advance its guidance material on the regulation of international air transport. In particular, it should continue to update the Template Air Services Agreement (TASAs) to keep pace with regulatory evolution and to update liberalization indicators. ICAO should also continue to develop relevant databases such as the *Database of the World's Air Services Agreements* (Doc 9511), as well as case studies of liberalization experiences;
- e) ICAO should continue to assist States with air transport liberalization efforts; this could be undertaken, inter alia, through the development of additional training courses, regional seminars or similar activities for the benefit of States, in accordance with available resources;
- f) ICAO should be the only forum for initiating global solutions for the development of a sustainable air transport system for all interested parties; ICAO should continue to cooperate with international and regional organizations and with the industry in order to monitor impediments to a sustainable air transport system and define, in a cooperative

manner, key strategies to overcome impediments;

- g) ICAO should establish an air transport fund in order to seek voluntary contributions from Member States with a view to enhancing the work of the Organization in this field. This fund should be administered transparently in accordance with relevant ICAO rules of governance and policies; and
- h) ICAO should provide assistance with the ratification of MC99, if so requested by a State.

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