Outcome of the Second ICAO Air Cargo Development Forum

Building on the success of the First Air Cargo Development Forum of 2014, the Second Air Cargo Development Forum, held in Zhengzhou, China, from 5 to 7 September 2018, brought together stakeholders of air cargo services at different levels, including regulators, airlines, freight forwarders, airports' operators, academia, and other strategic partners, to discuss emerging issues in the development of air cargo services.

After two (2) days of informative, insightful and interactive presentations and discussions on different aspects of air cargo services including facilitating global liberalization of air cargo services, maximizing the benefits of air cargo services in a liberalized environment, advancing the impact of   e-commerce and technology on the future of air cargo services, improving air cargo connectivity and supply chain, among others, the meeting:

1) *Acknowledged* the progress being made by States to modernize the regulatory environment through increasing numbers of liberalized bilateral and multilateral air services agreements, including fifth and seventh freedom traffic rights, for international air cargo services, which has created notable operational flexibility for air cargo to provide efficient and cost effective services on regional and global basis.

2) *Recognized* the vital role that air cargo plays in ensuring the competitiveness and commercial success of a large number of industries across the globe, and the need for different regulatory arrangements from those applying to international air passenger services, to enable air cargo respond more efficiently to market developments and demands.

3) *Requested* ICAO to work with States and other stakeholders to finalize the development of specific international agreement to facilitate the further liberalization of air cargo services, in order to fully maximize the benefits of air cargo services globally, especially in Small Island Development States (SIDs), Land Locked Developing Countries (LLDCs) and Least Developing Countries, where air cargo routes are regarded as regional lifelines.

4) *Emphasized* the need for air cargo carriers to change their business models through alliances and partnerships for better utilization of fleet and access to wider markets, in addition to having well trained and highly skilled personnel to overcome the challenges of emerging technologies to the shipments of air cargo.

5) *Urged* air cargo carriers to further integrate their IT systems with other logistics providers and with e-commerce marketplaces so as to expand the share of air cargo in the exponential growth of e-commerce activities.

6) *Reaffirmed* the importance and need for increased financial support and capital investment in the development and modernization of quality aviation infrastructure to

improve current development and reap the economic benefits of air cargo long-term growth.

7) *Encouraged that* the Belt and Road Initiative (BRI), which is one of the largest infrastructure and investments projects meant to address "infrastructure gaps" in the concerned States, should elevate the priority of aviation in order to balance it with other modes of transport, in the interest of multi-modal initiative.

8) *Encouraged* States to share information, best practices and data and statistics, on developments, regulatory practices and operations of air cargo services, e-commerce and the use of unmanned aircraft and cargo drones.

9) *Urged* States that are yet to ratify the Montreal Convention of 1999 (MC99) to do so as matter of priority.

10) *Requested* ICAO to continue to collaborate with the World Custom's Organization (WCO) and other stakeholders on improving the fragmented and cumbersome air cargo supply chains to increase air connectivity, taking into consideration the need for intermodal development.

11) *Thanked* the people and Government of the Municipal City of Zhengzhou for hosting the event and the Speakers for their insightful presentations and discussions.

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