



**Agenda Item 8: Any Other Business**  
**8.1 Results of the Sixth Worldwide Air Transport Conference**

**OUTCOME OF THE SIXTH WORLDWIDE AIR TRANSPORT CONFERENCE**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This information paper reports on the outcome of the Sixth Worldwide Air Transport Conference (ATConf/6). It also details Conference recommendations and provides a proposed plan for follow-up action for future work to be undertaken by the Organization.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• A38-WP/55 - <i>Consolidated statement of continuing ICAO policies in the air transport field</i></li><li>• A38-WP/56 – <i>Outcome of the Sixth Worldwide Air Transport Conference</i></li><li>• Doc 10009 - <i>Report of the Sixth Worldwide Air Transport Conference (ATConf/6)</i></li><li>• Doc 10008 - <i>Report of the Economic Commission of the 37th Session of the Assembly</i></li><li>• Doc 9958 - <i>Assembly Resolutions in Force (as of 8 October 2010)</i></li><li>• Doc 9587 - <i>Policy and Guidance Material on the Economic Regulation of International Air Transport</i></li></ul>	
<b>Strategic Objective</b>	<i>This information paper is related to Strategic Objective: C. Environmental Protection and Sustainable Development of Air Transport</i>

**1. INTRODUCTION**

1.1 The Sixth Worldwide Air Transport Conference (ATConf/6) was held in Montréal at ICAO Headquarters from 18 to 22 March 2013. It was attended by over 1 000 delegates and observers from 131 Member States and 39 international organizations. The report of the Conference has been issued as Doc 10009, *Report of the Sixth Worldwide Air Transport Conference*, and can be accessed at: <http://www.icao.int/meetings/atconf6/Pages/WorkingPapers.aspx>.

## 2. Outcome of ATCONF/6

2.1 The Conference had extensive coverage under two main agenda items: Item 1 – Global overview of trends and developments; and Item 2 – Examination of key issues and related regulatory framework. Highlights of the discussion and major recommendations are summarized below.

### *Item 1.1 — Industry and regulatory developments*

2.2 The Conference noted the major developments and the work that ICAO has accomplished since the last Conference (ATConf/5, 2003). Recognizing ICAO's important role in fostering the sustainable development of international air transport and in facilitating liberalization, the Conference recommended that a dedicated voluntary fund be established in accordance with relevant ICAO rules of governance and policies in order to support ICAO in carrying out its mandate and in strengthening its work in the air transport field. It also recommended that ICAO continue to monitor industry developments, enhance cooperation with all stakeholders, and keep its policy guidance current and responsive to the changes and needs of States.

### *Item 1.2 — Other areas of ICAO's work that may have economic implications*

2.3 The Conference took note of ICAO's work in the aviation security area with respect to cost-recovery policies for security measures and functions at airports. It also noted information on cost-benefit analysis of the regional safety oversight cooperation system adopted by certain Latin American States. The Conference recommended that States be encouraged to observe ICAO policies and guidance on aviation security charges and to increase participation in regional safety cooperation.

### *Item 2.1 — Market access*

2.4 The Conference agreed that market access liberalization has provided broad benefits. The discussion focused on the approaches and pace of liberalization. While States should pursue liberalization at their own pace and apply approaches suitable to their needs and conditions, there was also strong endorsement for the need to modernize the regulatory framework to adapt to a globalized business environment. It was recommended that ICAO develop and adopt a long-term vision for liberalization, including examination of an international agreement by which States could liberalize market access. In this regard, ICAO should work with all parties concerned, taking into account past experience and achievements, including the existing liberalization agreements, and to consult with experts, States, industry, and interested organizations and stakeholders, when required.

2.5 There was broad recognition of the contribution of air cargo to global trade and economy, and the distinct features of its operations. To facilitate further liberalization, ATConf/6 recommended that ICAO take the lead in developing an international agreement specifically for air cargo services, taking A38-WP/56 EC/6 - 3 - into account, past achievements, States' views on existing arrangements, and through consultation with all interested stakeholders.

2.6 Regarding slot allocation and night flight restrictions, various views were noted on the practices in handling these issues as well as ICAO's related policy guidance. Recognizing that these issues would continue as air traffic grows, the Conference recommended that States give due consideration to long-term capacity demands in the planning of infrastructure development, follow related ICAO policies and work to address concerns of other States, and resolve difficulties through consultation.

2.7 The Conference also recommended that ICAO continue to facilitate and assist States in liberalization, including providing the ICAO Air Services Negotiation Conference (ICAN) facility. ICAO should, where required, develop guidance on emerging issues of global importance, such as business aviation.

### ***Item 2.2 — Air carrier ownership and control***

2.8 There was wide recognition of the benefits of liberalizing air carrier ownership and control and the need to adapt the current regulatory regime to meet the needs of the 21st Century. It was agreed that ICAO should take the lead in facilitating further liberalization in this respect, while giving due regard to the importance of ensuring safety and security, the interests of all stakeholders, including labour, and the need for a gradual and progressive move toward adaptation. The Conference accordingly recommended that ICAO initiate work on the development of an international agreement for States to liberalize air carrier ownership and control. In this work, ICAO should involve all parties concerned and consult experts, States, stakeholders, and interested organizations. The Conference also recommended that States continue liberalization in this area, according to their needs and circumstances, through various existing measures.

### ***Item 2.3 — Consumer protection***

2.9 The Conference expressed the need to support protection of consumers of air transport services and agreed that the effectiveness of States' regulatory responses could benefit from increased convergence and compatibility. It recommended that ICAO develop a set of core principles on consumer protection in the short-term with the assistance of experts from the Air Transport Regulation Panel (ATRP), States, and regional bodies. The Conference also recommended that ICAO continue to monitor developments in consumer protection and work with States, industry, and other organizations such as the World Tourism Organization (UNWTO). In this respect, the Conference agreed on the need for coordinated approaches amongst concerned organizations such as UNWTO to avoid duplication of efforts and different sets of rules.

### ***Item 2.4 — Fair competition***

2.10 The major developments and various issues encountered by States were noted in the context of fair competition. Although views differed over the approaches for addressing the related issues, there was broad agreement that fair competition is an important general principle in the operation of international air services, and that States should give due regard to concerns of other States. Aided by a consultative ad-hoc group established by the Chairman, consensus was reached in recommending that ICAO develop tools to facilitate cooperation, dialogue, and exchange of information between States to foster more compatible regulatory approaches, and produce a compendium of the competition policies and practices of States and regional bodies. ICAO should also monitor developments and update its policy guidance on fair competition, as necessary.

### ***Item 2.5 — Safeguards***

2.11 The Conference considered four areas of safeguards in liberalization of international air transport, namely: a) sustained and effective participation of States; b) assurance of services and State aid/subsidies; c) an essential air service and tourism development route scheme; and d) avoidance of unilateral action. Agreeing that safeguard measures are required, ATConf/6 recommended that States be encouraged to use the ICAO guidance on safeguard measures and that the guidance be kept current and responsive to changes.

***Item 2.6 — Taxation and other levies on international air transport***

2.12 The Conference agreed that proliferation of various taxes and duties on air transport could have negative economic impact on sustainable development of air transport and on consumers. Confirming that ICAO's policies on taxation remain valid, the Conference recommended that ICAO promote its policies and work more vigorously with industry stakeholders to develop analysis and guidance to States on the impact of taxes and other levies on air transport. A model bilateral article on taxation, developed by ICAO, would be included in the ICAO Template Air Services Agreement (TASA).

***Item 2.7 — Economics of airports and air navigation services***

2.13 The Conference noted the need for modernization of the air transport system and the corresponding funding requirements, and the linkage between air transport liberalization and infrastructure development. Recognizing the continued relevance and validity of ICAO's existing policies and guidance on airport and air navigation services charges and economics, and on the funding of air transport infrastructure and regulatory oversight functions, the Conference recommended that ICAO keep its policies and guidance current, raise State awareness, and encourage their use. With respect to the need to address emerging challenges, the establishment of a multi-disciplinary working group was agreed to develop guidance on funding and financing of air transport infrastructure and the aviation system, including mechanisms to support operational improvements as described in the aviation system block upgrade (ASBU) modules.

***Item 2.8 — Implementation of ICAO policies and guidance***

2.14 The Conference noted the status concerning the implementation of ICAO's policies and guidance in the air transport field and agreed that States should be encouraged to include ICAO's policy guidance in their national policy, regulations, and in air services agreements. Given the importance of ICAO's policies and guidance, the Conference recommended that ICAO continue its leadership role to promote and update its policy guidance and consider additional ways to enhance the status of its policies, including assessing the value of a possible new Annex to the Convention on International Civil Aviation on sustainable development of air transport.

**3. Follow-up Work**

3.1 A wide-ranging and comprehensive package of conclusions and recommendations was adopted at the Conference, which should guide future policy direction and actions of States and the Organization. Important achievements include: a) highlighting air transport as an integral part of the civil aviation system; b) reaffirming the objective of liberalization and ICAO's leadership role; c) breaking new ground in moving toward modernizing the global regulatory framework; and d) providing a basis for concrete actions by ICAO in its future work in the air transport field. The Conference A38-WP/56 EC/6 - 5 - recommendations are divided into action by States and action by ICAO, which are shown respectively in Appendices A and B to said working paper.

3.2 When considering the follow-up work to ATConf/6, the Council, bearing in mind the limited resources of the Organization, decided to consolidate and group the recommendations for ICAO action into three categories of priority, which are presented in Appendix C of A38-WP/56 EC/6. Priority A tasks are those of major importance to States that should be initiated without delay; Priority B tasks have medium priority with respect to delivery, while Priority C tasks refer to those that could be undertaken in accordance with additional resources provided through voluntary contributions from

Member States. In its follow-up work, the Secretariat will involve the ATRP, and where necessary, consult States and other interested organizations and stakeholders.

3.3 Based on the Council decision, the Secretariat disseminated the recommendations for State action to States under cover of a State letter (SL 13/63). The Council report on the outcome of the Conference and the Organization's planned follow-up work was presented to the 38th Session of the ICAO Assembly for endorsement. Based on the decisions of the Assembly, the Secretariat will develop a more detailed implementation plan for follow-up work of the ATConf/6. The Air Transport Committee will be kept fully informed of the plans, activities, and progress of this work. Should any matters require policy decision or guidance, the Secretariat will consult the Air Transport Committee and the Council for consideration.

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