



SIXTH ITEM ON THE AGENDA

**Report on the outcome of the Fifth
Worldwide Air Transport Conference**
(Montreal, 24-29 March 2003)

1. The Fifth Worldwide Air Transport Conference (ATConf/5) was convened by the International Civil Aviation Organization (ICAO) at its Montreal headquarters from 24 to 29 March 2003. The theme of the ATConf/5 was “Challenges and Opportunities of Liberalization”.
2. At its 285th Session (November 2002), the Governing Body had decided that the ILO would participate at the ATConf/5 with a high-level tripartite Governing Body delegation. This delegation was composed of –
 - Ms. Elizabeth MacPherson, Canada, Government member.
 - Mr. Demetris Kittenis, Cyprus, Worker member.
 - For reasons of security and the SARS warning, Mr. Ancheta Tan, Philippines, the nominated Employer member decided not to travel to Canada.

A member (civil aviation specialist) of the Sectoral Activities Department accompanied the Governing Body delegation. Some 800 participants from 145 ICAO contracting States and 29 organizations (including the ILO) participated in the Conference.

3. The ILO’s participation was positive from the standpoint of the place given to labour and social issues in the discussions as well as in the conclusions and declarations adopted by the Conference. Three examples of this are identified –
 - (a) Under agenda item 1.1 (Background to and experience of liberalization) the Government member of the ILO delegation presented the working paper submitted by the ILO, which called upon the Conference to reaffirm that labour is a major stakeholder in aviation and should be a participant in accordance with decisions taken by it in 1944, in any discussions on the future economic regulation of the industry. The paper also requested the Conference to support respect for and to adopt recommendations concerning the ILO Declaration on Fundamental Principles and Rights at Work, 1998, the key role of labour, the employment effects of restructuring, social dialogue and the role of governments.
 - (b) Following discussion of agenda item 1.1, the Conference adopted the following conclusion: “Liberalization may have various implications for labour, which should

continue to participate as an important stakeholder for the development of the air transport industry. States should observe and respect the ILO Declaration on Fundamental Principles and Rights at Work, and take the necessary measures to promote social dialogue with the active participation of labour as a way to find innovative and socially responsible solutions”. This text was included in the “Consolidated Conclusions, Model Clauses, Recommendations and Declaration” as approved by the Conference.

- (c) At the beginning of the Conference, the ICAO secretariat presented a draft Declaration of Global Principles for the Liberalization of International Air Transport. This draft contained only one reference to labour concerns. The ILO delegation, in close cooperation with the delegations of the International Transport Workers’ Federation (ITF), the International Federation of Air Line Pilots’ Associations (IFALPA) and the International Federation of Air Traffic Safety Electronics Associations (IFATSEA), submitted several amendments to the draft text. Some of these amendments were included in the final text, which was adopted unanimously. The relevant paragraphs of the Declaration of Global Principles for the Liberalization of International Air Transport¹ states:

- The ICAO and its contracting States, together with the air transport industry and other stakeholders in civil aviation, will work to ensure that international air transport continues to develop in a way that: “has due regard for the interests of all stakeholders, including air carriers and other operators, users, airports, communities, labour, and tourism and travel services providers; [...]
- The objective of ongoing regulatory evolution is to create an environment in which international air transport may develop and flourish in a stable, efficient and economical manner without compromising safety and security and while respecting social and labour standards; [...]
- Cooperation between and among States facilitates liberalization and avoids conflicts, especially in dealing with competition law/policy issues and labour conditions involving international air transport.”

4. The ATConf/5 was preceded by a two-day seminar on 22 and 23 March 2003 convened by ICAO. A representative of the ILO made a presentation on “Aviation strategies: Challenges and opportunities of liberalization”.
5. The ILO delegation also had an opportunity to meet with the President of the ICAO Council, Dr. A. Kotaite and the Secretary-General, Mr. R. Costa Pereira. During that meeting, the delegation raised the following points:

- the fact that the present crisis in civil aviation could result in the loss of an experienced and well-trained workforce; this could have serious negative consequences for safety and security in the future;
- the invitation extended to the ILO to make a presentation during the pre-Conference seminar, provided an opportunity to address the employment and social consequences of liberalization;
- the possibilities of and need for reinforced cooperation between agencies in the UN system based on their respective mandates;

¹ The full text of the “Consolidated Conclusions, Model Clauses, Recommendations and Declaration” can be made available upon request.

- the invitation extended to ICAO to participate as an observer in the tripartite workshop on civil aviation in Latin America and Central America (San José, Costa Rica, 5-7 May 2003).

The President and the Secretary-General of ICAO thanked the ILO for its contribution to the Conference and stated that labour played a very important role in the industry and ICAO had always attached great importance to human factors. The Secretary-General referred to the need to strengthen cooperation between the two organizations, in particular on some technical panels where the ILO could be represented.

6. It is to be recalled that there is a Memorandum of Understanding (MoU)² between ICAO and the ILO that was concluded many years ago. On the basis of this positive and cooperative spirit in ICAO, it is recommended that the MoU may need to be reviewed with a view to its updating to take account of new circumstances.
7. The members of the delegation were satisfied with the results of the Conference, in particular with the changes in the Declaration, which are referred to in paragraph 3 above. This Declaration sets out the guiding principles for civil aviation for the next ten years. Delegates from many countries as well as the organizations referred to in paragraph 2 above appreciated the presence of a high-level ILO delegation.
8. ***The Committee on Sectoral and Technical Meetings and Related Issues may wish to invite the Governing Body –***
 - (a) *to take note of the information in this report; and*
 - (b) *to invite the Director-General to consult with the Secretary-General of ICAO on ways of strengthening cooperation between ICAO and the ILO.*

Geneva, 25 September 2003.

Point for decision: Paragraph 8.

² Published in: *Official Bulletin* of the ILO, Vol. XXXVII, 1954, No. 7.