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Report of the European Civil Aviation Conference

Motion for a resolution¹

Committee on Economic Affairs and Development

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1. 1956 - 8th Session - Second part



A. Draft Resolution

The Assembly,

Having before it the Report of the first session of the European Civil Aviation Conference ;

Noting the conclusions reached by the Conference,

Welcomes the establishment of this Conference as a permanent institution designed to promote the co-ordination, better utilisation and orderly development of intra-European civil aviation ;

Welcomes the Conference's compliance with the Council of Europe's invitation to transmit its annual Report to the Council of Europe ;

Congratulates the Conference on the adoption of a draft multilateral agreement on on-scheduled services, which the Assembly hopes will prove the forerunner of other agreements, in particular an early agreement on scheduled services;

Records its belief that the efforts to facilitate the interchange of aircraft will be successful in the near future;

Hopes that all member countries of E. C. A. C. will join the company for the common financing of new equipment, the creation of which was recommended by the Messina Conference;

Expresses the hope that these steps will help rationalise European civil aviation to such an extent that Member States need no longer subsidise this mode of transport out of public funds;

Invites the European Civil Aviation Conference to hold its next session in Strasbourg ; I

Instructs the President of the Assembly to transmit this Resolution to the Conference

B. Explanatory Memorandum by M. Corniglion-Molinier, Rapporteur

1.

The Assembly welcomes the fact that the European Civil Aviation Conference has presented to the Assembly the report of its first session, as requested by the Assembly in its Resolution 79 of October 1955. This follows the precedent already established by O. E. E. C., E. C. S. C. and E. C. M. T. which permits the Assembly of the Council of Europe, as the parliamentary organ of European co-operation, to review and comment on the action of the various inter-governmental organisations dealing with the more specialised and technical aspects of European integration.

The Assembly hopes that this arrangement, important for the institutional evolution of the political and technical framework of European co-operation will also prove of benefit to both organisations.

The main task of the European Civil Aviation Conference is to study and propose measures for a more rational and economical organisation of intra-European air transport.

The existence of a world organisation, namely I. C. A. O., which standardises the technical and legal aspects of international aviation, and the fact that, despite its rapid development, intra-European traffic has by no means achieved the importance of inter-continental traffic, raised the question of the relationship of the European Conference to the international bodies concerned.

It was decided by common consent to establish the closest liaison with I. C. A. O., in particular by providing for the attendance of ICAO representatives at the European Conference and by enabling the latter to use the Secretariat and material resources of I. C. A. O.

On the practical plane:

- a. the draft multilateral agreement on non-scheduled services represents a great advance towards liberalisation and covers a wide field. Seven countries have already subscribed to this agreement, and it is to be hoped that all European countries will ratify it without delay;
- b. a Working Party is studying the economic and legal problems of the interchange of aircraft, with a view to more efficient utilisation, and has already noted the absence of major obstacles. Lastly, it may be pointed out that the Messina Conference concerned itself with the establishment of a European Company for the financing of European aircraft equipment (Eurofinair) whose function would be similar to that of Eurofima in railway finance, and recommended various measures within the framework of the common market designed to facilitate the creation of a European aircraft equipment industry, namely the appointment of an advisory committee on aircraft construction, the joint finance of research and prototypes and the introduction of an international system for tenders. It is most desirable that other countries besides those participating in the Messina Conference should join in these studies and, possibly, become members of these bodies.