

study by the Air Transport Committee of the Council, and, in addition, any views that might be submitted during the coming year be taken into consideration for the purpose of developing a multilateral agreement which would take into account such national points of view, for submission to the next annual Assembly. Representatives of several States spoke to this motion, including the Hon. David Wilson, who recalled that New Zealand had moved at Chicago the motion in favour of an international air service owned, controlled, and operated by an International Air Authority on behalf of all nations of the world. While New Zealand still adhered to this view, her delegation had not come to Montreal expecting to make progress along these lines, though it had been hoped that a multilateral agreement on commercial rights in civil air transport might be reached. Since this was apparently impossible, New Zealand would support the resolution now before the Assembly. In view of the magnitude of the problems involved, he felt that the Organization should "make haste slowly" so that, when the agreement finally came before the Assembly, it would be one which would be acceptable to all States and in the best interests of international civil aviation. The resolution of the United States was adopted.

16. A revival of interest was displayed in the case for international ownership and operation as put forward by the Hon. D. Sullivan on behalf of New Zealand and Australia and supported by France and Afghanistan at Chicago, in that when the views and comments of States were being submitted in Commission, Sir Donald Banks, Chairman of the United Kingdom delegation, stated that it was incumbent on him to record that His Majesty's Government in the United Kingdom, in pursuing such orderly development on international air routes, regarded the establishment of an international organization to own and operate trunk services as the most effective means of attaining this objective. Nevertheless, until the necessary degree of international support for such an organization was forthcoming, they favoured a multilateral agreement which provided, for all contracting parties, a code of rules, the highest degree of freedom for commercial purposes, and safeguarded all States mutually against undue infringement of their rights. This was the first major State officially to support international ownership and operation. The Chairman of the Belgian delegation made a statement along similar lines. The subject of joint ownership of international air lines is to be studied with particular reference to the expressed desires of Australia, New Zealand, and the United Kingdom.

17. The report of the Division on Facilitation of Air Transport, including Recommended Standards and Practices, designed to unify and simplify existing customs, immigration, and public health procedures in international civil air transport, was transmitted to member States on 2nd March, 1946, for review. The Assembly, endorsing the objectives, called upon member States to submit their replies by 15th June, 1946, so that comments and suggestions could be embodied, as far as possible, in a final document which might be made the subject of a multilateral agreement for submission to the next Assembly and eventually incorporated in the Convention. With the exception of a few modifications, the recommendations generally met with official approval from New Zealand. There was no special comment from New Zealand upon problems of international air mail, concerning which the Assembly decided it was too early to consider the calling of an international conference on the subject.

18. Response in compliance with provisions of the Interim Agreement in transmitting statistical data as requested to the Secretariat has been almost negligible, and in this connection the Assembly resolved that member States undertake appropriate steps in forwarding this information, together with their comments, before the 1st August, 1946. The apparent lack of compliance has been due to the disruption of services during the war years, and to the fact that operations in many States have not been reinstated long enough to permit sufficient and reliable data to be assembled.

19. Including New Zealand, member States have played their full part in forwarding copies of contracts and agreements to the Secretariat. Progress made by the Council in the filing of contracts and agreements was the subject of appreciative comment from the Assembly.