

CAMERA DEI DEPUTATI

N. 692

DISEGNO DI LEGGE

PRESENTATO DAL MINISTRO DEGLI AFFARI ESTERI
(MEDICI)

DI CONCERTO COL MINISTRO DELLE FINANZE
(FERRARI AGGRADI)

E COL MINISTRO DEI TRASPORTI E DELL'AVIAZIONE CIVILE
(SCALFARO)

Ratifica ed esecuzione dell'Accordo tra l'Italia e l'Etiopia
sui servizi aerei concluso a Roma il 21 marzo 1967

Presentato alla Presidenza il 19 novembre 1968

ONOREVOLI COLLEGHI! — L'Accordo aereo italo-etio-pico del 21 marzo 1967 rappresenta il risultato di una non facile preparazione, durata alcuni anni, e che si è svolta attraverso numerosi contatti a livello politico e a livello amministrazioni delle aviazioni civili e compagnie di trasporto aereo.

Nell'attesa della stipula dell'Accordo la compagnia di bandiera italiana ha iniziato ad operare nel giugno 1964 un collegamento aereo tra l'Italia e l'Etiopia sulla base di una concessione a carattere provvisorio. In reciprocità, la compagnia « Ethiopian Airlines » ha iniziato ad operare, sempre in regime provvisorio, un servizio con l'Italia.

L'Accordo disciplina in modo stabile il traffico aereo tra i due Paesi e i reciproci rapporti nella materia.

L'articolo II paragrafo 2 concerne i diritti di traffico che possono essere esercitati dalle rispettive imprese designate, e precisamente il diritto di sorvolo del territorio dell'altra Parte contraente, il diritto di scalo per ragioni non di traffico, e il diritto di esercitare traffico internazionale sulle rotte specificate nell'Annesso all'Accordo.

Ciascuna Parte contraente ha il diritto di designare una sola compagnia, garantente

do che l'impresa designata sia sotto il controllo effettivo della Parte che ha proceduto alla designazione o di suoi cittadini (articolo III).

L'articolo V prevede la reciproca esenzione, nei rispettivi servizi, dai gravami fiscali e doganali a favore delle imprese designate dalle due Parti.

La questione concernente la capacità delle rispettive imprese sulle rotte convenute è regolata dall'articolo VII che prevede che, prima dell'inizio dei servizi convenuti e per ogni successivo cambiamento di capacità, le autorità aeronautiche delle due Parti raggiungano gli opportuni accordi sulla pratica applicazione dei principi di carattere generale sull'esercizio del traffico aereo contenuti nello stesso articolo VII.

L'articolo XII regola la libera trasferibilità degli utili netti, al tasso ufficiale di cambio, che derivino alle compagnie dall'attività dei traffici aerei.

Le clausole concernenti tariffe, consultazioni, soluzioni delle controversie, denuncia dell'Accordo ecc. sono in linea con le clausole contenute negli accordi aerei stipulati dall'Italia negli ultimi anni.

Sulla base dell'Accordo che è stato raggiunto la compagnia aerea italiana e quella etiopica potranno gestire i servizi con pieni diritti di traffico sulle seguenti rotte:

Rotte italiane:

Punti in Italia - Atene - Cairo - Khartoum - Addis Abeba o Asmara e punti oltre in Africa centrale ed Africa orientale e nella Repubblica malgascia.

Rotte etiopiche:

Punti in Etiopia - Khartoum - Cairo - Beirut - Atene - Roma e punti oltre in Europa. Si ritiene che l'Accordo, nel rispondere alle esigenze italiane in Etiopia nel particolare settore economico, consentendo l'esercizio di una proficua attività, costituisca un caposaldo del promettente sviluppo del trasporto aereo nel continente africano, nell'interesse generale del Paese.

DISEGNO DI LEGGE

ART. 1.

Il Presidente della Repubblica è autorizzato a ratificare l'Accordo tra l'Italia e l'Etiopia sui servizi aerei, concluso a Roma il 21 marzo 1967.

ART. 2.

Piena ed intera esecuzione è data all'Accordo di cui all'articolo precedente a decorrere dalla sua entrata in vigore in conformità all'articolo XV dell'Accordo stesso.

AGREEMENT BETWEEN THE GOVERNMENT OF THE ITALIAN
REPUBLIC AND THE IMPERIAL ETHIOPIAN GOVERNMENT

The Government of the Italian Republic and the Imperial Ethiopian Government (hereinafter referred to as the « Contracting Parties ») having ratified the Convention on International Civil Aviation, opened for signature at Chicago on the 7th of December 1944, and desiring to conclude an agreement for the purpose of establishing air services between their respective territories and beyond, have agreed as follows:

ARTICLE I

For the purpose of the present Agreement unless the context otherwise requires:

- a) the term « The Convention » means the Convention on International Civil Aviation opened for signature at Chicago on December 7th, 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Article 90 and 94 thereof;
- b) the term « Aeronautical Authorities » means in the case of Italy the Ministry of Transport and Civil Aviation, Inspectorate General of Civil Aviation, and in the case of Ethiopia the Civil Aviation Administration and in both cases any person or body authorized to perform the functions at present exercised by the above mentioned authorities;
- c) the term « designated airline » means an airline which one Contracting Party shall have designated, by written notification to the other Contracting Party, in accordance with Article III of the present Agreement, for the operation of air services on the routes specified in such notification;
- d) the terms « territory », « air service », « international air services » and « stop for non-traffic purposes » shall have the meanings respectively assigned to them in Article 2 and 96 of the Convention.

ARTICLE II

1. Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement for the purpose of establishing air services on the routes specified in the Annex to the present Agreement (hereinafter respectively referred to as the « agreed services » and the « specified routes »).

The agreed services may be inaugurated immediately or at a later date subject to the provisions of Article III of the present Agreement.

2. Subject to the provisions of the present Agreement, the designated airline of each Contracting Party shall enjoy the following privileges:

- a) to fly without landing across the territory of the other Contracting Party;
- b) to land in the territory of the other Contracting Party for non-traffic purposes and
- c) while operating an agreed service on a specified route to make stops in the territory of the other Contracting Party on the points specified for that route in the Annex to the present Agreement, for the purpose of putting down and taking on international traffic in passengers, cargo and mail coming from or destined to the territory of the other Contracting Party or of a third Country.

3. Nothing in paragraph 2 of this article shall be deemed to confer to the airlines of one Contracting Party the privileges of taking up in the territory of the other Contracting Party, passengers, cargo and mail destined for another point in the territory of that other Contracting Party.

4. The laws, regulations and instructions of one Contracting Party relating to the entry into or departure from its territory of aircraft or air services operated in international air navigation or to the operation of such aircraft or air services while within its territory shall be applied to the aircraft and agreed services of the designated airline of the other Contracting Party.

ARTICLE III

1. Each Contracting Party shall have the right to designate in writing — through the Aeronautical Authorities — to the other Contracting Party one airline for the purpose of operating the agreed services on the specified routes.

2. On receipt of the designation the other Contracting Party through its Aeronautical Authorities, and subject to the provisions of paragraph 3 and 4 of this Article, shall grant without delay to the airline designated the appropriate operating authorization.

3. The Aeronautical Authorities of one Contracting Party may request the designated airline of the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations which they normally apply to the activity of air carriers and to the operation of international commercial air services.

4. Each Contracting Party shall have the right to refuse to accept the designation of an airline or to withhold or revoke the granting to an airline of the privileges specified in paragraph 2 of Article II of the present Agreement or to impose such appropriate conditions as it may deem necessary on the exercise by an airline of those privileges, in case where it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party or in nationals of the Contracting Party designating the airline.

5. The airline so designated and authorized may begin to operate the agreed services at any time, subject to the provisions of Article VIII.

6. Each Contracting Party reserves the right to withhold or revoke the operating authorization or to impose such appropriate conditions as it

may deem necessary in case where the designated airline fails to comply with the laws or regulations of the Contracting Party granting those privileges, and where to the judgement of the former Party there is a failure to fulfil the conditions under which the rights are granted by this Agreement. Such action shall be exercised only after consultation between the two Contracting Parties and this consultation shall commence within a period of 60 days from the date of the request.

ARTICLE IV

Certificates of airworthiness, certificates of competency and licences issued by one Contracting Party or rendered valid and still in force shall be recognized as valid by the other Contracting Party.

Each Contracting Party reserves the right, however, to refuse to recognise, for the purpose of flight over its own territory, the certificates of competency and licences, granted to its own nationals by the other Contracting Party or by a third Country.

ARTICLE V

In order to prevent discriminatory practices and to assure equality of customs and fiscal treatment for the designated airlines of both Contracting Parties, it is agreed that:

- a) the aircraft of the designated airline of a Contracting Party, engaged in the agreed services, shall be admitted into and depart from the territory of the other Contracting Party, free from customs duties and similar charges;
- b) fuel, lubricating oils, aircraft stores, spare parts and normal aircraft equipment retained on board aircraft of the designated airline of a Contracting Party to operate the agreed services, shall be admitted into the territory of the other Contracting Party exempt from customs duties and other similar fiscal charges, even when they are consumed or used by the said aircraft during flights over the said territory. Such supplies cannot be disembarked without the consent of the customs authorities of the other Contracting Party;
- c) fuel, lubricating oils, aircraft stores, spare parts and normal aircraft equipment introduced into the territory of a Contracting Party for the exclusive use of aircraft of the designated airline of the other Contracting Party, operating the agreed air services, are exempt from customs duties and other similar fiscal charges, subject to the customs regulations normally applied in the said territory;
- d) fuel and lubricating oils, taken on board aircraft of the airline of a Contracting Party in the territory of the other Contracting Party are exempt from customs duties and other fiscal charges, provided that customs regulations in force on the said territory are observed;
- e) the supplies which, in accordance with the provisions contained in the above paragraphs, enjoy customs and fiscal exemption, cannot be used for purposes other than those relative to the services of flight and shall be re-exported in the case they cannot be used, unless their nationalization was permitted according to the regulation

in force in the territory of the Contracting Party concerned. Pending their use and allocation they shall remain under the control of the customs authorities.

ARTICLE VI

There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories and beyond.

In operating the agreed services, the designated airline of each Contracting Party shall take into account the interests of the airline of the other Contracting Party so as not to affect unduly the services which the latter provide on the specified routes or part of the same routes.

ARTICLE VII

The agreed services provided by the designated airlines of both Contracting Parties shall bear reasonable relationship to the requirements of the public for transportation on the specified routes, they shall have as their primary objectives the provisions at a reasonable load factor of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territory of the Contracting Party which has designated the airline and the territory of the destination Countries.

Provision for the carriage of passengers, cargo and mail both taken up and put down at points in the territories of third countries in the specified routes, shall be made in accordance with the general principle that capacity shall be related to:

- a) traffic requirements between the countries of origin and the countries of destination;
- b) the requirements of through airline operation;
- c) traffic requirements of the area through which the airline passes, after taking into account the interests of other transport services established by airlines of the States comprising the area.

Before inauguration of the agreed services and for the subsequent changes of capacity the Aeronautical Authorities of the Contracting Parties shall agree to the practical application of the principles contained in the previous paragraphs of this Article for the operation of the agreed services by the designated airlines.

ARTICLE VIII

1. The tariffs on any agreed service shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of service (such as standards of speed and comfort) and where it is deemed suitable the tariffs of other airlines for any part of the specified route. These tariffs shall be fixed in accordance with the following provisions of this Article.

2. The tariffs referred to in paragraph 1 of this Article, shall, if possible, be agreed in respect of each of the specified routes, between the

designated airlines (where it is deemed suitable, in consultation with other airlines operating over the whole or part of that route). Such agreement shall be reached through the ratefixing procedure of the International Air Transport Association (I.A.T.A.).

3. Any tariffs so agreed shall be submitted for approval to the Aeronautical Authorities of both Contracting Parties at least thirty days prior to the proposed date of their introduction. This period may be reduced in special cases if the Aeronautical Authorities so agree.

4. In the event of disagreement between the designated airlines concerning the tariffs, the Aeronautical Authorities of the Contracting Parties shall endeavour to determine them by agreement between themselves.

5. If the Aeronautical Authorities cannot agree on the approval of any tariff submitted to them under para 3 of this Article or on the determination of any tariff under paragraph 4, the dispute shall be settled in accordance with the provision of Article X of the present Agreement.

6. *a)* No tariff shall come into force if the Aeronautical Authorities of either Contracting Party are dissatisfied with it, except under the provision of paragraph 3 of Article X of the present Agreement.

b) When tariffs have been established in accordance with the provisions of this Article, these tariffs shall remain in force until new tariffs have been established in accordance with the provisions of this Article.

ARTICLE IX

If either of the Contracting Parties consider desirable to modify any provision of the present Agreement, it may request consultation between the Aeronautical Authorities of the two Contracting Parties and such consultation shall take place within sixty days from the date of the request.

Should the Aeronautical Authorities reach an agreement on amendment of the present Agreement, such amendment shall come into force when confirmed by an exchange of diplomatic notes.

ARTICLE X

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of the present Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation between themselves.

2. If the Contracting Parties fail to reach a settlement by negotiation,

a) they may agree to refer the dispute for decision to an arbitral tribunal appointed by agreement between them or to some other person or body, or

b) if they do not so agree or if, having agreed to refer the dispute to an arbitral tribunal, they cannot reach an agreement as to its composition, either Contracting Party may submit the dispute for decision to any tribunal competent to decide it which may hereafter be established within the International Civil Aviation Organization (ICAO) or, if there is no such tribunal, to the Council of said Organization.

The Contracting Parties undertake to comply with any decision given under paragraph 2 of this Article.

3. If and so long as either Contracting Party or the designated airline of either Contracting Party fails to comply with the decision given under paragraph 2 of this Article, the other Contracting Party may limit, withhold or revoke any rights or privilege granted by virtue of the present Agreement to the Contracting Party in default or to the designated airline of that Contracting Party.

ARTICLE XI

In the event of the conclusion of any general multilateral Convention concerning air transport to which both Contracting Parties adhere, the present Agreement shall be amended so as to conform with the provisions of such convention.

ARTICLE XII

Each Contracting Party grants to the designated airline of the other Contracting Party the right of free transfer at the official rate of exchange of the net profits earned by that airline in its own territory in connection with the carriage of passengers, mail and cargo.

ARTICLE XIII

Either Contracting Party may at any time give notice to the other if it desires to terminate the present Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organization (ICAO). If such notice is given, the present Agreement shall terminate twelve months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period. In the absence of acknowledgement of receipt by the other Contracting Party, notice shall be deemed to have been received fifteen days after the receipt of the notice by the International Civil Aviation Organization (ICAO).

ARTICLE XIV

The present Agreement and any amendment to the same shall be registered within the Council of the International Civil Aviation Organization (ICAO).

ARTICLE XV

The present Agreement shall be subject to ratification and shall enter into force on the date of the exchange of instruments of ratification.

In witness whereof the undersigned plenipotentiaries, being duly authorized thereto by their respective Governments, have signed the present Agreement and affixed thereto their seals.

Done at Rome this 21st day of March 1967 in duplicate in the English language.

*For the Government
of the Italian Republic*

FELICE SANTINI

*For the Imperial
Ethiopian Government*

ATO HAILU ALEMAYEHOU

A N N E X

The Ethiopian designated airline will be entitled to operate the following route schedule, with full traffic rights and the faculty to omit one or more points on any or all flights:

Points in Ethiopia - Khartoum - Cairo - Beirut - Athens - Rome and points beyond in Europe.

The Italian designated airline will be entitled to operate the following route schedule, with full traffic rights and the faculty to omit one or more points on any or all flights:

Points in Italy - Athens - Cairo - Khartoum - Addis Ababa or Asmara and points beyond in Central and Eastern Africa and Malagasy Republic.