

The first post-war session of CITEJA was held at Paris in January 1946 and, at this session, Canada participated for the first time in the work of this Organization. The CITEJA continued to operate during the period of the Provisional Organization and, at the first session of the ICAO Assembly in 1947, arrangements were made for the establishment of the Legal Committee of ICAO and for the new Committee to take over the functions formerly exercised by CITEJA. Since that time the Legal Committee has carried on that work. A new Convention has been adopted on the International Recognition of Rights in Aircraft, the purpose of which is to safeguard, while aircraft are in foreign Contracting States, rights of property, possession or security in or over the aircraft, validly acquired by third parties, in accordance with the laws of the State in which the aircraft is registered as to nationality. A revision of the Rome Convention, which deals with damage caused by foreign aircraft to third parties on the surface, has been completed by the Legal Committee and will be considered by a Special Conference at Rome in September 1952. A revision of the Warsaw Convention, which governs the international carriage of goods and passengers by air, is also in an advanced stage and many other projects are under study in the private air-law field. Canada has participated throughout in all the meetings of the Legal Committee.

Co-operation with Other International Organizations.—As a specialized agency of the United Nations, ICAO has a formal agreement with the United Nations for the purpose of ensuring the fullest co-ordination and co-operation between the two Organizations and, for the same purpose, ICAO has working arrangements with a number of the other specialized agencies including the World Meteorological Organization, the World Health Organization, the Universal Postal Union and the International Telecommunications Union. These arrangements have proved to be of great value in avoiding duplication of effort and possible conflicts where there are overlapping interests.

United Nations Expanded Program for Technical Assistance.—Under the United Nations expanded program for technical assistance, technical assistance missions have been organized by ICAO and dispatched to a number of underdeveloped countries. Technical advisers have been provided to meet special needs and a comprehensive fellowship scheme was established under which nationals of countries needing assistance are given training in countries that are more advanced in aviation and have the necessary facilities. Canada has co-operated fully with ICAO in furnishing qualified personnel as members of missions and for specialized work and has also undertaken to provide fellowship training in certain fields of aviation.

Canada's Contribution to ICAO.—As already stated, Canada has participated fully in all phases of the work of ICAO and Canadian representatives have from the beginning made substantial and valuable contributions to the work of the Organization in the Assembly, in Council, in the Committees and in Divisional and Regional Meetings. In turn, Canada has received very substantial benefits as a result of the work of the Organization. The opportunities afforded the participants in ICAO meetings, by way of the exchange of views with technical, economic and legal experts from all parts of the world, are of considerable value both in broadening understanding of world-wide problems in all fields of civil aviation and in the understanding of national problems and characteristics of the other participants.