

example, will wish to reserve all such services from Canada to the United States.

3. Routes will not be allocated by the international authority to the British Commonwealth as a whole but to its component member states.
4. If the voting power of the various member nations in the international air transport assembly is to be proportionate to their importance in air transport, Canada considers that its voting strength should be relatively high. Canada does not concur in one suggestion put forward in the London discussions that the criterion of voting power should be "international traffic interest", i.e. the relative volume of international air traffic originating in a country.
5. The implications of the proposed four freedoms are being carefully studied and while readiness to consider their acceptance offers a basis for further international discussions, it is possible that some extension may prove necessary.
6. One of the most difficult problems to be faced in working out the implications of the proposed international convention is the determination of the criteria to be used in allocating quotas to countries operating international services. One criterion suggested in London was the "international traffic interest" of the states in the region. This was defined to mean the relative volume, expressed in passenger-miles and ton-miles, of the air traffic originating in each country. The Committee is of the opinion that this criterion would probably be undesirable and accordingly must be given further careful consideration.
7. One of the suggestions made by the United Kingdom participants in the London discussions was that international operating agencies be established to operate the air services in Europe, the Middle East and the Far East, and the sub-committee on security recommended that "from the point of view of European security, immediate consideration should be given to the feasibility of establishing a European operating agency". It was the understanding of the Canadian representatives in the London conversations that any international operating agencies would be subject to the international authority. The authority or the regional panels it sets up would not, of course, be restricted to establishing international operating agencies in the three regions mentioned by the United Kingdom since

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