

Coast⁴⁸) require governmental agreement on beyond points. Two other agreements (Jordan⁴⁹ and Austria⁵⁰) provide for no fifth freedom traffic to any beyond points for Canadian carriers. All the other agreements allow a limited number of beyond points for Canadian carriers. Typical of these latter agreements is the Canadian bilateral with Finland.⁵¹ Canadian carriers are limited to a total of four intermediate and beyond points of which no more than two may be beyond points.

The inclusion of fifth freedom routes is important for two reasons. First, a route to a foreign point may not be profitable unless it can be served in combination with another city. For example, a Canadian carrier may only be able to serve Bangkok profitably in combination with service to Tokyo, Singapore or Hong Kong.⁵² Second, even if the Canadian carrier does not serve the beyond point, it may want to enter into an alliance with a carrier that does. For example, it may not be profitable for a Canadian carrier to service Moscow itself, but it may be

⁴⁷ Canada, "Agreement (and Exchange of Notes) Between the Government of Canada and the Government of the Federative Republic of Brazil on Air Transport (with Annex)", *Canada Treaty Series*, 1990, No. 5.

⁴⁸ Canada, "Agreement Between the Government of Canada and the Government of the Republic of the Ivory Coast on Air Transport (with Annex and Memorandum of Agreement)", *Canada Treaty Series*, 1990, No. 7.

⁴⁹ Canada, "Agreement Between the Government of Canada and the Government of the Hashemite Kingdom of Jordan on Air Transport", *op. cit.*

⁵⁰ Canada, "Agreement Between the Government of Canada and the Austrian Federal Government on Air Transport (with Annex)", *op. cit.*

⁵¹ Canada, "Agreement Between the Government of Canada and the Government of Finland for Air Services Between and Beyond their Respective Territories (with Annexes)", *Canada Treaty Series*, 1992, No. 4.

⁵² The new Canadian international policy makes reference to the importance of fifth freedom carriers wishing to serve two international markets on the same flight. The policy recognizes that the fifth freedom rights negotiated in the bilateral agreements often go unused by designated carriers. The policy, therefore, states that "second designated carriers" may apply for unused fifth freedom rights. See, Canada, Transport Canada, "Canada's International Air Transportation Policy", *op. cit.*