

AIR SERVICES AGREEMENT
BETWEEN
THE GOVERNMENT OF THE REPUBLIC OF CHINA (TAIWAN)
AND
THE GOVERNMENT OF BELIZE

The Government of the Republic of China (Taiwan) and the Government of Belize (hereinafter, "the Parties");

BEING willing to abide by the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944;

DESIRING to promote an international aviation system based on competition among airlines in the marketplace with minimum government interference and regulation;

DESIRING to facilitate the expansion of international air services opportunities;

RECOGNIZING that efficient and competitive international air services enhance trade, the welfare of consumers, and economic growth;

DESIRING to ensure the highest degree of safety and security in international air services and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air services, and undermine public confidence in the safety of civil aviation; and

DESIRING to establish and operate scheduled air services between and beyond their respective territories.

Have agreed as follows:

Article 1

Definitions

For the purposes of this Agreement, unless otherwise stated, the term:

- a) "air transportation" means the public carriage by aircraft of passengers, baggage, cargo and mail, separately or in combination, for remuneration or hire;
- b) "aeronautical authorities" means, in the case of the Republic of China (Taiwan), the Civil Aeronautics Administration, under the Ministry of Transportation and Communications (MOTC), in the case of Belize, the Belize Department of Civil Aviation of the Ministry of Tourism and Civil Aviation; and in both cases any authority or person empowered to perform the functions exercised by the said authorities;
- c) "Agreement" means this Agreement, its Annex, and any amendments thereto;
- d) "capacity" means the amount(s) of services provided under this Agreement;
- e) "Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of the Convention, and any amendment of the Annexes or Convention under Articles 90 and 94, insofar as such Annexes and amendments have become effective for both Parties;
- f) "designated airline" means an airline which has been designated and authorized in accordance with Article 3 of this Agreement;
- g) "international air transportation" means air transportation in which the passengers, baggage, cargo and mail which are taken on board in the territory of one State are destined to another State;
- h) "tariff" means any fare, rate or charge for the carriage of passengers, baggage and/or cargo (excluding mail) in air transportation (including any other mode of transportation in connection therewith) charged by airlines, including their agents, and the conditions governing the availability of such fare, rate or charge;
- i) "territory" in relation to a State means the land areas and territorial waters adjacent thereto and the airspace above them under the sovereignty of the State in conformity with the political constitution of each Party;
- j) "user charges" means a charge imposed on airlines by the competent authorities, or permitted by them to be imposed, for the provision of airport property or facilities or of air navigation facilities, or aviation security facilities or services, including related services and facilities, for aircraft, their crews, passengers and cargo; and

- k) "air service", "international air service", "airline", and "stop for non-traffic purposes", have the meanings assigned to them in Article 96 of the Convention.

Article 2 Grant of Rights

1. Each Party grants to the other Party the rights specified in this Agreement for the purpose of operating international air services on the routes specified in the Annex to this Agreement.
2. Subject to the provisions of this Agreement, the airline(s) designated by each Party shall enjoy the following rights:
 - a) the right to fly without landing across the territory of the other Party;
 - b) the right to make stops in the territory of the other Party for non-traffic purposes; and
 - c) the right to make stops at the point(s) on the route(s) specified in the Annex to this Agreement, for the purposes of taking on board and discharging international traffic in passengers, cargo or mail separately or in combination.
3. The airlines of each Party, other than those designated under Article 3 (Designation and Authorization) of this Agreement, shall also enjoy the rights specified in paragraph 2 a) and b) of this Article.
4. Nothing in paragraph 2 of this Article shall be deemed to grant to the designated airline(s) of one Party the privilege of taking on board, in the territory of the other Party, passengers, cargo and mail for remuneration and destined for another point within the territory of that Party.

Article 3 Designation and Authorization

1. Each Party shall have the right to designate in writing to the other Party, one or more airlines to operate the agreed services and to withdraw or alter such designation.
2. On receipt of such a designation, and of application from the designated airline, in the form and manner prescribed for operating authorization, each Party shall grant the appropriate operating authorization without undue delay, provided that:
 - a) the designated airline has its principal place of business and permanent residence in the territory of the designating Party;

- b) the airline is under the effective regulatory control of the designating Party;
 - c) the Party designating the airline is in compliance with Articles 7 (Safety) and 8 (Aviation Security) of this Agreement; and
 - d) the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.
3. On receipt of the operating authorization of paragraph 2 of this Article, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement and with the requirements prescribed under the laws and regulations normally applied to the operation of international air transportation services of each Party.

Article 4

Withholding, Revocation and Limitation of Authorization

1. The aeronautical authorities of each Party shall have the right to withhold the authorizations referred to in Article 3 (Designation and Authorization) of this Agreement with respect to an airline designated by the other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:
- a) in the event that they are not satisfied that the designated airline has its principal place of business and permanent residence in the territory of the designating Party;
 - b) in the event that they are not satisfied that the Party designating the airline has and maintains effective regulatory control of the airline;
 - c) in the event of failure of the Party designating the airline to comply with the provisions set forth in Articles 7 (Safety) and 8 (Aviation Security) of this Agreement; and
 - d) in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.
2. Unless immediate action is essential to prevent infringement of the laws and regulations referred to above or unless safety or security requires action in accordance with the provisions of Articles 7 (Safety) or 8 (Aviation Security) of this Agreement, the rights enumerated in paragraph 1 of this Article shall be exercised only after consultations between the aeronautical authorities in conformity with Article 15 (Consultations) of this Agreement.

Article 5
Application of Laws and Regulations

1. The laws and regulations of one Party governing entry into and departure from its territory of aircraft engaged in international air services, or the operation and navigation of such aircraft while within its territory, shall be applied to aircraft of the designated airline of the other Party.
2. The laws and regulations of one Party relating to the entry into, stay in and departure from its territory of passengers, crew and cargo including mail, such as those regarding immigration, customs, currency and health and quarantine shall apply to passengers, crew, cargo and mail carried by the aircraft of the designated airline of the other Party while they are within the said territory.
3. Neither Party shall give preference to its own or any other airline over a designated airline of the other Party engaged in similar international air transportation in the application of its immigration, customs, quarantine and similar regulations.
4. Passengers, baggage, cargo and mail in direct transit shall be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from customs duties and other similar taxes.

Article 6
Recognition of Certificates

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Party and still in force shall be recognized as valid by the other Party for the purpose of operating the agreed services provided that the requirements under which such certificates and licenses were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention.
2. Notwithstanding what is established in paragraph 1 of this Article, each Party reserves the right to refuse to recognize for the purpose of flights above or landing within its own territory, certificates of competency and licenses granted to its own nationals by the other Party.

Article 7
Safety

1. Each Party may request consultations at any time concerning the safety standards maintained by the other Party in areas related to aeronautical facilities, flight crew, aircraft and the operation of aircraft.

Such consultations shall take place within thirty (30) days of that request to the aeronautical authority.

2. If, after such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 of this Article that meet the Standards established at that time pursuant to the Convention, the other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO Standards. The other Party shall then take appropriate corrective action within an agreed time period.
3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of one Party, on service to or from the territory of another Party, may, while within the territory of the other Party, be the subject of a search by the authorized representatives of the other Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Convention, the purpose of this search is to verify the validity of the relevant aircraft documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Convention.
4. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline of the other Party.
5. Any action by one Party in accordance with paragraph 4 of this Article shall be discontinued once the basis for the taking of the action ceases to exist.

Article 8 Aviation Security

1. Consistent with their rights and obligations under international law, the Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Parties shall in particular act in conformity with the provisions of the ***Convention on Offences and Certain Other Acts Committed on Board Aircraft***, signed at Tokyo on 14 September 1963, the ***Convention for the Suppression of Unlawful Seizure of Aircraft***, signed at The Hague on 16 December 1970 and the ***Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation***, signed at Montreal on 23 September 1971, the ***Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation***, Done at Montreal on 23 September 1971, signed at Montreal on 24 February 1988, as well as

with any other Convention and Protocol relating to the security of civil aviation which the Parties adhere to.

2. The Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.
3. The Parties shall, in their mutual relations, act in conformity with the aviation security provision established by ICAO and designated as Annexes to the Convention; they shall require that operators of aircraft of their registry, or operators of aircraft who have their principal place of business or permanent residence in their territory, and the operators of airports in their territory act in conformity with such aviation security provisions. Each Party shall advise the other Party of any difference between its national regulations and practices and the aviation security standards of the Annexes to the Convention.
4. Each Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3 of this Article required by the other Party for entry into, departure from, or while within, the territory of that other Party. Each Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, and baggage, cargo and aircraft stores prior to and during boarding or loading. Each Party shall also give sympathetic consideration to any request from the other Party for reasonable special security measures to meet a particular threat.
5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

Article 9 User Charges

1. User charges that may be imposed by the competent charging authorities or bodies of each Party on the airlines of the other Party shall be just, reasonable, not unjustly discriminatory, and equitably apportioned among categories of users. In any event, any such user charges shall be assessed on the airlines of the other Party on terms not less favourable than the most favourable terms available to any other airline at the time the charges are assessed.
2. User charges may reflect, but shall not exceed, the full cost to the competent charging authorities or bodies of providing the appropriate airport, airport environmental, air navigation, and aviation security

facilities and services at the airport or within the airport system. Such full costs may include a reasonable return on assets, after depreciation.

3. Each Party shall encourage consultations between the competent charging authorities or bodies in its territory and the airlines using the services and facilities, and shall encourage the competent authorities or bodies and the airlines to exchange such information as may be necessary to permit an accurate review of the reasonableness of the charges in accordance with the principles in paragraphs 1 and 2 of this Article. Each Party shall encourage the competent charging authorities to provide users with reasonable notice of any proposal for changes in user charges to enable users to express their views before changes are made.

Article 10 Customs Duties

1. Each Party shall on the basis of reciprocity exempt a designated airline of the other Party, to the extent possible under its national laws from customs duties, excise taxes, inspection fees and other national duties and charges not based on the cost of services provided on arrival, on aircraft, fuel, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, aircraft stores and other items intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Party operating the agreed services.
2. The exemptions granted by this Article shall apply to the items referred to in paragraph 1 of this Article :
 - a) introduced into the territory of the Party by or on behalf of the designated airline of the other Party;
 - b) retained on board aircraft of the designated airline of one Party upon arrival in or leaving the territory of the other Party; or
 - c) taken on board aircraft of the designated airline of one Party in the territory of the other Party and intended for use in operating the agreed services;

whether or not such items are used or consumed wholly within the territory of the Party granting the exemption, provided the ownership of such items is not transferred in the territory of the said Party.

3. The regular airborne equipment, as well as the materials and supplies normally retained on board the aircraft of a designated airline of either Party, may be unloaded in the territory of the other Party only with the approval of the customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

Article 11
Fair Competition

Each Party agrees:

- a) that each designated airline shall have a fair and equal opportunity to compete in providing the international air transportation governed by this Agreement;
- b) to take action to eliminate all forms of discrimination or unfair competitive practices adversely affecting the competitive position of a designated airline of the other Party; and
- c) that neither Party shall limit unilaterally the volume of traffic, the frequency, regularity of services or type or types of aircrafts operated by the airlines designated by the other Party, except when it is necessary for technical, operational or environmental reasons.

Article 12
Capacity

1. The air transport facilities available to the traveling public should bear a close relationship to the requirements of the public for such transport.
2. The designated airline or airlines of each Party shall have a fair and equal opportunity to operate on any agreed route between the territories of the Parties.
3. The frequencies and capacity of the international air transportation services to be offered by the designated airlines of each Party shall be specified in the Annex to this Agreement.

Article 13
Tariffs

1. The Parties agree to give particular attention to tariffs which may be objectionable because they appear unreasonably discriminatory, unduly high or restrictive because of the abuse of a dominant position, artificially low because of direct or indirect subsidy or support, or "predatory".
2. Each Party may require notification or filing of tariffs proposed by the designated airline(s) of both Parties for carriage to or from its territory. Such notification or filing may be required before the proposed date of introduction.

3. Neither Party shall take unilateral action to prevent the inauguration of a proposed tariff or the continuation of an effective tariff of a designated airline of either Party for carriage between the territories of the Parties.

Article 14

Commercial Opportunities

1. Each Party shall permit airlines of the other Party to convert and transmit abroad to the airlines' choice of state, on demand, all local revenues from the sale of air transport services and associated activities directly linked to air transport in excess of sums locally disbursed, with conversion and remittance permitted promptly without restrictions, discrimination or taxation in respect thereof at the rate of exchange applicable as of the date of the request for conversion and remittance.
2. Each Party shall accord airlines of the other Party the right to sell and market international air services and related products in its territory (directly or through agents or other intermediaries of the airline's choice), including the right to establish offices, both on-line and off-line.
3. Each Party shall permit designated airlines of the other Party to:
 - a) bring in to its territory and maintain non-national employees who perform managerial, commercial, technical, operational and other specialist duties which are required for the provision of air transport services, consistent with the laws and regulations of the receiving State concerning entry, residence and employment; and
 - b) use the services and personnel of any other organization, company or airline operating in its territory and authorized to provide such services.
4. Subject to applicable safety provisions, including ICAO Standards and Recommended Practices (SARPs) contained in Annex 6 to the Convention, the designated airline may choose from among competing providers of ground handling services, provided that such agents are duly authorized by the competent authorities of the other Party to provide such services.

Article 15

Consultations

1. Either Party may, at any time, request consultation on the interpretation, application or implementation of this Agreement or compliance with this Agreement.
2. Such consultations shall begin within a period of sixty (60) days from the date the other Party receives a written request, unless otherwise agreed by the Parties.

Article 16
Settlement of Disputes

If any dispute arises between the Parties relating to the interpretation or application of this Agreement, the Parties shall in the first place endeavor to settle it by negotiations. If the Parties fail to reach a settlement by negotiations within sixty (60) days, the dispute shall be settled through diplomatic channels.

Article 17
Amendments

1. Either Party may at any time request consultation with the other Party for the purpose of amending the present Agreement or its Annex. Such consultation shall begin within a period of sixty (60) days from the date of receipt of such request.
2. Any amendment of this Agreement shall enter into force once approved in accordance with the applicable legal procedures of each Party, in accordance with what is established in Article 19 (Entry into Force) of this Agreement.
3. Any amendment of the Annex shall be made by written agreement between the aeronautical authorities of the Parties and shall come into force on the date of signature.

Article 18
Termination

Either Party may, at any time, give notice in writing, through diplomatic channels to the other Party of its intention to terminate this Agreement. This Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Party, unless the notice is withdrawn by agreement before the end of this period.

Article 19
Entry into Force

The Parties shall notify each other, through diplomatic channel, of the completion of the legal procedure required for bringing this Agreement into force. This Agreement shall come into force on the date of receipt on the latter notification.

**Article 20
Notifications**

This Agreement and its amendments may be properly registered by either Party with the International Civil Aviation Organization (ICAO).

IN WITNESS WHEREOF, the undersigned, being duly authorized by their respective Governments, have signed this Agreement.

Done in duplicate in the Chinese and English languages, all texts being equally authentic.

FOR THE GOVERNMENT OF THE
REPUBLIC OF CHINA (TAIWAN)

FOR THE GOVERNMENT OF BELIZE

Lin, Chia-lung

Dr. Lin, Chia-lung
Minister of Transportation and
Communications

Hon. Jose Manuel Heredia

Hon. Jose Manuel Heredia
Minister of Tourism and Civil Aviation

Date: *Sep. 28, 2020*
Place: *Taipei*

Date: *September 28, 2020*
Place: *Belize City*

Annex

1. Route Schedule

The airlines designated to provide scheduled air services in accordance with the aforesaid Agreement shall be entitled to operate the following air routes with full traffic rights:

- a) Route for the airlines designated by the Government of the Republic of China (Taiwan): Points in the Republic of China (Taiwan) – any intermediate point or points – points in Belize - any beyond point or points and vice versa.
- b) Route for the airlines designated by the Government of Belize: Points in Belize - any intermediate point or points- points in the Republic of China (Taiwan) – any beyond point or points and vice versa.
- c) The designated airlines of either Party may, on any or all flight(s), omit any point or points on the route specified above, provided that the point of origin or destination is in the territory of that Party.

2. Capacity and Frequency

Each Party shall allow each designated airline to determine the weekly frequency and capacity of the international air transportation it offers based on commercial considerations of the marketplace.

3. Code-sharing Arrangements

- 1) In operating the authorized services on the agreed routes, any designated airline of one Party may enter into cooperative marketing arrangements such as joint venture, blocked space or code-sharing arrangements, with:
 - a) an airline or airlines designated by either Party; and
 - b) an airline or airlines of a third state party, provided that such third state authorizes or allows comparable arrangements between the airlines represented by the other Party and other airlines on services to, from and via the territory of such third state.

provided that all airlines in such arrangements: 1) hold the appropriate authority; and 2) meet the requirements normally applied to such arrangements.

- 2) The Parties agree to take the necessary action to ensure that consumers are fully informed and protected with respect to code-shared flights operating to or from their territory and that, as a minimum, passengers be provided with the necessary information in the following ways:
 - a) orally and, if possible, in writing at the time of booking;
 - b) in written form, on the ticket itself and/or, on the itinerary document accompanying the ticket or on any other document replacing the ticket, such as a written confirmation, including information on whom to contact in case of a problem and a clear indication of which airline is responsible in case of damage or accident; and
 - c) orally again, by the airline's ground staff at all stages of the journey.
- 3) The airlines are required to submit for approval any proposed cooperative arrangement to the aeronautical authorities of both Parties before its proposed introduction.