

# Corrigendum: The role of African airlines in air transport liberalisation

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In the published article, Tshetu, T.N., Luke, R. & Walters, J., 2023, 'The role of African airlines in air transport liberalisation', *Journal of Transport and Supply Chain Management* 17(0), a925. <https://doi.org/10.4102/jtscm.v17i0.925>, on page 2, Table 1 was incorrect.

The original incorrect wording in the first column, Chicago (1947):

**TABLE 1:** The impact of conventions on airlines.

Name	Purpose	Key resolution	Other advantage	Impact on airlines
Paris (1919)	Air travel regulation	Recognition of sovereignty of state's territories	<ul style="list-style-type: none"> <li>Aircraft nationality</li> <li>Freedoms of the air</li> <li>Foundation of IATA</li> </ul>	<ul style="list-style-type: none"> <li>Ownership and effective control of airlines</li> <li>Freedom to fly over sovereign states</li> </ul>
Havana (1928)	Pan-American aviation structure development	Distinguished between state and private aircraft	State aircraft classification	<ul style="list-style-type: none"> <li>Preference to and liberalisation for regional airlines</li> <li>Foreign airline restrictions</li> </ul>
Warsaw (1929)	Rules for international air carriage	Protection of passenger rights	Contract of carriage rules and regulations	Airline liability during international air movement
Chicago (1947)	Development, coordination and regulation of global air travel, safely and equally	Creation of ICAO	States closed regime for international market access	<ul style="list-style-type: none"> <li>Designation</li> <li>Frequency and capacity</li> <li>Pricing regime</li> <li>Cooperative agreements</li> </ul> <p>As part of the BASA clauses which were developed for aviation treaty negotiations between contracting countries</p>
Montreal (1999)	Rules for international air carriage	Protection of passenger rights	Inclusion of third parties	<ul style="list-style-type: none"> <li>Compulsory airline third insurance</li> <li>Insurance pay-out to passengers</li> </ul>

IATA; International Air Transport Association; BASA, Bilateral Air Services Agreement; ICAO, International Civil Aviation Organization; YD, declaration of Yamoussoukro in a new African Air Transport Policy; WAEMU, West African Economic and Monetary Union; DRC, Democratic Republic of the Congo.

The revised and updated wording in the first column should read: Chicago (1944):

**TABLE 1:** The impact of conventions on airlines.

Name	Purpose	Key resolution	Other advantage	Impact on airlines
Paris (1919)	Air travel regulation	Recognition of sovereignty of state's territories	<ul style="list-style-type: none"> <li>Aircraft nationality</li> <li>Freedoms of the air</li> <li>Foundation of IATA</li> </ul>	<ul style="list-style-type: none"> <li>Ownership and effective control of airlines</li> <li>Freedom to fly over sovereign states</li> </ul>
Havana (1928)	Pan-American aviation structure development	Distinguished between state and private aircraft	State aircraft classification	<ul style="list-style-type: none"> <li>Preference to and liberalisation for regional airlines</li> <li>Foreign airline restrictions</li> </ul>
Warsaw (1929)	Rules for international air carriage	Protection of passenger rights	Contract of carriage rules and regulations	Airline liability during international air movement
Chicago (1944)	Development, coordination and regulation of global air travel, safely and equally	Creation of ICAO	States closed regime for international market access	<ul style="list-style-type: none"> <li>Designation</li> <li>Frequency and capacity</li> <li>Pricing regime</li> <li>Cooperative agreements</li> </ul> <p>As part of the BASA clauses which were developed for aviation treaty negotiations between contracting countries</p>
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IATA; International Air Transport Association; BASA, Bilateral Air Services Agreement; ICAO, International Civil Aviation Organization; YD, declaration of Yamoussoukro in a new African Air Transport Policy; WAEMU, West African Economic and Monetary Union; DRC, Democratic Republic of the Congo.

The authors apologise for this error. The correction does not change the study's findings of significance or overall interpretation of the study's results or the scientific conclusions of the article in any way.

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