



Contributions and Other Spending

Seeking a strategic dialogue and the development of the sector, LATAM holds permanent dialogue with various organizations and is a member of various sector representative agencies.

The financial contributions to these associations can be seen in the table below.

	2016	2017	2018	2019
Contributions to trade associations (USD)	1.500.000	1.500.000	1.600.000	1.600.000



Additionally, some of the main topics that we monitored during 2019 can be seen in the following table.

Issue or Topic	Corporate Position	Description of Position / Engagement	Total spend in FY 2019
<p>Efficiencies for a closer aviation = LATAM has been active in promoting a series of initiatives to bring air transport closer to more people. To do this, LATAM promotes in all the region airport infrastructure solutions that allow passengers to access to aviation with lower costs. Airports with good connectivity to the main cities, with easy and quick process, and adequate operational costs, are the ideal model airport. Is necessary to work together with the authorities to warranty an infrastructure capacity adequate to the raising demand in South America, and a healthy competition with new operators. Aware of the importance of aviation for communities and tourism, LATAM works closely with tourism associations and authorities to promote the growth of tourism in the region.</p>	<p>Support</p>	<p>LATAM participates in different trade associations through a membership and works together with airlines associations to improve the aviation in South America and promoting best practices. These associations are crucial to promote airport developments and different sectorial measures with the Governments. Additionally, works with trade associations and/or think tanks about the impact of several law discussions or projects that not only affect the aviation industry. Finally, works with tourism associations to promote the tourism development in the region.</p>	<p>1.190.000</p>
<p>Environmental Regulation & Climate Change = For the air industry, carbon emissions and other pollutant gases are being highly regulated. These initiatives are generally unilateral, generating in certain cases double taxations and several other costs associated with regulatory issues for international and domestic flights.</p>	<p>Support with minor objections</p>	<p>We are highly aware that the air industry represents 2.5% of global carbon emissions and we advocate for programs as CORSIA that represent the industry as a whole and that also set a precedent for other sectors. Nevertheless, there are certain contexts in which regulations need to be monitored so they don't become a double taxation, such as the case of CORSIA and the EU ETS in Europe (both of which LATAM complies with), that consist of a double counting on emissions for certain routes. Or in the case that domestic and international regulations mix.</p>	<p>170.000</p>