

EUR/NAT meeting – 8 June 2020

Intervention by M. Philippe Bertoux

CART Chairperson and Permanent Representative of France

Mme Secretary General, Mme la Directrice du Bureau régional, dear colleagues,

It is a pleasure for me to be here today as Chairperson of the ICAO Council Aviation Recovery Task Force (CART) to present the report that was approved by the ICAO Council exactly one week ago.

The CART brought together States, from all continents, as well as regional organizations and industry, supported by the ICAO Secretariat (**slide 3**) (*Australia, Canada, China, Colombia, Costa Rica, Côte d'Ivoire, Saudi Arabia, Singapore, Spain, United Arab Emirates, United Kingdom, United States and Zambia ; World Health Organization, World Tourism Organization, African Union, European Union / European Aviation Safety Agency, Arab Civil Aviation Organization, European Civil Aviation Conference, Latin America Civil Aviation Conference, Airports Council International, Civil Air Navigation Services Organization, International Air Transport Association, and International Coordinating Council of Aerospace Industries Associations.*)

Dear colleagues,

(**Slide 4**) The ICAO Council had tasked CART to provide recommendations on strategic priorities and policies with the aim of supporting States and industry to cope with the significant and unprecedented challenges caused by the ongoing COVID-19 pandemic.

Before diving into the actual report, I would like to provide you with more background information on what paths we took to achieve the set objectives. Since the first meeting held on 28 April, the CART held five meetings with specific agendas to ensure alignment and progress (**Slide 5**).

CART adopted a systematic approach to the task at hand and has divided efforts into three so-called Drafting Groups. Each Drafting Group had a specific mandate to fulfill, under the leadership of their respective Rapporteurs. I will not go into the details of each of the five CART meetings, but I would like to mention that during the CART/5 meeting on 26 May, Members have reviewed the Report and many enriching discussions were held. And, last Monday, 1st June, the Council approved it unanimously.

The result of all these efforts is embodied in the Report and the annexed document entitled “*Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*”. Let me walk you through a high-level introduction of these documents.

The report starts with an Executive Summary, followed by a list of 11 recommendations set out in the report.

The main body of the report consists of five sections (**Slide 6**):

Section 1 sets the scene, capturing the context and the purpose of this report;

Section 2 lists 10 key principles for a safe, secure and sustainable restart and recovery of the global aviation sector.

Section 3 details a “flight plan” for the restart and recovery of international civil aviation which includes strategic priorities for in four domains:

- aviation safety-related measures,
- aviation public health-related measures,
- security and facilitation-related measures,
- economic and financial measures.

For each of these four domains, the report provides specific recommendations, eleven in total. The most important of them is certainly recommendation number 4 which establishes that “*Member States should establish aviation public health procedures aligned with the guidance in the Take-off : Guidance for Air Travel through the COVID-19 Public Health Crisis*”.

This section also recommends regular monitoring and sharing of experiences through ICAO.

Beyond this flight plan for restart and recovery, there is also a need to leverage this crisis to build a more resilient aviation system. This is the purpose of Section 4 of the report, which includes priorities on high-level commitments, on international obligations, clear communication, support to States and regional communities as well as Lessons to be learnt from this crisis. Section 5 closes the report by highlighting a few points on the way forward for us, for the States and for the aviation industry. These two sections do not contain specific recommendations but rather issues to consider in the near future.

Dear colleagues,

(**Slide 7**) Annexed to this Report is the guidance document titled “*Take-Off: Guidance for Air Travel through the COVID-19 Public Health Crisis*”. This almost 50-page Take-off document is the core element of a strategy for international civil aviation

restart and recovery. It provides a comprehensive framework of four distinct modules for airports; aircraft; crew; and cargo which are broken down into elements addressing each phase of the journey and the risk mitigation measures to be considered.

I do not have the time here to present the detailed guidance in this take-off document as regards, for example, social distancing or masks, among the many issues it covers. The next speakers will come back to some of them in a minute.

But I will make four methodological remarks:

- First, this guidance is holistic: each measure cannot be modified without reassessing all the others to avoid unintended consequences;

- Second, the guidance is authoritative because of the representativeness of the group which produced it, but it does not have legal value. It is guidance, not standard. It is not mandatory but will serve as a much-needed common reference. It will be the first one ever drafted at global level since the onset of this pandemic;

- Third, this guidance is all the more precious that it is the result of a joint effort from transport and health experts through the contribution of WHO to our effort;

- Fourth and last, this document, once published, will have to be regularly revised and updated. It is in fact a living document, which will evolve as more scientific evidence becomes available, as we reassess risks, and in view of the practical experience when applying the recommended measures.

Dear colleagues,

For the report and the Take-off document to fully deliver on their objective and to bring to the world the much-needed guidance in these times of crisis, the ICAO Council has recognized the need for a strong and resolute communication campaign to disseminate this information.

We must ensure that all aviation stakeholders, as well as stakeholders outside of aviation and the general public are made aware that ICAO and the industry have taken steps towards a solution that helps to reduce the imminent COVID-19 related risks while mitigating the economic impact of the crisis.

I was happy to see the CART report hitting the news headlines after its release. The CART report is now widely available on ICAO's website. I will very soon be disseminated also through a State Letter. Today's meeting is a crucial element of this outreach effort.

The CART members strongly believe that if these measures are taken into consideration worldwide, they will contribute to an efficient, safe, secure and sustainable recovery of the aviation industry within the best possible time horizon and in all regions of the globe.

Dear colleagues,

CART and Council have done their part of the work in bringing forward guidance which will serve as a common platform to align and harmonize our efforts towards the restart and recovery of international air travel.

Now the focus is on implementation, monitoring and follow-up. Obviously, all States have a fundamental role in this regard. We very much count on you all.

Thank you.

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