



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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**English,  
French and  
Spanish only<sup>1</sup>**

## ASSEMBLY – 35TH SESSION

### PLENARY

#### **Agenda Item 2: Statements by delegations of Contracting States and of Observers**

#### **DECLARATION ON THE SAFETY AND SECURITY, AND ECONOMIC CHALLENGES FACING CIVIL AVIATION**

[Presented by the International Transport Workers' Federation, (ITF)]

On 11 September 2001, friends and colleagues of ours were amongst those killed and we shared with millions the overwhelming sense of horror and loss. Our industry lost hundreds of thousands of jobs, several airlines on almost all continents disappeared since then, SARS and the events in Iraq kept aviation in crisis.

At the same time, though, we experienced that as governments, airlines and trade unions worked together, many carriers previously doomed to go under, did survive.

That is why we particularly welcome this meeting. We will be working with you in the days ahead to contribute to what must be a common purpose of restoring security, confidence and economic stability to our air transport.

At the core of our contribution this week will be the recognition that only governments, through resolute and decisive action, have the ability, the means and - we hope - the will, to steer civil aviation through these troubled times.

Three objectives must take precedence at this Assembly of governments. First, of course, this meeting must protect the integrity and future of ICAO, notwithstanding the sometimes-bureaucratic processes involved. Secondly, safety and security must be at the heart of our debates. Thirdly, we believe that the organisation of our industry and its broader economic functions need to be reviewed.

We invite this Assembly to reassess the effects of the deregulation and fragmentation of our industry, and its impact on safety culture. We need to ensure that the commercial relationships between the networks of independent enterprises, which deliver air transport services, cannot break the line of safety and security communication and command that have proved so exposed by these events.

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<sup>1</sup> English, French and Spanish versions provided by ITF

In addition hereto, we believe there is a need for this Assembly to recognise the safety- and security-professional role of crews and ground staff, to ensure that the industry has the personnel equipped, qualified and motivated to deliver safety and security.

At the core of our beliefs is a recognition that market forces alone cannot deliver – and have not delivered – a secure or safe aviation system.

It is now time to learn from past experiences. Together, we should have a close look at the business cycle our industry follows. In January 2002, the ILO began this process, and has followed up on it in numerous regional tripartite meetings, achieving amazing results – in the Mercosur region just recently, and in Africa soon to come.

In addition to that, we must strive towards progressing our industry in a way proposed to us at the ATConf5 Conference in March 2003, calling upon States to give consideration to liberalisation, but in a way which creates “an environment where international air transport may develop and flourish in a stable, efficient and economical manner without compromise to safety and security, and while respecting social and labour standards”. It also recognised that “each State will determine its own path and own pace” on regulatory reform.

Further, alongside a radical reshaping of security and safety requirements, which must take place under the auspices of ICAO in order to achieve global confidence, we believe that there needs to be a reaffirmation of the critical social and economic role played by our aviation infrastructure.

We hope to also see an end to any talk of the further incorporation of civil aviation activities under the auspices of the World Trade Organisation.

This is a time to integrate rather than separate economic and safety objectives.

You, the Member States of ICAO have a unique opportunity here, to reaffirm that the social, economic and human potential of the workforce plays a full role for the survival and positive development of the industry.

Governments must take the lead, and workers in aviation are ready to follow you and to rally to the cause if you do so.

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