

Pre-ATConf/6 Symposium

Closing remarks - Kostas Iatrou

17 March 2013 - 1700-1715

1. What a day!..
2. When I looked at the agenda for the Symposium, I must confess that I found the task very ambitious. Many different areas are covered by the programme, and the time imparted was short. The issues are complex...
3. On top of that, the ICAO Secretariat and the other organizers of the event had agreed to make the Symposium focused on outcomes, on practical solutions.. The idea was to think outside of the box, be provocative and result-oriented, as Mr. Raymond Benjamin instructed us to do this morning in Opening.
4. I have no doubt that we have achieved these ambitious goals. We have tackled the issues head on, agreed on some, disagreed on others, but the important thing is that a dialogue was established.
5. We were fortunate to have had a full representation of the air transport sector today: representatives from States, aircraft operators, airports, air navigation service providers, manufacturers, international organizations and expert analysts.
6. Another very significant point to note is that the tourism and the cargo sectors were represented at the highest level, for the first time, at such an important ICAO event.
7. Today's interactive exchanges of ideas, thanks to our talented moderators and panelists, gave us a clearer picture of the challenges that lay ahead of us, and mostly, of the options to address these challenges.
8. Looking at the challenges, they are well-known and have already been identified at the ICAO Air Transport Symposium, last April. In short, the air transport system is too fragmented, whether from a geographical, regulatory or economic point of view.

9. What is the status of the air transport industry? A few simple truths..

10. Governments must do what it takes to boost a more competitive travel and tourism sector and international trade by developing a strategic and holistic approach to aviation.
11. The aviation sector needs to see many of the more traditional issues through a cooperative lens—whether it be traffic rights, ownership and control, slots, CDM or funding for airport infrastructure, more efficient and effective security, as well as enhanced facilitation, human resources, renewable energy.
12. ICAO should move forward to developing further and fostering harmonization of sensible consumer protection regulations relating to aviation.
13. Global issues need global responses through ICAO.
14. ICAO should assert more strongly to its member states ratify the Montreal Convention of 1999, and to follow its directives on taxes, levies, fees and surcharges.
15. A culture of communication and cooperation between States, regions, different stakeholders is absolutely necessary if we want to tackle this immense and challenging task. Working together is not only the **best** option; it is also the **only** option.
16. The travel industry provides a good case where the various aviation interests can come together and work toward improvements that benefit the entire system.

17. What is the Way Forward? How can we design A Roadmap for the Sustainable Development of Air Transport?

18. A common feature in all the fascinating discussions that took place today is that you all wish to see ICAO play a stronger leadership role in promoting sound regulatory and business practices to ensure the sustainable development of civil aviation.
19. Let's look at the facts:
20. ICAO policies and guidance in the field of economic regulation, unlike SARPs, are of a recommendatory nature for optional use by States and at their discretion.

21. The policies are adopted at a global level by ICAO Member States and, as such, imply a strong moral obligation for State compliance.
22. A recent ICAO survey shows a lack of implementation of policies rather than lack of awareness by States. There is a compelling need for adherence to the policies for the best interest of States and the efficient and orderly development of air transport.
23. ATConf/6 will explore means to give “more teeth” to the ICAO policies.
24. States obviously want to see ICAO play a stronger leadership role in the modernization of the air transport regulatory framework: one solution proposed would be to develop and adopt a global, comprehensive and gradual strategy, similar in concept to the Global Air Navigation Plan (GANP) or the Global Air Safety Plan (GASP).
25. Eventually, the implementation of ICAO’s guidance could be enhanced by the creation of standards and recommended practices, and their incorporation into a more formal instrument like a new Annex to the Chicago Convention.
26. Of course, it will be the Conference’s mission to formulate the necessary recommendations. But, by addressing those issues today, we have paved the way for innovative thinking and hopefully, bold decisions.
27. I wish to express my warmest thanks to ICAO for hosting this fruitful event, to the panelists who have kindly accepted to join us in this Symposium, and to our distinguished and eminent moderators.
28. I also wish to extend my thanks to all participants for picking up the challenge and responding positively.
29. Finally I want to commend the tremendous preparatory work of our organizing team, composed of ICAO Secretariat, ACI, CANSO, IATA, TIACA, UNWTO, Air Transport News and the Air Transport Research Society.
30. Thank you all very much. Let me wish you all a very successful Conference.