

PRIME MINISTER
TRYGVE BRATTELI

R E L E A S E T I M E :
Monday, 29 September 1975 9³⁰ a.m.

Address at the opening of the 31st General Assembly
of IATA at Hotel Scandinavia, 29 September 1975.

Your Majesty,

Ladies and Gentlemen:

On behalf of the Norwegian Government it is an honour for me to welcome the delegates from 78 countries to Norway to the 31st General Assembly of IATA. You have a most important task before you, and I wish you success in your work.

The orderly functioning of our societies of today is hardly thinkable without a well developed communication system. This is even more true for relations between the states. Our generation has seen a continuously growing interdependence between national states in the field of economic and social matters, and in international politics. The international exchange of goods and services has been accompanied by a flow across national frontiers of technology and capital. To a large extent we are all faced with the same problems of ensuring social progress, economic stability and peaceful co-operation among nations.

Civil aviation plays a central role in the communication system within the individual nation as

well as between nations. Interdependence requires a high degree of mobility of goods, services, persons and information. To keep oneself currently informed about development in world markets and production, personal and direct contact between businessmen are indispensable. International organizations keep civil servants, research people and politicians on a more or less never ending journey. Higher incomes and longer holidays have brought travelling abroad within reach for broad groups of the population.

Civil aviation is enormously capital intensive. Hardly any other industrial branch has been so exposed to problems regarding economy, profitability and structural change which have followed the technological advance in the construction and operation of airplanes, and in the administration of air companies. A sensible exploitation of technology and resources in this industry rests upon the co-operation between nations on an international civil aviation policy. The aim of such policy should be to ensure a well balanced economy for the various categories of air transport, the further development of scheduled air services and higher safety for passengers and cargo. In pursuing these goals, governments and air companies shall have to pay full regard to the growing resistance within the populations against the construction of enormous airfields and noisy airplanes.

IATA gives the framework for international co-operation in civil aviation. The Scandinavian countries, since 1919 when they participated in

founding IATA, have great confidence in this world wide organization. In my country, for natural reasons, air transport has been developing rapidly.

The Norwegians are among the peoples who use the commercial aircraft to the greatest extent. Very early, together with our neighbouring countries, we saw the necessity of intergovernmental co-operation in the development of civil aviation. This materialized in a joint venture. Our three parliaments recently decided to prolong this co-operation in its present form to 1995.

This regional co-operation in Scandinavia does not reduce our dependence on the work done by IATA. On the contrary, especially for smaller countries, this dependence is strongly felt. Within IATA the air companies co-operate in practically all fields of aviation. Good and intimate relationships shall have to exist between the companies and the national authorities. This is the policy of IATA, which works closely with government administrations, both by direct contacts with governments and through governmental aviation organizations, in particular with ICAO in Montreal.

Civil aviation shall have to serve all groups of the people. A differentiation in transportation seems justified in order to meet the requirements of all categories of passengers - business people, officials and the large number of tourists, who wish to go on vacation in a more inexpensive way. Preferences differ among people, and it is the task

of the companies to do their best to meet them. Charter traffic is one way of meeting the general public's need for inexpensive transportation. It has grown rapidly as international tourism has become a field for almost all groups of the population. Competition between scheduled airlines and charter airlines, and the role to be played by each of them, are questions under discussions within companies as well as in government administrations. However, scheduled aviation will remain the backbone of our air transport system. IATA has done great efforts in order to offer transport facilities at a variety of prices intended for broad sectors of the public.

Like most industrial branches, civil aviation at present is in a difficult situation. The world economic recession has made the task of adapting capital equipment and organization to technological changes even more problematic. Production in the majority of countries has fallen. World trade has been shrinking. Together with unemployment and the stagnation of real incomes of the broad groups of wage earners in many countries this development has had a depressing influence on the demand for air transport. At the same time, operational costs have been increasing faster than ever. Higher fuel costs have a strong impact on total expenditure in aviation. But labour costs and other items show a rapid increase as well. Many airlines are showing a deficit.

Economic stability and progress are conditions for a sound business climate. Changes can more easily be met in a situation of growing activity and confidence in future development. The main goal now must be for all governments to overcome the present crisis, ensure full employment and bring back renewed economic and social progress. There are signs that this development is under way. With joint efforts by the majority of countries it can be accelerated. This would serve to convince people of the benefits to be drawn from co-operation among nations on a broad economic basis.

Once again I wish you all a hearty welcome to Norway. I hope this conference will give positive results to the world wide co-operation upon which civil aviation is built.