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INTERNATIONAL AIR LAW CONFERENCE 85 ANNIVERSARY OF WARSAW CONVENTION THE ROYAL CASTLE IN WARSAW 24 OCTOBER 2014



AGENDA

Conference and Exhibition "Warsaw Convention environment in 1920th", the Concert Hall

8:00 – 8:30

Registration

8:30 – 8:45

Opening Session

Ministry of Infrastructure and Development Representative / Mr. Piotr Ołowski – President of the CAA of the Republic of Poland / Mr. Michał Kaczmarzyk – General Director, Polish Airports PPL

PANEL I

8:45 – 10:15

Values of and challenges to the worldwide Warsaw regime on air carrier liability

Moderator:

Prof. Dr. Pablo Mendes de Leon – Director, International Institute of Air and Space Law, Leiden University, Netherlands

Panelists:

Mrs. Maylis Casati- Ollier – Partner, Clyde and Co, France

Prof. Laura Pierallini – Partner, Studio Legale Pierallini, Italy

Mrs. Sonja Radošević – Law firm Rojs, Peljhan, Prelesnik & Partners

Mrs. Noura Rouissi – European Commission

Mr. Sebastian Mikosz – CEO, LOT Polish Airlines, Poland

Discussion

10:15 – 10:45

Coffee Break

Partners:





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10:45 – 12:15

PANEL II

Liability of Manufacturers and Lessors of Aircraft, Engines & Component Parts

Moderator:

[Prof. Paul Dempsey](#) – Director, Institute of Air and Space Law, McGill, Canada

Panelists:

[Dr. Nikolai Ehlers](#) – Ehlers, Ehlers & Partner, Germany

[Mrs. Edyta Michalak](#) – MMMLegal, Poland

[Mr. Alexander Uroš Košenina](#) – Assistant Vice President, GE Capital Aviation Services, Ireland

[Prof. Stanisław Sołtysiński](#) – of Counsel, SK&S

Discussion

12:15 – 13:30

Lunch

PANEL III

13.30 – 15:00

Air Navigation Services Providers and Airports Liability

Moderator:

[Prof. Francis Schubert](#) – Chief Corporate Officer, Skyguide, Switzerland

Panelists:

[Prof. Ludwig Weber](#) – Professor McGill University, Canada

[Mr. Maciej Rodak](#) – Vice-President, Polish Air Navigation Services Agency

[Mr. Michał Kaczmarzyk](#) – General Director, Polish Airports PPL

[Mr. Peter Tannhäuser](#) – Head of Legal Service, EUROCONTROL

Discussion

15:00 – 15:30

Coffee Break

PANEL IV

15:30 – 17:00

Developments in Aviation Liability and Insurance

Moderator:

[Mrs. Ulla Norrhäll](#) – Munich Re, Germany

Panelists:

[Prof. Stephan Hobe](#) – Director, Institute of Air and Space Law, Germany

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Prof. Vincent Correia – Professor, University of Paris Sud/University of Poitiers, France

Mr. Tomasz Suska – Underwriting Coordinator, Foreign Risks, PZU

Mr. Piotr Molenda – Director of Aviation and Maritime Risks, WARTA

Discussion

17:00 – 17:15

Closing Remarks (Prof. Paul Stephen Dempsey)

Conference Moderator: **Mrs. Małgorzata Polkowska** – prof., Director, President's Office, CAA of the Republic of Poland, ICAO Council Member

17:15

Cocktail

After long debates the Conference of private air law was organized in Warsaw from 4 to 12 October, 1929. Perhaps the location of the Conference and the fact that, as it was stressed by the organizers, it was independent of the League of Nations induced a number of countries (not belonging to the CINA) to send their delegations to Warsaw. The Conference was attended by representatives from: Austria, Belgium, Brazil, Bulgaria, China, Czechoslovakia, Denmark, Egypt, Estonia, Finland, France, Greece, Spain, the Netherlands, Japan, Yugoslavia, Luxembourg, Latvia, Mexico, Germany, Norway, Poland, Romania, Switzerland, Sweden, Venezuela, Hungary, the United Kingdom and the British dominions (Australia and the Union of South Africa), Italy and the Soviet Union. The United States sent only unofficial observers.

Despite an efficient organization, the Conference lasted quite a long time. The delegates had a difficult task, since the rules on liability in the event of air accidents were different in various countries. Some legal systems were based on the principle of tortious liability (ex delicto), while the other on a contract basis (ex contractu). Delegates represented both countries with legal systems based on civil law and common law. The idea was to work out a compromise, taking into account the principles of ex delicto, ex contractu, and to establish an effective legal instrument, whose aim was to rule out conflicting provisions of the internal laws of the states. Finally, on 12 October, 1929, the final protocol of the Convention was prepared and submitted to the delegates for signature. „The Convention for the Unification of Certain Rules Relating to International Carriage by Air” (which came into effect in 1933) became the basis of the “Warsaw System”, which is still in use. The main purpose of the Convention was to unify international air transport issues concerning transport documents and liability of the air carrier. As of July 5, 2000, 146 countries were parties to the Warsaw Convention (today as a result of the adoption of the Montreal Convention of 1999 this number has changed).

Partners:

