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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 1920<sup>th</sup>”, 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 of 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 Radosevic – 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,*

**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 of the Polish Air Navigation Services Agency*

[Mr. Michał Kaczmarzyk](#) – *General Director of 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*

[Prof. Vincent Correia](#) – *Professor, University of Paris Sud/University of Poitiers, France*

Partners:





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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. P. S. Dempsey)

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

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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)(...)”.

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