

**Japan Transport and Tourism Research Institute  
Civil Aviation Symposium 2019  
“The Future of Civil Aviation in the Asia Pacific Region”**

**Ito International Research Center, Tokyo Univ. Ito Hall (B2)  
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- Chairman Shukuri, thank you for that gracious introduction. Vice-Minister Fujii, Assistant Vice Minister Horiuchi, Deputy Assistant Secretary Short, distinguished panelists and guests, ladies and gentlemen, good afternoon.
- On behalf of the U.S. Department of State, thank you for the warm welcome to this event, to Tokyo, and to Japan.
- Japan plays a critical role in the continuing growth of aviation in the Asia-Pacific region. There are three reasons why. First is the U.S.-Japan alliance. Second are the people-to-people and commercial ties that Japan fosters. Third is the concept of Japan as the Gateway to Asia.
- The U.S.-Japan alliance is the cornerstone of peace and security in the Indo-Pacific. Our bilateral relationship has never been stronger, and we have built a truly global partnership based on cooperation and on providing security and stability for our countries and the wider region.
- That stability, in turn, provides the foundation for the extensive economic relationship that our two countries enjoy and a framework for regional growth in the aviation sector.
- Japan also continues to foster strong economic and people-to-people ties with countries like the United States. It is because of a

common desire to deepen and more easily facilitate these types of ties that we worked hard to increase the number of U.S. and Japanese flights in and out of downtown Tokyo's Haneda Airport, as well as other airports in Japan.

- For this reason, I want to take a moment to applaud the flexibility that the governments of both the United States and Japan took in recent aviation discussions. In exercising this flexibility, our countries were able to maximize aviation growth and obtain the greatest commercial benefits for U.S. and Japanese stakeholders – in addition to expanding capacity for other countries. It is truly a great example to the world of how two partners can compete and cooperate in a way that maximizes the economic benefits for Japan and the United States, as well as for the rest of the world that flies to Tokyo.
- It is difficult for me to overstate the importance of additional daytime service at Haneda. These flights will generate billions of dollars of economic activity in and outside of the aviation sector, facilitate travel to the 2020 Summer Olympics in Tokyo, help Japan achieve its goal of 60 million tourists by 2030, and create additional direct access to central Tokyo for cities in the United States. I can say personally I would be very interested in boarding any new flight from Washington D.C. to Haneda.
- Once the new routes are in place, we all have a stake in seeing that all airplanes flying are full – in both directions. I believe the new U.S. destinations available by direct flight out of central Tokyo are an exciting development for Japanese tourists and regional business travelers. I welcome the new visitors to the United States.
- And that brings me to the third reason for Japan's critical role in the coming decades. Japan has a near-perfect location to be the

Gateway to Asia, a role the greater Tokyo area has served for decades.

- A rising wind raises all planes. And insomuch as Japan is the Gateway to Asia, the Haneda and Narita airports are partners that complement each other. The new slots at Haneda have only expanded the pie for all airports in Japan, in addition to creating new options for international customers. This is strategically important, as well. We prefer to see passengers that cannot fly direct to the United States connect through the airports of our friends and allies, like Japan.
- But Japan isn't only a Gateway to Asia for passengers, it's also a window to the world for air cargo, which is more important than ever. In October the United States and Japan signed a "groundbreaking" bilateral trade agreement. Many of the high-value goods that are covered under this new agreement will need to be shipped by air – both directions. More generally, Japan's domestic demand for foreign goods has grown over the years, while thirst around the world for Japanese products has similarly increased. The Japanese government has facilitated the movement of cargo to meet these growing demands. Japanese representatives demonstrated in recent talks with the United States their continued support for allowing air cargo carriers to operate flexibly out of Japan in order to serve the regional market. We need to keep cargo growing, in step with increased passenger travel. That's how industry continues to serve international markets.
- I started my remarks looking toward Japan's role in the bright future of aviation in the Asia Pacific region. The future is bright because there are so many stakeholders, like JITTI and like each of you, who are all looking for new ways to expand travel from, within, and to the region.

- Thank you, Chairman Shukuri, for hosting the Symposium today. I look forward to lively discussion, and I also look forward to the bright future of aviation in the markets of the Asia-Pacific region.