



**Opening Address by the  
President of the Council of the  
International Civil Aviation Organization (ICAO)  
Dr. Olumuyiwa Benard Aliu  
to the 6th World Civil Aviation Chief Executives Forum**

**(Singapore, 12 July 2017)**

Good morning ladies and gentlemen.

It's a great pleasure and honour for me to return to Singapore for this 6th annual World Civil Aviation Chief Executives Forum.

I wish to thank the Director General of Civil Aviation of Singapore, Mr. Kevin Shum, for his kind invitation to provide this keynote address today.

I wish to also express our collective appreciation to Minister Ng Chee Meng for his remarks, which have set the stage quite well for our coming discussions.

We should also recognize the many contributions of the State of Singapore, and the Singapore Aviation Academy, to the evolution of safe, secure and reliable air transport in the Asia Pacific Region and around the world. In the areas of training, assistance and international cooperation especially, Singapore provides an excellent example of the generosity and commitment upon which so much of our shared global progress relies.

International air transport is a deeply integrated and dynamic sector, and one characterized by rapid technological change.

This integration relies on more than 12,000 Standards and Recommended Practices (SARPs) which States and industry have forged through ICAO over the years. This highlights for us why, to fortify their air transport system, the most important step which governments can undertake is to strengthen their compliance with the SARPs.

This is a critical message, and one which I repeat today in every State I visit. It is at the heart of ICAO's many assistance and capacity building efforts being coordinated globally under our *No Country Left Behind* initiative, and it is an important one to keep in mind as we consider the first of the three main topics for this year's Chief Executives Forum, on *Embracing Growth and Building Efficiency*.

With respect to sectoral growth, ICAO's air transport results for 2016 show that 3.8 billion passengers were carried by air in 2016, a six per cent increase over 2015. The number of departures rose to approximately 35 million globally, with passenger traffic increasing by 6.3 per cent, and freight traffic growing by 2.6 per cent.

Aviation was responsible for generating 67.3 million jobs worldwide in 2016, while contributing 2.7 trillion dollars to global GDP. These significant and very positive economic impacts are further supported by the fact that over half of the world's international tourists travelled by air last year.

Another very noteworthy economic trend was that more than 90 per cent of cross-border Business to Consumer (B2C) e-commerce relied directly on air transport in 2016. This underscores how many of the expectations being fostered today in modern consumers – whether for access to global products and services or ‘next-day’ delivery – are wholly dependent on international air transport to move their online purchases, rapidly and reliably.

There is no doubt therefore that air transport will continue to be essential to economic growth and prosperity for citizens and businesses for many years to come, notably as our sector doubles in flight and passenger volumes over the coming decades.

If we pause to ask ourselves what steps States can take to optimize this growth, I'd suggest that, in addition to faithful adherence to ICAO SARPs, the answer is three-fold.

In the first place, growth naturally places greater demands on local capacity, so governments must facilitate the needed stream of investments for the expansion and modernization of airport and air navigation infrastructure.

Unfortunately, however less than five per cent of Official Development Assistance globally is currently earmarked for air transport projects, and this grossly undervalues the contributions of international aviation connectivity to local economies and societies.

In the second place, States must work to integrate their aviation development planning into their overall national development priorities, inclusive of all urban planning aspects respective of airport links to city centres, intermodal connections, simplified visa regimes and other related factors.

Lastly, States should look to the detailed strategic outlooks in ICAO's established Global Plans for Aviation Safety and Air Navigation Capacity and Efficiency, as well as our new Global Aviation Security Plan. The final draft of the Security Plan was endorsed by the ICAO Council last month, and is being circulated among our States now for further comments.

By adhering to the many priorities and guidelines outlined in these global plans, governments and industry can move forward with greater investment certainty while expanding their sectors and businesses in a manner which is fully harmonized with global norms.

Taken together, these key measures provide the rationale for the ICAO World Aviation Forums, which we have conducted annually since 2015. We have very much recognized that, to meet these objectives, many States must advance together on the basis of strategic global partnerships, whether with one another or with the many finance, donor and development stakeholders whose support must be called upon.

The next of these events will also be the very first we conduct in one of ICAO's Regions, and will take place this November in Abuja, Nigeria. It will aptly focus on the financing of the development of Aviation Infrastructure.

Besides providing invaluable networking opportunities, the forum will also serve as important source for best practices relating to the development and presentation of your aviation development plans, especially with respect to the itemized return on investment and other business case aspects which donors and investors expect and require. I would strongly encourage the high-level participation of all of your governments and relevant stakeholders at this and future ICAO World Aviation Forums.

Ladies and Gentlemen,

The second major session at this year's Chief Executives Forum will focus on aviation emissions and offsetting, an area where our long tradition of cooperation and consensus has helped us forge real climate leadership in comparison to other global industry sectors.



In March of this year, the first-ever global certification CO<sub>2</sub> Standard for aircraft was adopted by the ICAO Council, following closely on the ICAO Assembly's historic adoption last October of the Carbon Offsetting and Reduction Scheme for International Aviation, or CORSIA.

Many States signalled their eagerness to participate in this very first, truly global offsetting regime for any major industry sector when that decision was taken by our Member States, and in recent months more have signed on to do the same when it launches in 2021.

With these latest additions, we expect that more than 90% of international aviation emissions will likely be covered under the CORSIA at the start of the voluntary, pilot phase.

Substantial progress is also being achieved with respect to the other elements in the basket of measures that our States are pursuing to reduce international aviation CO<sub>2</sub> emissions, namely technological innovations, more streamlined and efficient operations, and sustainable alternative fuels.

While I will not go into each of these in detail, 2017 is a big year for ICAO in the area of sustainable alternative fuels for aviation. We held a seminar in February to exchange information on life-cycle analysis methodologies, sustainability criteria, regulatory frameworks, and assistance programmes, and these results will inform the upcoming ICAO Conference on Aviation Alternative Fuels this October, in Mexico City, where we expect to establish a global vision and policy framework for their future development and use.

Our planet and its environment must be a clear priority for every leader today, no matter their company, country or mandate. Scientists project that the climate impacts we are already seeing in terms of sea level rise and extreme weather events will worsen, and we can therefore expect that their effects and mitigation will pose one of the greatest challenges imaginable to effective leadership and governance.

As leaders, the simplest way to ensure we are on the right side of this issue is to be taking concrete actions *today*. The air transport sector as a whole is certainly exemplifying this principle, but so must we all, and in everything we do.

Safety and its effective oversight will be the topic of our last discussion at this year's Forum, and I am pleased to report to you that, earlier this year, ICAO and EASA brought States together for a special event focused on Regional Safety Oversight Organizations (RSOOs), one which has proposed a new Global Aviation Safety Oversight System (GASOS).

Through the diverse deliberations at this event, we were able to identify the joint capabilities, services and functions that RSOOs can provide to their Member States and aviation stakeholders.

We also clarified the relationships between States and RSOOs, and the effect these have on State oversight, the delegation of functions, accountability and sovereignty, and lastly we considered various proposals on how to facilitate the sustainable financing of RSOO activities and operations.

Regarding the new Global Aviation Safety Oversight System (GASOS), an initial feasibility study will be undertaken on its establishment, including with respect to the classification of State oversight providers and their mandated tasks, functions, and levels of empowerment.

This type of global framework will help ICAO to assess and provide recognition to RSOOs and safety oversight providers for their operations and achievements, as well as to evolve existing mechanisms toward a more progressive, comprehensive, flexible, and effective global system for providing safety oversight.

Dear Colleagues, I wish to emphasize that the RSOO model is time tested, and also an important means by which many States which cannot afford to provide effective aviation safety oversight can pool their resources and avoid duplication of efforts. I wish to therefore encourage in particular our small island developing States to give careful consideration to using such regional mechanisms to address their safety oversight responsibilities and challenges.

Ladies and Gentlemen,

Although aviation security is not a major topic at this year's forum, I wish to address several recent developments in this domain.

With respect to the carriage of laptops and other portable electronic devices (PEDs), ICAO recognizes that the number of business and pleasure travellers wishing to carry their laptops or other devices into aircraft in the years ahead will only increase. Our guiding priority in this area is therefore to ensure that all related security and safety risks are fully considered and prudently balanced. We have established a Multidisciplinary Cargo Safety Group to undertake an in-depth analysis and the latest findings will be presented to the ICAO Council at its 212th Session this autumn.

Another critical concern for all of us today regards the threats associated with aviation's cybersecurity vulnerabilities. At ICAO's 39th Assembly last October, world governments signalled their awareness and concern over these issues through Resolution A39-19 on Addressing Cybersecurity in Civil Aviation, after which ICAO quickly convened its very first Cyber Summit and Exhibition in Dubai, UAE in April this year.

That event produced a Declaration which is now helping to guide our joint efforts toward an effective and collaborative global cybersecurity response to protect our networks, our infrastructure and our customers. Our definition of this threat context is especially relevant today, given that new System-wide Information Management (SWIM) provisions will begin to come into force as of 2018, making us more connected and integrated as a global network than ever before. These and many other issues will be considered further later this year, when ICAO convenes its inaugural Aviation Security Symposium in September.

In closing now ladies and gentlemen, let me please reiterate that ICAO is working continuously to enhance awareness of emerging and ongoing air transport issues, and that our Organization remains the natural venue for worldwide public- and private-sector cooperation on all global civil aviation priorities.

Today we are exploring new methods to enhance global harmonization and interoperability, researching new technologies and

innovations to continuously make air transport operations more safe, secure, efficient and environmentally-friendly, and we continue to advocate for the more liberalized multilateral approaches and open skies which are so vital to a truly global and accessible network.

Taken together, air transport's many and diverse benefits are of critical importance today to every country's Sustainable Development Goals (SDGs), as presently enshrined under the UN's Agenda 2030, but in order to realize those aviation benefits, and improve local prosperity for their citizens and businesses, States must make due commitments to modernize and expand capacity, and to effectively implement ICAO's global standards and policies.

This is a very straightforward equation, but the challenge is yours to help us make this case so that all local decision makers understand air transport investments bring everyone a better return and a brighter, more prosperous future.



It is my great pleasure now to conclude my remarks and to wish you all a productive and engaging 6th World Civil Aviation Chief Executives Forum.

Thank you.