



**Remarks by the
Secretary General of the
International Civil Aviation Organization (ICAO),
Dr. Fang Liu,
to the Conseil des relations internationales
de Montréal (CORIM)**

(Montréal, Canada – 16 February 2016)

*Monsieur le Président du conseil,
Monsieur le Président directeur-général,
Messieurs les représentants gouvernementaux,
Mesdames et Messieurs,*

1. Je suis très heureuse de prendre la parole ici aujourd'hui, devant le prestigieux *Conseil des relations internationales de Montréal (CORIM)*.
2. Je souhaiterais en premier lieu remercier le Président-directeur général du CORIM, monsieur Pierre Lemonde, de sa bien aimable invitation à venir vous adresser la parole aujourd'hui.
3. For more than 30 years now, your Council has been instrumental in raising awareness on international affairs in Montréal.
4. CORIM encourages greater cooperation among local governments and agencies, optimizing Montréal's many international qualities, capacities, and opportunities.
5. And importantly, it is also a 'University rich' civic environment, hosting major French- and English-speaking institutions which are helping to prepare new generations of aviation and other professionals.
6. It is precisely these qualities which make Montréal such a welcoming metropolis for the many international visitors who come to ICAO each year, and such a suitable city for our international agency to call home.
7. We have been very pleased in this regard to have helped attract other major air transport agencies to Montréal by virtue of our presence here.

8. These include IATA, which has been headquartered here with us since 1945, as well as more recent additions such as:
 - Airports Council International, representing world airports;
 - The global pilots association – IFALPA;
 - And the global air traffic controllers’ association – IFATCA.
9. Of ICAO’s 191 Member States, fully 51 currently maintain permanent staff and missions in Montréal.
10. And each year, several thousand more government and industry officials are drawn here to attend ICAO’s many meetings, conferences and symposia.
11. These visitors include not only technical experts engaged in aviation Standards development, but also Ministers and other senior government officials, high-ranking United Nations civil servants, and decision makers representing a wide cross section of international agencies and corporations.
12. For instance we have recently become engaged with a number of partners which have pushed our traditional boundaries, such as Amazon, Google, Facebook and Space X.
13. It is on the basis of these collaborations, and many other contributions, that ICAO is able to contribute roughly \$120 million dollars per year to local economies.
14. And we are similarly grateful to generate the continuous appreciation of our visiting guests for what Montréal has to offer as a prominent international host city.
15. As many of you are aware, ICAO was very honoured to host the United Nations Secretary-General last week, his Excellency Mr. Ban Ki-moon.
16. And I was personally privileged to join Mr. Ban at a dinner with Prime Minister Trudeau, where a number of matters were discussed regarding Canada’s more active re-engagement with the United Nations and its goals.
17. These are very positive and encouraging developments, not only for Canada and the United Nations, but also for the many States, regions and UN initiatives which ultimately benefit from Canada’s more inclusive and supportive collaboration.
18. And let us not lose sight of the fact that, as a number of UN agencies are looking beyond New York for cost-effective locations for their operations, Canada’s more positive approach to multilateralism and Montreal’s many international qualities could drive an even greater UN presence in this city in the years ahead.

19. During Mr. Ban's visit to ICAO's Headquarters, he highlighted our agency's role in raising awareness on the importance of global air transport connectivity for social and economic sustainable development.
20. ICAO is now fully engaged, with our colleagues throughout the UN system, in working towards the UN's historic *Agenda 2030* and the visionary Sustainable Development Goals which it comprises.
21. Civil aviation, as you may be aware, is fundamental to the sustainable socio-economic prosperity of States and Regions.
22. This was a message I was very proud to raise with my colleagues when *Agenda 2030* was adopted last September in New York.
23. In fact this promise of civil aviation has been clearly acknowledged since our global Convention was established, namely by the 54 world powers which came together to draft it in Chicago in the aftermath of the Second World War.
24. What they understood then, and what is just as true today, is that international air transport represents a tremendous instrument for the fostering of peace and friendship in the world.
25. In the decades since the Chicago Convention first enshrined this noble vision, civilian aircraft have brought together the world's peoples, languages, ideas, and values to a degree never before witnessed in human history.
26. In this sense it's easy to understand why Bill Gates once referred to the airplane as humanity's "*first World Wide Web.*"
27. There is also, of course, a very important economic aspect to aviation's ability to connect the world.
28. For a country or city to access global markets and trade flows, the most fundamental prerequisite is the physical means to connect to them.
29. Aviation provides this invaluable connection, to the extent that the air transport sector today supports over 58 million jobs worldwide, and some 2.4 trillion dollars in global GDP.

30. Aircraft also carry over half of the 1.1 billion tourists who travel across international borders each year – a figure which rises to over 80 per cent for small island states.
31. And this is only one-third of the 3.5 billion total passengers who travelled by air in 2014.
32. Aircraft similarly transport some 35 per cent of world trade by value, and are essential to the establishment of global markets for perishable and other time-sensitive goods.
33. Together, these combined impacts from international air transport operations lead to more robust and resilient local tax base development.
34. This in turn provides civic leaders with dependable sources of investment, in aid of sustainable programmes and planning.
35. It was in recognition and support of this dynamic that ICAO undertook our ‘No Country left Behind’ initiative.
36. r while air transport is essential to modern social and economic prosperity, the effective implementation by States of ICAO’s Standards and Polices is just as fundamental to their ability to participate in, and benefit from, aviation’s remarkable global network.
37. ‘No Country Left Behind’ is focused on providing or coordinating assistance and capacity-building for States, both developed and developing.
38. By improving and reinforcing their ability to implement ICAO standards, becoming full and responsible members of the global air transport network in the process, ICAO helps ensure that all States and Regions can prosper from aviation’s many benefits.
39. This assistance is also urgently needed in light of the most significant challenge our network has ever faced – namely the projected doubling of flight and passenger volumes by 2030.
40. This doubling means, in the simplest of terms, that the more than 100,000 daily flights now managed by our network will surpass 200,000 in the next 14 years.
41. But as ICAO continues to plan toward and manage this growth in order to maintain or improve upon current levels of aviation safety and efficiency, we have not lost sight of one of the key principles of effective leadership...
42. Namely that with every challenge, we are also presented with new opportunities.
43. And in the *Agenda 2030* era, we must first look to identify those opportunities which are consistent with the social, economic and environmental pillars of sustainable development.

44. Importantly in this regard, and as reflected by the comprehensive objectives being sought under Agenda 2030's 17 Sustainable Development Goals, effective planning and action for sustainable growth must consistently acknowledge all three of these pillars together.
45. None can be pursued at the expense of the others.
46. To foster growth in a sustainable manner, and towards solutions in aid of collective and noble goals such as poverty eradication and inclusive, productive economies, transport ministries must first establish coherent policies between the aviation, tourism, trade and other transport sectors.
47. Only through this leadership will we move forward together to optimize our global connections, and effectively modernize and integrate social and transportation infrastructure.
48. Estimates point to these policy measures alone nearly doubling aviation's global GDP contribution, to some 5.8 trillion dollars in the next 15 years.
49. Just by upgrading air traffic systems, for instance, an estimated 300 billion dollars per year could be added to the global economy.
50. But we must also acknowledge that in an age of ever-tightening public budgets, aviation system modernization is not so straightforward a proposition.
51. Currently, only 2.6 per cent of annual global development financing supports aviation infrastructure or other objectives.
52. This is absolutely insufficient if we wish to accommodate and manage future growth, safely and efficiently.
53. ICAO welcomes these challenges, just as we have welcomed and embraced our status over the decades as the primary forum for discussion and decision on standards and all other matters relating to global civil aviation governance and progress.
54. Recognizing the need to foster new partnerships for sustainable air transport development, late last year we convened the first ever World Aviation Forum in Montréal, bringing together over 800 participants including Ministers, heads of UN organizations, and high-level officials.
55. The goal of this event was to initiate more intensive dialogue between States and development partners.

56. On the one hand we must help governments to recognize the need for clear business cases to support proposed aviation modernization investments.
57. On the other we must make clear to development partners how dependable and sustainable the returns will be from those investments.
58. These efforts will remain key to ICAO's goals in the years ahead, and they will be essential to aviation's contributions to the UN Sustainable Development Goals.
59. Most importantly, we must respect the fact that current and exemplary levels of civil aviation safety, security, efficiency, economic viability, and environmental performance, are the prerequisite for achieving air transport's benefits.
60. There are simply no shortcuts in that regard.
61. With sectoral growth now our greatest challenge, ICAO has recognized that – without sufficient modernization – the expansion now projected threatens to overload the system.
62. This presents the risk of significant and cascading negative impacts for economies and businesses, large and small.
63. ICAO was quick to identify these challenges, and to begin establishing global strategic planning to address them.
64. Our revised Global Aviation Safety Plan and Global Air Navigation Plan are complementary documents in this regard, setting out timelines, performance targets, and technology roadmaps.
65. These in turn give States and operators a new level of planning and investment certainty which is unprecedented in the history of air transport development.
66. And while our Global Plans are helping to realize more coordinated air transport progress and modernization, all over the world, ICAO and the global aviation community are also getting better at delivering more rapid global governance and consensus on emerging challenges.

67. We saw good evidence of this over 2014 and 2015, with aviation's rapid and very effective responses on flight tracking and conflict zones after the tragic losses of the two Malaysian aircraft – Flights MH370 and MH17.
68. And by the end of this month, our Council will be concluding another important and comprehensive review of the safety of Lithium-ion battery bulk shipments on passenger aircraft.
69. On these and the many other specific areas of safety progress we are engaged in, from crew fatigue management to high-priority accident types, or from remotely-piloted aircraft to sub-orbital flights, ICAO's overall commitment to aviation safety, and the recognition that it is air transport's most fundamental priority, remains clear and unwavering.
70. Good data, as we are all aware, is key to any effective planning, and some of the most important at ICAO's disposal is that which we directly collect and assess under our Safety and Security Audit Programmes.
71. These provide ICAO with a critical overview of the ability of each of our States to meet our global standards and effectively oversee operations in their territories.
72. Their data is also absolutely essential to how we tailor and coordinate assistance programmes in aviation safety, for instance under initiatives such as *'No Country Left Behind'*.
73. ICAO's Strategic Objective for Air Navigation Capacity and Efficiency is one of the most important to how we will manage growth.
74. The infrastructure modernization I mentioned earlier is critical in this domain, and suitably supported by our Global Air Navigation Plan.
75. But infrastructure alone will not be sufficient to accommodate future flight volumes.
76. Also needed are new and advanced procedures which will help our skies safely manage greater numbers of aircraft in the limited space and runways available to us.

77. This brings to mind current ICAO priorities such as Performance-based Navigation (PBN) and Air Traffic Flow Management (ATFM), but we must also be ready to adjust to and accommodate other technical and operational innovations which may emerge.
78. Security and emerging threats also present urgent 21st century concerns, and are another domain where aviation must remain dynamic, vigilant and flexible.
79. Cybersecurity is one of the more pressing issues in this area today, but counter-terrorism, as was evidenced in two recent airport attacks, also continues to pose challenges.
80. ICAO's Strategic Objective for Economic Development refers to many of the sustainable development topics we touched on earlier.
81. Another critical objective in this area is greater multilateralism in air services agreements between States.
82. By liberalizing their air services under single and unified air transport markets, groups of States can help to increase regional and domestic connectivity, thereby integrating production networks and enhancing regional trade.
83. ICAO has been promoting a long-term vision for liberalized air services globally, and it is very encouraging to see the level of concrete progress now being realized.
84. The last challenge I wish to discuss today, and one which is key to the long-term sustainability of international aviation, is environmental performance.
85. The eyes of the world are now clearly focused on the air transport sector post COP/21, and we must respond by delivering concrete progress on reducing emissions.
86. Fortunately, aviation has a long record of driving significant fuel efficiency improvements, which bring with them win-win reductions in aircraft emissions.
87. For instance a given international flight today will produce on average only half the CO₂ emissions of the same journey in 1990.
88. But the world now expects and deserves more from aviation, and I am pleased that we have begun to deliver, through the various elements in the basket of measures which States have directed ICAO to pursue.

89. A good example of this are the 87 States, representing almost 90 per cent of global international aviation traffic, which ICAO has helped to realize new aviation emissions Action Plans.
90. And I'm sure many of you read very recently of the historic consensus reached at ICAO on a new Standards for aircraft CO₂ emissions, Particulate Matter, and noise abatement.
91. But we must continue to drive sectoral consensus and progress across all environmental targets. For instance:
92. We need more sustainable energy alternatives to fossil fuels.
93. Airlines must increase their uptake of energy-efficient technologies and procedures.
94. Airport facilities and aviation infrastructure must be sustainable and climate-sensitive.
95. And ICAO must continue to work with its States toward a viable MBM solution for international aviation at our upcoming Assembly this fall.
96. Ladies and gentlemen, it has been a great honour to be able to provide CORIM and its guests with an overview today of ICAO's plans, programmes and priorities.
97. Our Organization will continue to strive for excellence in its work, to the benefit of both our sector and to the city of Montréal which we call home.
98. We are very much looking forward to participating with some of you in the upcoming Aviation Week events later this September, important aspects of which will seek to highlight Montreal's unique status as the "*World Capital of Civil Aviation*".
99. And let us not forget the preparations for Montréal's historic 375th anniversary next year.
100. In this regard, I would also like to pass along my regrets for not being able to attend the launch last week for the 10th Anniversary of Aero Montréal, and the landmark 75th Anniversary of Aéroport-Montréal-Trudeau.
101. As Canada's highest ranking United Nations official, I wish to express the deep gratitude of all the United Nations agencies operating in this country to the very distinguished cross-section of civic and business leaders who together comprise the CORIM community.
102. And let me please also extend, to each and every one of you, an invitation to join ICAO at our upcoming second World Aviation Forum, which will take place on the 26th of September just prior to our 39th Assembly.

103. Mon souhait le plus sincère est que la relation privilégiée qu'entretiennent l'OACI et Montréal se poursuive pendant de longues années, et que j'aurai le plaisir d'y revenir souvent.
104. Je vous remercie tous et toutes de votre chaleureux accueil et je vous dis, « à bientôt ».
105. *Merci.*