



**Address by the Secretary General of the  
International Civil Aviation Organization (ICAO)  
TIACA's 28th International Air Cargo Forum and Exhibition**

**Plenary Session – Air Cargo Vision 2020**

*(Paris, France, 26-28 October 2016)*

1. Good morning ladies and gentlemen. It is a pleasure to be here today.
2. I wish to thank the International Air Cargo Association for inviting me to take part in this 28th Air Cargo Forum, and for the opportunity to outline ICAO's perspective on the challenges and priorities for air cargo over the next five years.
3. I believe that we will find ample common ground between our respective visions for 2020.
4. The importance of air cargo to the global economy is clearly established, and in particular its role in facilitating the delivery of higher value-added goods, just-in-time freight operations, and related e-commerce activities.
5. This industry has been growing faster than the economy in general, and is expected to do so for the foreseeable future.
6. A few weeks ago, the 39th Session of the ICAO Assembly reached several milestones. Some of the main outcomes of this Assembly include the endorsement to initiating the development of the ICAO Global Aviation Security Plan (GASep) and an historic agreement on a new global market-based measure (GMBM) to offset CO<sub>2</sub> emissions from international flights as well as comprehensive roadmap for the sustainable future of international aviation in addition to the first ever Assembly resolution on cybersecurity.
7. ICAO's first priority is, of course, to ensure the safety and security of civil aviation flights, and here the regulatory framework has been significantly amended and expanded over recent years, with new rules for cargo screening, the secure supply chain and high-risk cargo being of greatest interest to the TIACA community.

8. Our focus over the next five years will be to ensure the effective implementation of these rules, as well as to continue reviewing the need for any new measures, for instance relating to the carriage of lithium-ion batteries.
9. It is also important to note that ICAO's work on aviation security has been recognised recently by the United Nations Security Council, through Resolution 2309.
10. This resolution called upon States to support ICAO in keeping its aviation security standards up-to-date, and by effectively implementing them. It also called on world governments to facilitate our aviation security oversight audits, as well as related capacity building and training programmes.
11. According to the results of the air cargo survey conducted by ICAO last year, the implementation of air cargo provisions has progressed smoothly in most of our Member States.
12. But this is not the case for all, and some have had difficulties in specific areas.
13. This feedback has highlighted the need for us to provide additional assistance for these States, for instance through programmes such as the Regional Aviation Security and Facilitation Plan for Africa (AFI SECFAL).
14. These activities will be further supported by more targeted training materials, and new methods for disseminating best practice information.
15. We will also have to address at least one general issue relating to the interpretation of the security rules – namely the phasing out by June 2021 of account and other consignors not subject to appropriate authority approval.
16. This will be a significant issue in some States, and ICAO will be conducting a mid-term review to monitor this adjustment and its impact on air cargo operations.
17. Our plans for capacity building are largely linked to new technologies. This is an essential area of effective air cargo security and facilitation, and one where demand is likely to increase following the phasing out of account and similar consignors.
18. We are well aware for instance that existing screening solutions are not always as efficient as you would like, especially for more complex freight.
19. In 2014, ICAO began encouraging the development of new screening methods through our first Symposium on Innovation in Aviation Security.

20. This November, a follow-on workshop is scheduled to take place in Bonn, Germany, bringing together regulators, industry and equipment manufacturers.
21. We are looking to it to provide us with a roadmap moving forward, and a second Symposium on Innovation is being planned for late 2017 or early 2018 to take stock of our progress.
22. Additional innovations are expected in the area of electronic data exchange.
23. These range from the possible use of Pre-Loading Advance Cargo Information (PLACI) as an additional security layer, to e-freight and the use of the electronic Consignment Security Declarations (eCSD) and e-Air Waybills.
24. I would like also to highlight ICAO's cooperation with the World Customs Organization (WCO) on an number of initiatives in the framework of the Memorandum of Understanding (MoU) signed in 2011.
25. This agreement is also guiding the harmonization of our regulatory frameworks and the organization of joint events and the joint efforts on the Pre-Loading Advance Cargo Information (PLACI) initiative.
26. Our shared objective is to reduce duplication and expedite cargo movements, and we will continue to collaborate closely with industry to identify and address any obstacles.
27. This is especially important if aviation is to maintain and expand its share of the market with respect to the rapidly-expanding e-commerce sector.
28. In this context, I would like to refer in particular to the Montreal Convention of 1999 – often referred to as MC99.
29. As many of you will be aware, this agreement provides the legal basis for our use of electronic communications, and ICAO is strongly encouraging the minority of our Member States who have not yet ratified it to do so as quickly as possible.
30. Another priority for us today is the removal of economic regulatory impediments through the liberalization of air transport services.
31. The lifting of commercial restrictions on routes, flight volumes or the setting of fares and rates has been shown to result in considerable growth.

32. To better encourage this evolution, ICAO is developing international agreements to facilitate the liberalization of air transport market access, including air cargo services.
33. We also convene unique annual events where air services negotiators can gather in a single location to conduct multiple bilateral air services negotiations or consultations on a 'one-stop' basis.
34. ICAO's next Air Services Negotiation event, known as "ICAN", will be held in Nassau, Bahamas, in December of this year, and you are all invited to attend.
35. Finally, it is expected that air cargo will continue to expand over the coming years - at a currently forecast annual rate of 4.2 per cent through to 2032.
36. Of course this growth is predicated on appropriate infrastructure, including intermodal integration.
37. Governments remain the primary source for funding of aviation infrastructure, but often they themselves are faced with resource shortfalls.
38. ICAO has therefore begun bringing States and the industry and investment community together, through our ICAO World Aviation Forums, in order to forge more numerous and effective aviation partnerships for sustainable development.
39. States are being encouraged to take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development, and ICAO will be assisting these partnerships by helping States develop and present pragmatic business cases to potential donors and investors.
40. We may also likely play a role in monitoring associated project deliverables and ensuring due levels of accountability and transparency.
41. We are also working through diplomatic channels to foster due levels of political will in States in support of these objectives, for instance by encouraging aviation development targets to be suitably entrenched in all municipal and national development planning.
42. The last major topic I would like to address is the development of e-commerce market.
43. The first WCO meeting on E-Commerce was held in Brussels last month, and it established a joint Working Group to tackle a variety of challenges relating to the use of big data and analysis,

monitoring progress of e-commerce activities, simplifying business processes, and removing any constraints which might negatively impact e-commerce growth.

44. ICAO will collaborate with the WCO, TIACA, the Universal Postal Union (UPU), the United Nations Conference on Trade and Development (UNCTAD) and other relevant stakeholders from the private sector on this important initiative.
45. We also intend to participate in the UNCTAD-led “**eTrade for All**” initiative, which aims to improve the ability of developing countries, and particularly Least developed countries, to employ and benefit from e-commerce.
46. In closing now ladies and gentlemen, let me please confirm for you that ICAO will be pursuing a number of key priorities to aid air cargo security and facilitation, including:
  - Ensuring growth while maintaining high levels of safety and security;
  - Building capacity to ensure effective implementation of ICAO’s standards and policies;
  - Facilitating the liberalization of air transport services;
  - Ensuring that adequate infrastructure is available;
  - And promoting e-freight and encouraging full exploitation of modern technologies.
47. These goals have received strong support from the recently concluded ICAO 39th Assembly, and I am confident that by working together we will make great inroads towards achieving them by 2020.
48. I now look forward to hearing your comments and views on the future direction of the air cargo industry.

Thank you.