



**Keynote Address by the Council President
of the International Civil Aviation Organization (ICAO)
Dr. Olumuyiwa Benard Aliu,
to the 2017 IATA Annual General Meeting (AGM)**

(Cancun, Mexico – 5 June 2017)

Distinguished friends and colleagues,

Ladies and gentlemen,

It's my great honour to once again join you at this event, and to address this 73rd IATA AGM.

Let me please extend my sincerest thanks to Director General de Juniac and the many other IATA officials ICAO works with so closely and so regularly, for the kind opportunity to speak to you today.

As this is my first opportunity to address airline leaders since the landmark agreement ICAO forged on the Carbon Offsetting and Reduction Scheme for International Aviation or CORSIA at the Assembly last October, I would like to express my appreciation for the collaboration of the industry in reaching that historic global market-based measure achievement. I wish to also

provide you with an update on the progress we're now seeing with respect to both its implementation and participation.

Some of you will recall that by the end of the Assembly, countries representing over 80% of international flight operations had signalled their eagerness to participate in the CORSIA from its earliest pilot phase.

Since that time, Saudi Arabia, Gabon, El Salvador and most recently Nigeria have signalled their intention to join as well, meaning that with the expected other additions, possibly over 90% of international operations will be covered by CORSIA when it launches in 2021.

Meanwhile, a good deal of our time and effort today is currently being expended toward ensuring improved outreach and awareness and the timely implementation of CORSIA, including the definition of its Emissions Unit Criteria, Monitoring Reporting and Verification (MRV) as well as the Registry framework.

I wish to stress that the CORSIA demonstrates not only concrete leadership and social responsibility on climate change, but also simple and sound economic sense for airlines all over the world. We should dispel any concerns that recent developments on

the Paris Agreement will negatively impact our shared planning for effective and globally aligned aviation emissions mitigation, and I would urge you all to enthusiastically and promptly promote the CORSIA's full implementation.

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 CO₂ emissions, namely technological innovations, more streamlined and efficient operations, and sustainable alternative fuels.

Regarding new technology provisions, the ICAO Council adopted in March of this year a new global CO₂ certification Standard for aircraft. It is the first for a global sector and it will ensure guaranteed reductions in international aviation emissions for the next generation of aircraft entering service from 2020.

Operational improvements are also continuing on pace, with the implementation of Performance-based Navigation and Air Traffic Flow Management being key priorities today.

This is an area where the partnership of the world's scheduled airlines plays a crucial role, and we will look forward to your continued enthusiasm to work with ICAO to help reduce

aircraft fuel burn, noise and emissions even further in the years ahead.

Lastly, regarding sustainable alternative fuels for aviation, ICAO held a seminar in February to exchange information on life-cycle analysis methodologies, sustainability criteria, regulatory frameworks and assistance programmes.

These results will serve as a basis for 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.

Aviation Security and Facilitation is another area of intense common interest among us of late, considering recent security risk mitigation measures being set out by some States to govern the carriage of laptops and other portable electronic devices (PEDs). Meanwhile, there are well established safety risks arising from lithium batteries contained in those devices.

We recognize that the number of business and pleasure travellers wishing to carry their laptops or other devices into aircraft in the years ahead will continue to increase, with those devices becoming more and more important to their productivity

and social needs. Therefore, our guiding priority will be to ensure that all related security and safety risks are fully considered and prudently balanced.

In this connection, ICAO established a Multidisciplinary Cargo Safety Group to consider the safety, security and facilitation aspects of the subject. The Group held its first meeting last week, on the 1st and 2nd of June 2017. Furthermore, the ICAO Aviation Security Panel, also meeting at ICAO Headquarters in Montreal last week for its 28th Meeting, has recommended that a new Task Force be established to further review in depth the associated security risks, notably from improvised explosive devices concealed in these devices.

The new Task Force has been proposed to convene this July, and will later provide the Multidisciplinary Group with recommendations on new threat mitigation measures. The collective safety and security findings from both bodies will then be presented to the ICAO Council at its 212th Session this autumn.

The AVSEC Panel also reviewed the status of our progress on the new Global Aviation Security Plan (GASeP) which our States requested on a fast track basis at the 39th Assembly. The GASeP will become an essential tool with respect to our shared

objectives for sustainable and effective global aviation security, and will also aid ICAO's related assistance and capacity-building planning under the *No Country Left Behind* initiative.

Another critical concern for all of us today regards the threats associated with aviation's cybersecurity vulnerabilities. It seems that, almost daily, new and more sophisticated digital technologies and processes are coming online, and impacting as they do the function of our network, its relationships with customers and stakeholders, and even the way that air transport professionals connect and cooperate with one another.

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*. Its adoption demonstrated the common desire of ICAO, States and industry to address cyber threats through a cross-cutting, horizontal and functional approach.

It was for these and other reasons that ICAO convened its very first Cyber Summit earlier this year in Dubai, the outcome of which was a Declaration which will help 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.

Another issue of shared concern for governments and airlines concerns human trafficking, and more specifically the use of scheduled air services by these traffickers. The UN General Assembly has recently adopted a resolution on human trafficking, and a number of States have adopted regulations requiring cabin crew training to help combat it, with more expected to follow.

ICAO has responded to these expressed concerns by undertaking new guidance material in aid of these efforts, and our Cabin Safety Group is presently well on its way to accomplishing that task.

Ladies and Gentlemen, aviation safety remains an essential priority of all aviation stakeholders, and as our global performance continues to improve, aided in that regard by our cooperative efforts under the ICAO Global Aviation Safety Plan (GASP), we have begun to focus greater attention on some specific challenges.

One of these involves the effectiveness of Regional Safety Oversight Organizations (RSOOs) that are established to synergize and optimize collective oversight capacities of groups of States, particularly where individual national systems are weak and not well resourced. I am pleased to inform you that a recent joint ICAO and European Aviation Safety Agency event in Swaziland this past March set out a roadmap on how to empower and strengthen existing regional mechanisms, while at the same time working toward the establishment of a new Global Aviation Safety Oversight System (GASOS).

We are also directing greater attention to policies and procedures for Search and Rescue and the capacity to respond to emergencies and crises at State and regional levels. In this regard, the High-level Conference we held in Togo, this past April,

adopted the new Lomé Declaration for Search and Rescue improvements in Africa, and an associated Action Plan.

In related efforts, amendments are presently being developed by a joint ICAO/International Maritime Organization (IMO) Working Group on Search and Rescue Harmonization during 2017, mainly as a continuation of our sector's response to MH17 as prescribed under the ICAO Global Aeronautical Distress and Safety System (GADSS).

Our work on Remotely Piloted Aircraft Systems (RPAS) is progressing and we have issued our first Request for Information for concepts relating to air traffic management at lower altitudes for smaller UAS operations such as drone parcel delivery and automated aerial taxis. A number of regional events will touch on these topics, including our 'Drone Enable' UAS Symposium in September.

ICAO has also been working assiduously on other important safety and operational concerns, covering topics such as new approaches to wildlife hazards, accident investigations, runway safety as well as integration of sub-orbital and orbital space operations.

In addition to these efforts, assuring suitable numbers of skilled air transport personnel to pilot, maintain and manage scheduled aircraft operations over the coming decades continues to be a common challenge for all of us. We have therefore upgraded the ICAO Next Generation of Aviation Professionals initiative to a full-fledged ICAO programme and will be convening the very first Global Summit in Doha this October.

I'd also like to remind you that ICAO will be convening other very important events later this year on subjects that should be of particular interest to you all, and which will be instrumental to the future of our network. The 2nd Global Air Navigation Industry Symposium (GANIS), and first ever Safety and Air Navigation Implementation Symposium (SANIS), will be essential networking and knowledge sharing opportunities and will inform the upcoming agendas of the 13th ICAO Air Navigation Conference in 2018 and the 40th ICAO Assembly in 2019.

Also, our third ICAO World Aviation Forum will be taking place in Abuja, Nigeria, this November, highlighting the need for infrastructure and other air transport modernization to support our projected traffic growth, as well as the commitments,

planning, investments and partnerships to make those needs a reality.

The objective is to ensure that investments in infrastructure are cost-effective and consistent with the performance objectives as set in our global plans for safety, air navigation and security.

In closing now I would like to reaffirm our commitment to continue to assist our Member States in optimizing the incredible benefits of aviation under our *No Country Left Behind* initiative, by assuring that they have the tools and capacities they need to assure effective compliance with international standards.

In this regard, we appreciate that great progress can be achieved on the basis of the excellent cooperation established between ICAO, IATA and other industry stakeholders, and our Member States remain very grateful for the proactive industry contributions which greatly aid our standards setting, capacity-building, and global planning priorities.

ICAO will therefore continue to serve as the nexus of global air transport progress between the private and public sector stakeholders, to make global aviation a safe, secure and remarkable

tool for prosperity at the service of all mankind, and we will continue to count on the fellowship and support of IATA and its member airlines as we work together towards our common aviation objectives.

Thank you, and may I wish you all a very rewarding and engaging 73rd AGM.