

Opening Statements

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1. Good morning ladies and gentlemen.
2. It is truly a pleasure for me to be with you today for the opening of the ICAO Air Transport Symposium. This is the second Symposium organized in partnership with the Air Transport Research Society (ATRS), and I take this opportunity to thank the Society for its contribution to the event.
3. Aviation is recognized as the fastest mode of transportation on any but the shortest of distances. If we acknowledge that tourism accounts for 9 per cent of the sector's share of global GDP, and that more than half of all international tourists travel by air, the significance of air travel to sustainable worldwide prosperity becomes very clear.
4. From an overall standpoint, aviation supports some 60 million jobs directly and indirectly worldwide, and generates more than 2 trillion dollars in associated economic activity.
5. Last year, our global network carried more than three billion passengers on 32 million scheduled departures. By 2030, current projections suggest those numbers will double. Airlines and airports will need to carry over 6 billion passengers on about 60 million

scheduled flights a year by that time, resulting in the need for approximately 160,000 flights a day to be safely and efficiently managed compared to the 90,000 presently coordinated within our global system.

6. On the cargo side, the total value of goods transported by air represents about 40 per cent of all international trade representing about 2 per cent of global trade by volume.
7. It is obvious that the impressive growth of air transport will progressively exert mounting pressure on all aviation systems, many of which are currently operating at maximum capacity.
8. So the question becomes: how do we ensure the optimal development of air transport?
9. I believe that the Preamble of the Chicago Convention expresses the spirit of sustainability by stating (and I quote) “*international civil aviation may be developed in a safe and orderly manner and [...] international air transport services may be established on the basis of equality of opportunity and operated soundly and economically*”.
10. At ICAO, we are committed to driving change and to leading the aviation community in addressing the many challenges that stand to undermine the future of aviation.
11. As some of you may recall, the first Symposium took place from 18 to 20 April 2012 under the theme “**Strategies and Tools for Sustainable Air Transport**”. At that time, Mr. Raymond Benjamin, the

Secretary General of ICAO, identified fragmentation as the main impediment to sustainable air transport. Whether fragmentation is geographic or economic, or a combination of the two, the barriers posed to an economically sustainable air transport system are inherited from the regulatory framework. These barriers impede efficiency, generate friction and hinder growth.

12. These impediments and a number of others have one clear common element – they all lead to a reduction in what air travel should represent: Air Transport *Connectivity*. Connectivity is defined as: ***“The movement of passengers, mail and cargo involving the minimum of transit points, which makes the trip as short as possible, with optimal user satisfaction, at the minimum price possible.”***
13. With connectivity firmly recognized as a guiding principle, aviation could resolve virtually every form of fragmentation and inefficiency I have just described.
14. During the 38th Session of the ICAO Assembly held in September 2013, the 191 Member States agreed we should continue liberalizing market access at a pace and in a manner appropriate to the needs and circumstances of each individual State. By doing so, we will help address a main impediment to current connectivity levels in our system, thus eliminating some of the primary consumer frustration with air travel.
15. In a related development, the 38th Session of the ICAO Assembly endorsed new Strategic Objectives for our Organization, in particular *Security and Facilitation* and the *Economic Development of Air*

Transport. The Assembly also endorsed recommendations of the ICAO *Sixth Worldwide Air Transport Conference* held in March 2013, which called for, inter alia, an improved bilateral system and increased connectivity among States.

16. Cumbersome visa procedures and policies which limit the development of air travel are obstacles to the continued expansion of air travel and tourism. Enhanced facilitation will stimulate air travel demand, increase trade, provide economic growth and create jobs.
17. In less than a month, the Air Transport Regulation Panel (ATRP/12) will consider the proposals of the Secretariat for the implementation of essential recommendations. Among issues of considerable importance which will be considered are the liberalization of market access, the development of ICAO core principles on consumer protection, and regulatory approaches to foster convergence in the area of competition.
18. With respect to the issue of liberalization, the Government of Indonesia has kindly offered to host the next ICAO Air Services Negotiation Event (ICAN) in Bali in November 2014. During ICAN, a specific seminar designed to assist States in identifying and implementing more compatible approaches for fair competition will be conducted.
19. In all these areas, ICAO's objective is to fulfil its mission to play a leadership role in the continuous process of modernizing and adapting the regulatory framework to the realities of today and tomorrow.
20. I sincerely believe that our Air Transport Symposium, organized with our colleagues of the Air Transport Research Society, represents a

unique opportunity for all of us to share our thoughts, explore different avenues and map the best way forward. We will discuss industry consolidation, competitiveness, market access, foreign ownership limitations, development of airline alliances, protection of consumer interests, constraints imposed by infrastructure capacity and the potential impact on fares, as well as many other issues which are critical to the development of air transport.

21. This Symposium, in the context of our wider ambitions to constantly enhance air transport connectivity and end-user satisfaction, will be an essential tool for ICAO's continuing efforts to improve and refine the civil aviation economic framework and will provide a framework by which to guide our work in the future.
22. We are all here to work together to set the course for the development of air transport.
23. And now, ladies and gentlemen, I will leave you in the hands of Professor Tae Oum, Chairperson of the Air Transport Research Society, whom I thank most sincerely for his active participation in the organization and conduct of this Symposium.
24. Thank you very much.

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