



**Closing Remarks
by the Secretary General
of the International Civil Aviation Organization
Dr. Fang Liu
to the Second ICAO World Aviation**

(Montréal, 26 September 2016)

Distinguished Ministers,
Panelists and honoured guests,
Ladies and gentlemen,

It's been an honour to be able to participate with you at this second edition of ICAO's World Aviation Forum.

ICAO greatly appreciates the time and thoughtful viewpoints you have shared with us today, especially as we all have so much before us on the eve of ICAO's most ambitious Assembly ever undertaken.

Cooperation, in all its forms, remains the fundamental premise upon which the relationship between ICAO, its Member States and our many industry and development partners is built.

These forums provide us with an invaluable opportunity to shape the future of global air transport together, and to ensure that it remains a safe, secure, efficient and reliable driver of sustainable peace and prosperity, wherever aircraft fly.

We have heard a number of views today on how effectively resourced and administered civil aviation systems are essential to establishing air transport's global connectivity.

This in turn speaks to the need for strong commitments from States to:

- Analyze their current capacities.
- Assess their future air transport gaps and goals with the assistance of ICAO's Global plan.

- And ultimately to realize solid business cases supporting how requisite investments will deliver clear and sustainable socio-economic benefits.

As has been stressed repeatedly, a key first step for governments is to place aviation development at the heart of their national and regional development strategies.

As well, national industrial, intermodal transport, tourism and related trade policies should be reviewed and better aligned, in order to ensure that aviation's benefits are maximized for each.

States must also engage more effectively with available mechanisms and agencies for financing, mainly by understanding and responding to the business imperatives of these organizations in language and terms that they can relate and respond to.

This perhaps points to a new role for ICAO and its World Aviation Forums.

A key takeaway for me from this event is that ICAO can do more in this area to assist our Member States. For the last two of these events, we have established a solid global consensus on what needs to be done, but for future iterations I believe ICAO should explore evolving the IWAF model to a high-level dialogue on a more business oriented basis.

ICAO would also have a key role in helping States to prepare these business cases, notably by ensuring that objective metrics are employed, that the return of the investments are properly evaluated, and importantly so that all national goals being identified are fully aligned with established ICAO global and regional planning.

I believe that we are ready now, with the strong consensus we have achieved here on our shared objectives at IWAF1 and IWAF2, to begin evolving these Forums on a more practical and results-based basis.

ICAO will likewise continue to push ahead with the organizational and managerial improvements needed to ensure that we "work smarter" within demanding financial and human resource constraints.

Inspired by the Kaizen principle of continuous improvement, we are now a much more modern, progressive and responsive organization.

We will be careful to strike a practical, but also a dynamic and synergistic balance between our core technical mandate and our responsibilities in fostering the aviation development objectives needed to effectively implement our global Standards.

And within the UN system, we will continue to highlight the benefits of aviation for States, as well as its contributions to the Sustainable Development Goals adopted under the UN's Agenda 2030, which is a jargon that makes our aviation language more accessible, more understandable to the international community.

I'm very pleased to see lots of initiatives and intended partnership agreements going on with IWAF as the platform. Let us appreciate in closing today just some of these new partnerships for aviation development:

- The 2nd phase of the successful ICAO-EU partnership project on State Action Plans for CO2 emissions reduction.
- Germany's new pledge of support to ICAO for a pilot project supporting the implementation of the global MBM's Monitoring, Reporting and Verification (MRV) system.
- A partnership between France and ICAO on aviation training programmes that aim to enhance the capacity of developing States.
- The confirmed intentions of Airports Council International to partner with ICAO on initiatives driving greener airport operations globally.
- The new commitment to partnership on global aviation MBM financing we saw brought forward by the World Bank.
- The initialing of the ICAO / UN-Habitat pilot project aiming to codify the synergies between well-planned and efficient airports with prosperous and sustainable urban centres.

I could not have hoped for a better set of outcomes to help set the tone for our 39th Assembly, and indeed for the future of air transport at the service of cities States and regions everywhere.

A very big thank you again to all, for your participation, enthusiasm, and most of all for your partnership on ICAO's many global priorities.