



**Opening address by the Council President  
of the International Civil Aviation Organization (ICAO)  
Dr. Olumuyiwa Benard Aliu,  
to the Eighth Annual ICAO Air Services  
Negotiation Event (ICAN/2015)**

*(Antalya, Turkey, 19 October 2015)*

I am delighted to be here in Antalya for this Eighth Annual ICAO Air Services Negotiation, or ‘ICAN’ event, as we refer to them, and would like to express ICAO’s deep appreciation to the Government and the people of the Republic of Turkey for their generous support and hospitality. This is the second time we’ve had the opportunity to enjoy Turkey’s renowned hospitality for an ICAN gathering, and the beautiful city of Antalya certainly makes for an outstanding venue for these discussions.

I also wish to take a moment to express our deepest sympathies to the Government and People of the Republic of Turkey, and most especially the families of those who lost their loved ones in the recent bombing incident in Ankara on 10 October. Our thoughts and prayers are with them in the aftermath of this very tragic and regrettable event.

The significant level of participation at this year's ICAN clearly demonstrates the appreciation of ICAO Member States for the obvious value which these events have delivered to air services negotiators since 2008. It also confirms the collective and ongoing resolve of governments and industry to continue to work together towards the sustainable economic development of air transport.

The agreements you realize over the coming days will improve the operating environment for airlines and service providers, while fostering new opportunities for them to grow their businesses. They will also serve to provide the travelling public with greater connectivity – through an expanded selection of carriers and destinations, more competitive fares, and seamless travel.

In addition to the traditional air service negotiation meetings between States, the event will offer opportunities of Business to Business (B2B) meetings for the aviation business community, including airlines, airports, tourism providers, manufacturers and others, as well as networking opportunities with other business stakeholders, aviation regulators and air service negotiators.

As you enter into your discussions and negotiations, please bear in mind that our industry has become a global force affecting virtually every area of economic activity. These strides cater not only to an air transport sector which today carries 3.3 billion passengers and some 50 million tonnes of freight, but also to the significantly expanded aviation network which is projected to be handling over six billion passengers a year on more than 60 million flights in just 15 years' time.

We are all well aware, for instance, that aviation plays a central role in supporting tourism, with some 53 per cent of international tourists now crossing international borders by air. Tourism growth will account for a significant portion of the forecasted doubling of flight and passenger volumes between now and 2030, and when considering the contributions of tourism to the global economy we find that aviation supports roughly 60 million jobs globally while generating more than two trillion dollars in economic activity.

It is precisely for this reason that ICAO and the World Tourism Organization (UNWTO) are actively engaged today in maximizing the cooperative opportunities for aviation and tourism, in support of the United Nations' Sustainable Development Goals.

Similarly we have coordinated extensively in recent years with the World Customs Organization (WCO), with whom we are collaborating together through a dedicated Working Group to improve global supply chain security while expediting the movement of goods, explore the potential of Advance Cargo Information and the assessment of shipment risk, and other measures such as 'e-freight'. All of this work has been undertaken under the guiding principle that cargo shipments must be better secured without impeding their unhindered progress through our network, as well as the fact that aviation moves over 35 per cent of world trade by value.

As civil aviation policy makers and regulators, we must continue to improve our frameworks and tools to ensure that our economic approaches support a sustainable and profitable future for air transport operators.

ICAO will continue to provide the required leadership and coordination to facilitate this progress, as was exemplified recently when our Council, after intensive consultation with our Member States, adopted a long-term vision for air transportation liberalization and a set of core principles on consumer protection.

We are also continuing our work on new international agreement formats supporting the increased liberalization of market access, air cargo services and air carrier ownership and control. Considerable progress has been made on this very challenging task through ICAO's Air Transport Regulation Panel, and I am confident that with your continued cooperation and support we will be able to realize a truly sustainable operating environment supporting improved socio-economic prosperity wherever aircraft fly.

In order for our sector to achieve its projected passenger, freight and aircraft movement growth sustainably and profitably, and be suitably in line with the values and targets established very recently under the United Nations' Post-2015 Development Agenda, our global community of States and operators must continue to seek to realize constant improvements in aviation safety, security and environmental performance.

Member States and operators can achieve this through the effective implementation of ICAO Standards and Recommended Practices (SARPs) and policies, and ICAO, for its part, will continue to provide the assistance and capacity-building our Member States require to best assure this.

Indeed it was precisely in recognition of this dynamic that the Council initiated ICAO's *No Country Left Behind* programme at the end of 2014, and we are working with great determination today in order that all ICAO Member States can realize greater prosperity through safe and reliable air transport.

And in line with these goals, ICAO is also convening its first-ever *World Aviation Forum* this November. This event will feature the participation of Ministers and senior officials from ICAO Member States, and it will be seeking to bring these key government players together with the donor and development community so that all may gain a deeper understanding of how investments in aviation development will lead to wide-ranging socio-economic benefits and dependable returns for all concerned.

Before closing today, I would like to take this opportunity to re-emphasize that, following the issuance by the Dutch Safety Board of its Final Report on Malaysia Airlines flight MH17, ICAO will now be reviewing its recommendations in detail and responding to ensure that air transport continues to be the safest way to travel.

Ladies and gentlemen, I would like to once again thank the Government of Turkey, its Directorate General of Civil Aviation, and of course the Representative of Turkey to ICAO and his Delegation, for the excellent arrangements which have been realized here in Antalya for ICAN 2015.

Hosting this event for a second time demonstrates not only your country's clear commitment to the global success of our sector, but also its recognition of the economic benefits which the ICAN process realizes for both its participants and its hosts. For this we are all deeply grateful.

Thank you all again, and I wish you a very fruitful and mutually-beneficial series of negotiations.