



**Remarks by
the Council President of the
International Civil Aviation Organization (ICAO)
Mr. Salvatore Sciacchitano,
to the 2022 Model ICAO Forum**

(ICAO HQ, Montreal, 24 May 2022)

*Dear Participants in the Model ICAO,
Honoured members and organizers from
la Société québécoise de droit international,
Ladies and Gentlemen,*

It's my great pleasure to join you here this evening after your first full day of the 2022 Model ICAO.

I would like to thank M. Pierrick Pugeaud, the Director of *la Société québécoise de droit international*, for his strong commitment to the Model ICAO.

This year's event features some 81 Delegates, representing eight different schools from across North America and Europe. Events such as these are an excellent opportunity to enhance your knowledge and insight on civil aviation multilateralism and I am very pleased to see such an encouraging level of international participation.

I wish to underline that this is one of the first events organized in person here at ICAO headquarters since the start of the COVID-19 pandemic. This is a very positive sign that more optimistic horizons now lie ahead for global aviation after two dramatic years.

The challenges and opportunities for global air transport are many today, and the role of multilateralism has never been more relevant.

But that very onus toward international alignment and cooperation in aviation, as codified in the Convention on International Civil Aviation (Chicago Convention) and as pursued by States for over 78 years now, is also being put to the test today, as I'm sure you're all aware. I refer to the current situation in Ukraine.

The United Nations has been clear that the Ukraine conflict represents one of the greatest challenges ever to confront modern international order, not to mention the foundation of global peace and consensus on which that order is based.

It serves as a lesson for all of us that the incredible benefits and progress realized through international frameworks and agreements can be quite fragile, and that our multilateral systems and objectives must be continuously renewed and reinforced.

As we survey how post-pandemic aviation can continue to connect the world and improve the prosperity and sustainability of societies everywhere, a number of key priorities emerge.

Firstly we need to keep the recovery of global connectivity on track and restore prosperity to needful countries and regions.

Another key priority we face is the increasingly urgent challenge to aggressively decrease and eliminate air transport emissions, even as we work to restore traffic growth.

UN Secretary General Guterres has called for all means of transport to realize net-zero emissions by 2050, and aviation operators have now answered his call with detailed plans and aggressive targets.

States are poised to discuss their own Long Term Aspirational Goal for aviation emissions at our 41st Assembly this fall, and we look forward to very high levels of environmental leadership and ambition being on hand when they do.

The last key priority for post-pandemic civil aviation is to make this sector more medically, logistically, and economically resilient to future catastrophic or pandemic events.

From an economic standpoint, improved resilience will require us to advance liberalization efforts in particular in the cargo sector in order to protect and enhance the critical contributions being made by air transport supply chains.

Air transport resilience in the logistical and medical domains, meanwhile, will need to rely heavily on innovation and collaboration.

This will ultimately require the transition to a fully digital and contactless passenger experience, and one which seamlessly integrates with digital passenger security, health status, and border control systems overseen by governments.

Taken together, these combined challenges help to explain why “innovation” and “resilience” are the key themes we’ve identified to motivate States at this year’s 41st Assembly. And just before the Assembly, ICAO will host its **Innovation Fair** from 24 to 26 September as a segue to the more comprehensive discussions by the Assembly on this topic.

The Assembly will be seeking several important global commitments later this year, both to augment the incredible phase of aeronautical and digital development we’re now in the midst of, and to consider how it can further augment our traditional strategic objectives for safety, security, efficiency and sustainability.

It will also need to reflect on ways to assure personal privacy in an increasingly digitized domain, and on how digital capability and capacity can benefit all States and stakeholders so that no countries are left behind as international aviation continues to transform.

ICAO is already working to enable and standardize the innovation at the heart of these new developments, and the regulatory framework established by Annex 9, on *Facilitation*, is essential to these efforts.

The recent adoption by the ICAO Council of new and revised Annex 9 provisions relating to public health was an excellent start, and closer cooperation with the World Health Organization and industry will continue to be critical.

In concluding today, I wish to once again underscore that countries will be most prosperous when they remain *united* nations, with full respect for one another and determined collaboration through established multilateral platforms, like ICAO.

Only in this way can the international consensus which underpins all civilized and sustainable human progress in the modern era continue to fulfil its potential.

Your Model ICAO and the contributions you bring to it help to promote this solemn objective to new generations of young people all over the world, and for that ICAO, and its Council, are deeply grateful.

Thank you.