



Opening remarks
On behalf of the President of the ICAO Council
Dr. Olumuyiwa Benard Aliu,
Delivered by Council 3rd Vice-President
Mr. Shinji Matsui
to the ASEAN Aviation Summit

(Langkawi, Malaysia, 27 March 2019)

Honourable Deputy Secretary General of Minister of Transport Malaysia Syed Nasir,

Honourable ASEAN Transport Ministers,

ASEAN Senior Transport Officials,

ASEAN Directors General of Civil Aviation,

Council Members of ICAO, International Civil Aviation Organization,

President of Air Navigation Commission and Representatives of Secretariat,

Excellencies, distinguished participants, ladies and gentlemen,

It is my great honour to be here with you today, and to pass along some points on behalf of ICAO in my capacity as Vice President to the ICAO Council. Council President Olumuyiwa Benard Aliu asked that I convey his deep regrets that he couldn't be here himself, due to previous commitments.

To begin with, I would like to take a moment to acknowledge the Malaysian government's leadership and commitment in arranging this event, the country's status as a current ICAO Council State, and the fact that it relies so

strongly today on the international connectivity provided by air transport for its expanded export and tourism markets, and many other business and commerce successes more generally.

All of these achievements are very much consistent with the fact that Malaysia has also been a pioneering member State among the Association of Southeast Asian Nations (ASEAN), a region presently home to more than 620 million people, and whose many opportunities will only be augmented through the current 2025 Master Plan on ASEAN Connectivity.

Before we begin to discuss the local ASEAN situation in more detail, I would like to provide a summary of current global metrics for international air transport.

From this viewpoint, aviation presently connects some 4.1 billion passengers and 56 million tonnes of freight each year, on more than 37 million flights.

These operations are carried-out on a fleet of roughly 2,600 commercial aircraft which travel to-and-from just under 4,000 airports worldwide.

One hundred and seventy-three Air Navigation Service Providers support our sector in safely and efficiently managing this global traffic, while 100,000 daily flights carry some ten million passengers to their destinations each day.

The scope and magnitude of these operations permit aviation to transcend oceans and borders, and ultimately to be relied upon to connect peoples and businesses all over the world.

More than half of the world's international tourists reach their destinations by air today, and air transport directly and indirectly supports 2.7 trillion dollars in global GDP, while providing jobs and careers to more than 62 million people worldwide.

The liberalization of aviation is essential to these outcomes, given that the more open are our skies, the more profound our connections to other regions, supply chains and markets.

The ASEAN region is very important in this regard, and we should appreciate that its 2025 Master Plan will only enhance these prosperity benefits in light of its key focus on:

- Sustainable Infrastructure;
- Digital Innovation;
- Seamless Logistics;
- Regulatory Excellence; and
- Personal Mobility.

Another important factor in terms of local aviation benefits has been the emergence and growth of low-cost carriers (LCCs) in flourishing regional economies such as the ASEAN. These serve to make air travel more affordable and accessible to all, but of course their success is also ultimately reliant on their

adherence to global and national requirements for such key aviation indicators as safety, security, and efficiency.

In addition, as a result of the growing middle class here and many other factors, the Asia and Pacific Region more generally is continuing to evolve into a major hub in terms of global flight and passenger volumes. This helps explain why air transport supports 28.8 million jobs and some 626 billion in GDP across the States in this Region.

Growth, however, brings with it both opportunities and challenges, and ICAO is always mindful to recall to States the importance of managing local capacity with mature infrastructure and modernization commitments, in addition to training capacity and human resources development.

By doing so States help assure that the key aviation indicators I just mentioned are fully safeguarded, and it is especially important that all related activities set out are fully aligned with the targets and timelines presented in our ICAO Global Plans for Aviation Safety (GASP), Security (GASeP), and Air Navigation Capacity and Efficiency (GANP).

The Commitment to aviation safety and efficiency in the Asia Pacific Region was renewed early last year when States adopted the Beijing Declaration at an ICAO Ministerial Conference.

This is a commendable move forward and one which is well supported by ASEAN States as well as ICAO's other APAC Member States, and

provides strong support to State Civil Aviation Authorities with respect to the implementation of priority programs and increased resources.

It also served as an important message to the travelling public, industry partners, and potential investors, in terms of re-emphasizing the commitment of this region and its national governments to the safety and efficiency of air operations and air navigation services.

ICAO's hope in fostering this Declaration and its high-level commitments was to promote long-lasting relationships especially in the areas of technical cooperation and assistance, and whether on a bilateral or multilateral basis.

A second key priority was to have it serve as an instrument to motivate States to elevate aviation priorities in their national development plans.

Our Regional Office in Bangkok continuously monitors and reports on progress toward the commitments of the Beijing Declaration, and has already begun coordinating with all concerned parties to draw up the agenda for the next APAC Ministerial Conference in 2020, to be held in India, which will further strengthen Regional cooperation here.

With regard to renewed cooperation, the theme of this Summit, *"Enhancing ASEAN Civil & Military Cooperation for Safe, Secure, Efficient and Sustainable Aviation"* is an important one for the citizens and businesses of the ASEAN.

This is still a persisting challenge to global aviation safety and efficiency in this part of the world, and refers to the fact that many APAC States have still not included aviation development priorities within their broader national development strategies

As with most cooperative ventures, both civil and military stakeholders stand to benefit from the realization of ICAO's Flexible Use of Airspace (FUA) concept, which increases flight economy through the realization of more direct routes, and airspace capacity by providing more routes during specified time periods.

ICAO provides workshops on this topic which can be of tremendous national benefit, and I'd encourage all States who have not yet organized one to consider doing so.

This is in addition to many other cooperative ventures we support and assist with, for instance through Regional Safety Oversight Organizations and the capacity-building we coordinate under our 'No Country Left Behind' initiative.

We should recognize though that cooperative frameworks such as the ASEAN provide further potential in this regard and are very much worthy of further exploration.

In the area of air navigation, for example, this Region is presently lagging behind in its implementation of fuel- and time- and emission-saving Performance-based procedures, support for ADS-B flight tracking capabilities, and the opening of new routes.

Another, albeit more local item we should acknowledge is the lack of high level support within States for the aviation sector. This has resulted in insufficient investment both in terms of infrastructure and regulatory oversight.

Your National Civil Aviation Authorities must be provided with adequate resources and administrative and financial autonomy in order to fulfil their responsibilities effectively, and in a similar vein your regulatory approaches themselves must be stable and mature in order to attract investment for the many growth and capacity challenges I referred to earlier.

Moving forward, ICAO will continue to promote important regional priorities such as increased airport capacity, new approaches to managing and optimizing 21st century airspace, the importance of cyber safety and cybersecurity in an increasingly digitally-connected sector, and the development of practical global approaches to accommodate some of the incredible drone and autonomous aircraft operations now emerging.

This brings to mind that during our 75th Anniversary celebrations this year, ICAO is looking as much to the future as to the past.

You will have noted for instance in our State Letter of 21 February of this year that we have sought your State's assistance in launching three new global innovation competitions targeting three youth demographics.

And in a related development we have focused this year's World Aviation Forum and its associated technology fair squarely upon the topic of innovation.

I would encourage all ASEAN States to familiarize themselves with and take advantage of these initiatives, because none of us can afford to be relying on old knowledge and practices while our world and the nature of aerial operations are changing so quickly all around us.

The events I just mentioned will be taking place in the two days just prior to the start of our Assembly this September, and we very much hope to see many high-level guests from your States in attendance.

Ladies and gentlemen,

Before I conclude my introduction, I would like to briefly share my honest feeling that it may not be a coincidence that I am given this opportunity to address this occasion, because the ASEAN and Japan which I represent on the ICAO Council has been fostering the partnership since 1970s, and deepening amity and cooperation in all aspects between the leaders, between professionals, between the peoples through tourism, business and technological investment and youth exchange and trainings. These include more than 1400 Japanese companies in Malaysia now and more than 15000 Malaysian students who studied in Japan so far.

In fact, before my departure from Montreal, a Japanese friend of mine living in Malaysia told me that the people here are generally polite, considerate, compassionate, cherishing right education and higher work ethic to better off tomorrow, respect for mutual prosperity and cultural diversity, the quest for innovation, and also preparedness for and resilience against natural disasters.

Maybe I should have asked in advance at least my friend and colleague Malaysian Representative Mr. Ismail whether I should say more to these.

However, I take my liberty to say from Japan's own developing path that those values, more or less common in our region, never betray the country and people in nation building. I hope such bilateral and regional efforts as well as national commitments will further contribute to the ongoing efforts of ICAO in order to facilitate peace and prosperity by promoting the cooperation on international civil aviation in this region, based on the rule of law and governance including adherence to international obligations and conformity with ICAO standards by all States.

In conclusion now, please let me once again thank our esteemed hosts for the compelling agenda and wonderful facilities we've been provided with here in Langkawi, and wish you all a very productive and engaging Summit as part of this International Maritime & Aerospace Exhibition.

Thank you.