

ASSEMBLY 39th SESSION

Montréal, 27 September – 6 October 2016

PLENARY MEETINGS

Minutes



*Approved by the Assembly
and published by authority of the Secretary General*

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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SCHEDULE OF ITEMS DISCUSSED BY THE PLENARY MEETINGS

Item	September			October		
	27 AM 1, 2, 3, 4, 5	27 PM R3, 6, 7, 8	28 AM R10, 8	01 AM 5, R11, R12, R13, R20, R21, 8	04 PM 5, 8	05 AM 9
1. Opening of the Session by the President of the Council	X					06 AM 9
2. Presentation of the Council President Certificates (CPCs)	X					
3. Approval of the Agenda	X					
4. Establishment of Committees and Commissions	X					
5. Reference of subjects to Committees and Commissions	X			X		
6. Election of Member States to be represented on the Council	X			X	X	
7. Election of the President of the Assembly		X				
8. Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions		X				
9. Statements by delegations of Member States		X	X	X	X	
10. Reports by Committees and Commissions of the Assembly and action thereon - Credentials Committee - Executive Committee - Technical Commission - Economic Commission - Legal Commission - Administrative Commission		X	X	X	X	X
Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary						X
Signature ceremony of the Protocols of Amendment to the Convention on International Civil Aviation relating to Articles 50 (a) and 56						X

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Minutes of the First Meeting

(Tuesday, 27 September 2016 at 1100 hours)

SUBJECTS DISCUSSED

1. Agenda Item 1: Opening of the Session by the President of the Council
 - Address by Mr. Denis Coderre, Mayor of the City of Montréal
 - Address by the Honourable Philippe Couillard, Premier of Quebec
 - Address by the Honourable Marc Garneau, Minister of Transport, representing the Government of Canada
 - Pre-recorded video message from Mr. Ban Ki-moon, Secretary-General of the United Nations (UN)
2. Presentation of the *Council President Certificates* (CPCs)
3. Agenda Item 2: Approval of the Agenda
4. Agenda Item 3: Establishment of Committees and Commissions
 - Establishment of the Credentials, Executive and Coordinating Committees and the Technical, Economic, Legal and Administrative Commissions
5. Agenda Item 4: Reference of subjects to Committees and Commissions
6. Agenda Item 5: Election of Member States to be represented on the Council
 - Deadline for notification of candidatures for the first and second parts of the Council election
 - Maximum number of Member States to be elected in each part of the Council election

SUMMARY OF DISCUSSIONS

Agenda Item 1: Opening of the Session by the President of the Council

1. The President of the Council, Dr. Olumuyiwa Benard Aliu, as Temporary President of the Assembly, declared the 39th Session of the Assembly open and spoke as follows:

“It is my great honour to declare open this landmark 39th Session of the Assembly of the International Civil Aviation Organization.

“On behalf of the Council of ICAO, Secretary General Dr. Fang Liu, and the many Honoured Ministers and Delegates to the Assembly with us today, I wish to first extend a very warm welcome to our three distinguished guests:

- His Excellency Marc Garneau, Minister of Transport of Canada;
- His Excellency Philippe Couillard, Premier of Quebec; and
- His Excellency Denis Coderre, Mayor of the City of Montréal.

“It is also my pleasure to welcome the many representatives of international organizations and other participants from around the world who are with us here, and who are working closely with us to foster the safe, secure, efficient and environmentally sustainable development of international civil aviation.

“This Assembly stands to become an historic milestone, setting new records for its level of participation and the very significant amount of work to be undertaken here by world governments. It is also expected to endorse a resolute step to mitigate greenhouse gas emissions by the international community, and sector-wide action at the global level.

“But before we look ahead, let us also appreciate just how far ICAO has come in the three short years since our 38th Assembly.

“In the first place, we have strengthened our core activities relating to global air transport interoperability through the consensus-driven development of international civil aviation Standards and Recommended Practices.

“Our consultative processes have been made more efficient and we have focused on ensuring that States are better prepared to implement new ICAO provisions. More effective impact assessments are being carried out, and we are making sure that sufficient guidance material on any new measures is made available to our States well in advance.

“Our safety and security audit programmes, under the Continuous Monitoring Approach, are being optimized to ensure timely validation of States’ corrective actions to address identified deficiencies. This helps to ensure robust feedback that further enhances the overall Standard-setting process.

“Ladies and gentlemen, it is now universally acknowledged that air transport is a critical driver of socio-economic development and prosperity for the nations and peoples of the world.

“Article 44 of the Chicago Convention sets out the objective for ICAO to foster the planning and development of international civil aviation so as to ensure its safe and orderly growth throughout the world; meet the needs of the world for safe, regular, efficient and economic air transport; and ensure that every Contracting State has a fair opportunity to participate in international air transport.

“However, effective implementation of ICAO Standards is key to any States’ aspirations to take full advantage of the benefits that international air transport can realize for citizens and businesses.

“And our citizens deserve safe, secure, efficient and reliable air travel from anywhere to everywhere in the world.

“In recognition of these facts, significant efforts have been focused by ICAO over the past three years on enhancing the level of effective implementation (EI) of our Standards worldwide. Our *No Country Left Behind* initiative has been guiding this transformative and organization-wide change.

“Our Regional Offices have become very active partners in this process, requiring adjustments to their work programmes and resourcing to better monitor and address local needs.

“This has led to the realization of more targeted national and regional plans of action, with clear targets, timelines, and accountabilities, and to more dedicated support from ICAO Headquarters.

“Our technical cooperation and assistance activities have been reinvigorated as well, mainly through the development of new tools. We have also established the new ICAO Programme for Aviation Volunteers, in order to take advantage of the knowledge, experience and the passion of our aviation professionals whom I kindly invite to participate in this effort to assist States in need.

“In the area of Global Aviation Training and related human resources development capacity building, ICAO has made great strides in the past three years.

“We have also formalized our Next Generation of Aviation Professionals’ efforts as an official ICAO programme, and we are encouraging the best and brightest through the Young Aviation Professionals Programme, which we run cooperatively with IATA and ACI.

“The new ICAO Museum that we inaugurated in 2014 is also helping to inspire future generations of aviators. I invite all of you to visit the Museum to rediscover the remarkable history of our industry and ICAO.

“Consistent with our *No Country Left Behind* initiative, ICAO has been targeting outreach efforts to highest level decision makers in States, encouraging their commitments and recognizing their accomplishments.

“Later this morning for example, it will be my great honour to present the inaugural *Council President Certificates of Recognition* to 14 States, for their achievements in improving their levels of effective implementation of ICAO’s Safety Standards.

“Ladies and gentlemen, ours is a very dynamic sector, and public confidence is of critical importance to the sustainability of our industry. I therefore believe that ICAO must be prepared to respond comprehensively and effectively to all emerging issues, consistent with our mission.

“This past triennium has proven instrumental in this regard, as ICAO rose to the occasion in coordinating our community’s response to the challenges posed by Malaysia Airlines flight MH370 and aircraft tracking, conflict zone risk mitigation measures, the pandemic response to the Ebola virus, and emergency support to Ecuador following its major earthquake.

“These priorities speak to why you will be asked to endorse new ICAO emergency response strategies, which will help us to act with even greater urgency and effectiveness in the years ahead.

“We have also been much more proactive than in the past at anticipating new requirements, whether for remotely piloted aircraft systems, commercial suborbital flights, new cybersecurity threats, and other emerging challenges.

“It is essential that we continue to strengthen and deepen ICAO’s role as a nexus of coordination for States and industry, as we jointly ensure global civil aviation development while addressing the challenges of sectoral growth.

“The ICAO Council has played a key leadership role in this process, initiating annual off-site strategy meetings, conducting information gathering missions in ICAO Regions, and with the assistance of regular and comprehensive industry briefings.

“The Council has also worked closely with the Secretariat to enhance the efficiency and effectiveness of the Organization through performance management and evaluation, including the development of a performance assurance and risk management framework, as well as robust ethics and internal audit regimes.

“Furthermore, the Organization has been working tirelessly to promote the importance of civil aviation to socio-economic development, as well as its prioritization in national and regional investment and development planning.

“One very important aspect of this work has been our efforts to coordinate and optimize global partnerships for aviation development, including among non-aviation stakeholders such as sister UN agencies, financial and economic development institutions, industry bodies, and donors.

“The realization of the importance of these partnerships is at the heart of our new ICAO World Aviation Forums, and we were greatly encouraged to see so many of you in attendance at our second of these events yesterday.

“Ladies and gentlemen, as is clearly evident, our Organization has undergone a number of transformational changes and embarked upon many new programmes these last few years. And it is noteworthy that all of these efforts have been undertaken without prejudice to the need to deliver on all of the instructions and expectations of States which were detailed at our last Assembly in 2013.

“With respect to these expectations, the Commissions and Executive Committee for this year’s meeting will be considering several working papers reviewing our accomplishments under all Strategic Objectives of the Organization, as well as on proposals for future development.

“The ICAO Global Plans for Aviation Safety and Air Navigation are now guiding State activities and sector-wide investments to an unprecedented level. You will be asked during this meeting to adopt several new revisions to make them even more effective, especially in addressing our safety management and aviation system block upgrade strategies.

“And the success of these documents has been such that we are now considering similar global strategic plans for Aviation Security and Facilitation and for Air Transport Economic Development, which you will also be asked to endorse.

“We will be reporting on our efforts to promote risk-based, outcome-focussed and sustainable responses to security threats and to balancing effective control measures with system wide connectivity and efficiency.

“We will also be reporting on developments relating to our work with travel documents and identity management under the ICAO TRIP programme, international air transport liberalization and consumer protection.

“In order to implement all of the anticipated activities, a results-based budget for the coming triennium has been submitted for your endorsement. In it, we have outlined the efforts being made to mobilize and leverage additional resources through new synergies and partnerships.

“The last item I would highlight for you is the very extensive environmental work that we engaged in, particularly on all of the basket of measures to reduce aviation emissions. These include technological innovations, operational improvements, the use of sustainable alternative fuels, and of course market-based measures.

“I am very pleased that the first ever CO₂ emissions Standard for aircraft has been recommended by the Committee on Aviation Environmental Protection for adoption by the ICAO Council.

“And perhaps most importantly, following a lengthy and detailed consultative process, the Council is submitting to this Assembly a Draft Resolution on a global market-based measure (GMBM) to mitigate international flight emissions.

“Of course the adoption of the Resolution is just the beginning. A lot will need to be undertaken between now and the 40th Assembly, by both ICAO and your governments and in concert with industry, to make the proposed Carbon Offsetting and Reduction Scheme for International Aviation fully and meaningfully operational from 2020.

“We will need to complete our work in developing and establishing the Registry framework; Monitoring, Reporting and Verification process; and Emissions Unit Criteria, but I must say that I am greatly encouraged that States representing more than 80 per cent of international traffic have now volunteered to participate as of the pilot phase in 2021.

“Ladies and gentlemen, the world air transport network today conveys some ten million passengers on about 100 000 commercial flights daily. For 2015, that totalled 3.5 billion passengers on more than 34 million flights; and by 2030 these figures are anticipated to double to over 6 billion passengers and 60 million flights annually.

“Air transport is by far the safest mode of transport and our safety records improve steadily, with 2015 again recording the lowest accident rate ever.

“Aircraft today are 70 per cent quieter, and 80 per cent more fuel efficient than decades ago. And we are currently exceeding our two per cent annual fuel efficiency improvement goal.

“These remarkable achievements are the result of the efforts of our Member States, airlines, airports, air navigation service providers, manufacturers and other stakeholders, and of course the dedication and professionalism of the hard working civil aviation community, worldwide.

“Your Organization, ICAO, has been endowed with a unique leadership role to set the global policies, programmes, and standards, and to provide the coordinating platform for governments and industry to collaborate and achieve results.

“This Assembly will be one for bold decisions, and a time to refine our vision for how air transport can be of even greater service to States and regions, businesses and travellers, in the exciting years ahead.

“The eyes of the world are now focused squarely on ICAO for concrete action to make our industry even greener and more efficient, to the benefit of future generations.

“I kindly urge you all to again demonstrate our historic strengths of cooperation, compromise and consensus.

“I am confident that we will rise to the expectations of the global community.

“Excellencies, Honourable Ministers, Delegates, dear colleagues, I am deeply honoured for the unique opportunity to lead our great Organization at this time. And I am very grateful for your support and for all that we have been able to accomplish, working together.

“Let us progress our work in the spirit of the preamble to the Chicago Convention, in order that international civil aviation can continue to help create and preserve friendship and understanding among the nations and peoples of the world, and to promote global security, peace and prosperity.

“I very much look forward to this journey, and I wish us all a very productive and successful 39th Session of the ICAO Assembly.”

Address by Mr. Denis Coderre, Mayor of the City of Montréal

2. “Dear Friends,

“My first words are addressed to the Secretary General of ICAO and to its President of the Council. Your presence is an honour for us, as is that of the many Canadian and foreign ministers and dignitaries here today.

“I am very pleased to be at this forum to address a few words at the opening of the 39th triennial session of the ICAO Assembly.

“The work you will accomplish here is fundamental to the future of air transport. Since its inception, ICAO has established more than 10 000 Standards and provisions in order to improve the safety, efficiency and security of air navigation, while fostering, of course, the economic development of air transport and environmental protection. Montréal is privileged to hear first-hand about the accomplishments of your Organization.

“Dr. Aliu, I would like to thank you very much for that inspiring speech. I think that we can all work together. The fact that all levels of government are here from Canada with you show the importance of that relationship between ICAO and Canada.

“The decision to establish ICAO’s permanent Headquarters here in 1947 created a domino effect that prompted other important international organizations to establish themselves in our city, which went a long way towards making Montréal an international civil aviation capital. These organizations included: the International Air Transport Association (IATA); the Airports Council International World (ACI), which has already held a major convention this week; and the International Federation of Air Line Pilots’ Associations (IFALPA), to name just a few.

“With its 500 employees, its international stature and power of attraction over organizations in the aviation field, ICAO is certainly the largest and most influential of the 60 or so international organizations established in Montréal.

“Our city is a cosmopolitan one. It is a city of diversity, a UN city which hosts not only ICAO’s Headquarters, but also other prestigious organizations related to the UN, such as the Secretariat of the Convention on Biodiversity, the Multilateral Fund for the Implementation of the Montréal Protocol, as well as the UNESCO Institute for Statistics. Montréal is a city that innovates and plays a leadership role on the international scene – in areas such as coexistence, counter-radicalism and sustainable development. Expertise recognized by no other than the Secretary General of the UN, Mr. Ban Ki-moon, who visited us twice this year and who welcomed a number of our initiatives, particularly our Centre for the prevention of radicalism leading to violence.

“Montréal is undoubtedly an international, dynamic city, which is open to the world. A not-to-be-missed gateway to North America, a trade hub between Europe and the American continent, an extraordinary bridgehead, both for Asia and Africa, as well as Oceania. This is why transport – and in addition, air transport – is an economic component essential to the vitality of our metropolis.

“This is also why Montréal advocates in favour of an increase in the number of direct air connections from our airport towards the major cities of the entire world. As recently as last Friday, I was with the Prime Minister of the People’s Republic of China, to announce a new direct air connection between Montréal and Shanghai. This new daily flight represents an added value to the economic relations between our two cities.

“Access to an ever-increasing number of direct air connections not only reflects our diversity and status as an international city, but it also holds tangible economic advantages for the city and its companies, including: savings in time and money for travelers, of course; an internationalization incentive for Montréal- and Quebec-based companies; easier access to new markets; and an asset that can be used to draw companies with international activities and their head offices to Montréal.

“Each new direct connection thus represents an opportunity for Montréal to attract leading foreign companies and increase our economic development potential. But it’s more than that. Montréal is a formidable hub: as a UN city, it brings the world together so that we can all reflect the necessity, from nation to nation, to build up for a better future and enhance quality of life overall.

“This entire momentum related to aviation, this ecosystem, in order to use a buzzword, is also reflected in the Montréal aviation industry which has developed at an accelerated pace and the know-how of which is recognized worldwide. The Montréal aviation industry is one of the only ones in the world which covers all the phases of an aeroplane’s life cycle: from design to maintenance and after-sales service, going through manufacturing and final assembly.

“Thanks to leaders like Bombardier, Pratt & Whitney, CAE, Mecachrome or Heroux Devtek, Montréal is, together with Seattle and Toulouse, one of the world’s three leading aviation centres. But we cannot stand gazing at this beautiful picture. The industry is evolving and must face the new challenges of the 21st century, such as, essentially, sustainable development.

“In fact, I welcome ICAO’s willingness to address the environmental protection issue during this 39th Session of its Assembly, particularly regarding aircraft engine emissions and noise management. Just like ICAO, Montréal shares these major environmental concerns. Let me recall these wise words from Ban Ki-moon, “There is no plan B for our planet.”

“As the Mayor of Montréal and President of the Montréal Metropolitan Community, I am working with my colleagues to reduce the environmental footprint from transport within the greater metropolitan area. As spokesperson and Chairperson of *Metropolis* during the COP21 in Paris last fall, I had the opportunity to emphasize Montréal’s position and to speak about the actions put forward in the fight against climate change, particularly regarding transport electrification. For instance, within four years, a wonderful modern, entirely electric and automated lightweight train will serve our airport. I would like to thank and welcome the leadership of the Government of Quebec, with Mr. Couillard, as well as this wonderful partnership in terms of infrastructure with the Canadian Transport Minister, Mr. Garneau.

“We all have a role to play in order to protect our planet and I am proud to see that the aviation industry is taking this role seriously. In fact, the aviation field is destined for major changes. Let us just consider the recent achievement made by Bertrand Piccard. His 16-month trip around the world on board the solar aeroplane, *Solar Impulse*, clearly demonstrates the importance of expanding our horizons and investing in alternative energy research and development.

“Mr. Piccard’s presentation will certainly be a very popular event during the Montréal 2016 *International Civil Aviation Week*, which we officially launched yesterday morning. Moreover, I would like to thank the organizers and partners of this *International Civil Aviation Week*, for the quality of the programming offered to the Delegates of the ICAO Assembly and to the general public of Montréal.

“In closing, let me invite you to pay us a visit next year since Montréal will be marking its 375th Anniversary. The celebrations will also coincide with the 70th Anniversary of the opening of the ICAO Headquarters in Montréal and Canada’s 150th birthday. Three good reasons to celebrate!

“In the meantime, I wish you a successful Assembly and a good *International Civil Aviation Week*. Long life to ICAO!

“We are saying, more and more, that we define the world not through countries and continents anymore and that we need an urban strategy. While I used to say ‘Alone, you go faster’, I now think that when we have great vision and leadership together, like the vision of the Members here and the leadership of ICAO, we go further.”

3. On behalf of the Assembly’s Delegates and participants, the President of the Council thanked the Mayor of Montréal most sincerely for the hospitality which his city had shown to all since their arrival. He also took this opportunity to express how much ICAO valued the ongoing support of the Mayor’s administration and the local community in making many Representatives on the Council and to ICAO feel at home during their stay in Montréal.

Address by the Honourable Philippe Couillard, Premier of Quebec

4. “It is certainly an honour and a pleasure to take part in the opening of the 39th Session of this Assembly – the only global forum able to bring together all civil aviation stakeholders: the industry, the governments, and of course, the experts, who contribute, as we have just heard, to making international air transport safer, more orderly, more efficient; and yes, now, also more respectful of the environment and of the principles of sustainable development.

“It is also a great source of pride to be the host in Quebec, in Montréal, of this major UN agency.

“Aviation is an industry that is essential to a multitude of economic sectors, a source of tens of millions of jobs throughout the world. Our airports are genuine cities that contribute to metropolitan economic development.

“But civil aviation today is certainly in a different world altogether than when ICAO was first established in 1944. It is an industry that is greatly affected by the industrial revolution of the 21st century. In order to keep pace with the changes brought on by this revolution and to continue to grow, it must ensure: the development of its workforce; a shift towards Industry 4.0; on-going innovations for developing new products; consideration of environmental issues, and particularly, the fight against climate change.

“In Quebec, we have understood these issues and our government has acted quickly and firmly to support our businesses in this major transition, since:

- Montréal, as it was just mentioned and should be repeated, is the third world capital of the aerospace industry;
- \$15.5 billion in sales;
- 80 per cent are exported;
- 70 per cent of Canadian investments in aerospace Research and Development are here;
- almost 200 businesses – from leading contractors to equipment manufacturers, to integrators and to suppliers;
- 40 000 jobs in the greater Montréal area;
- Ten aerospace research centres, such as the McGill Institute of Air and Aerospace Law. An intellectual community within international organizations, universities, research centres and businesses, which represents a unique expertise in aviation. A strong capacity for research and pooling of programmes that makes Montréal an innovative place by its very nature. I always like to remind our visitors that Montréal, after Boston, has the second highest number of university students in North America. Such incredible wealth, such accumulation of talent, which all the industries can certainly use.

“We therefore have, among other things, launched a new 2016-2026 Quebec strategy for the aerospace industry, which involves several areas, including: strengthening and diversifying the industry’s structure; ensuring this industry’s growth: supporting projects and continuing to invest in the workforce; assisting small and medium businesses in their development, and of course, capitalizing on innovation.

“In this vein, we have always supported the SA2GE project for environmentally-friendly aeroplanes, as partners in phase 1: with \$150 million in private-public investment; then in phase 2: with \$80 million, again both from the government and the private sector.

“We have recently invested USD 1 billion in the C Series, a 21st century aeroplane for a 21st century low-carbon economy. A quiet aeroplane, already flying with passengers from Swiss Air Lines. And recently, it was reported that Bombardier is the first aviation company in the world to publish an environmental product declaration (EPD) for this aeroplane from the C Series.

“As you can see, the aviation sector is as important to us as it is to you.

“Both our industry and our government are mobilized to make the Quebec aerospace sector more competitive, more innovative, and yes, with a reduced carbon footprint.

“This is why I repeat – we are proud that since the Chicago Convention, the 70th Anniversary of which we marked in the National Assembly of Quebec in 2014 – the Standards, programmes and regulations which govern, improve and adapt civil aviation have been designed, discussed and enacted right here.

“ICAO will have supported, out of Montréal, the exponential growth of this industry, but will also have attracted here organizations that manage any of the numerous commercial, technical and legal facets of aviation.

“As you will have noted in my address, this strong presence already coincides with an important Quebec aerospace industry, which clearly is in the DNA of Quebecers.

“And we are all the more aware of our responsibilities in optimizing the framework in which ICAO staff members operate and that of the permanent representations.

“Additionally, I would like to assure its senior managers of my government’s commitment to provide whatever support it takes to ensure that the ICAO community works towards the growth of international civil aviation in an environment that will remain among the most favourable. Furthermore, we wish to continue to build on this partnership that has been uniting us for decades.

“As you are aware, we are currently working on the text of a new agreement aimed at modernising that of 1994. I would like to mention to you that the conversations are going very well and I am fully hopeful that we will have completed these conversations this fall.

“We would also like to explore – this is an appeal I have already made to the Secretary General – a potential partnership with ICAO related to the establishment of a research chair in aviation and the environment. This chair would be perfectly in line with ICAO’s clear willingness to contribute to the implementation of the Paris Agreement concerning the fight against climate change. Your industry has already set sustainable development targets and shows substantial achievements.

“You will always find in Montréal all the inspiration, the intellectual environment and the logistical support that you will need. Especially since ICAO is now an intrinsic part of our metropolis. This is why we wanted to include it in our toponymy by giving even its name to an important metro station a few steps away from here in order to finalize the adoption in our city and send out a strong and clear message: you are essential to this city, essential to Quebec, you belong here and we are proud of it.

“I would like to thank you and wish you a very good 39th Session of the Assembly.”

5. The President of the Council extended to the Government and the people of Quebec ICAO's most sincere appreciation for the financial and administrative support that they had provided to the Organization over the years, most notably in making available precious office space for its Technical Cooperation Programme. He offered assurances that that tangible expression of support, coupled with the cordial relations that ICAO continued to enjoy with officials from the Government of Quebec, enhanced the Organization's ability to better serve the international aviation community.

***Address by the Honourable Marc Garneau, Minister of Transport,
representing the Government of Canada***

6. "I am delighted to be here with you today for the opening of the 39th Session of the ICAO Assembly.

"As my honourable colleagues have already done, I would like to welcome you all to Canada and to Montréal, this wonderful city that I call home. This Session of the Assembly is opening during one of the most beautiful seasons of the year, when our forests are adorned with changing colours. I hope you can find some time during your stay to take in those beautiful landscapes, as well as the many attractions this great city has to offer.

"Together with the Province of Quebec and the City of Montréal, Canada is proud to host ICAO and its community of diplomats and experts, and is committed to fully supporting this Organization so that it can continue to thrive.

"Historically, Canada has always valued cooperation among States, especially under the aegis of the UN, and this meeting is no exception. During our Assembly, our collective mission will be to work together to advance the ambitious standards that will make our world a better place for future generations. The work carried out by ICAO as a Specialized Agency is directly in keeping with that objective.

"Important work awaits us in the coming days. We will establish the Organization's work plan for the next three years, which addresses a number of issues of the utmost importance.

"Some of you may know that I had the privilege to fly to space in my previous career. This gave rise to some humour here in Canada when I became Canada's Minister of Transport, suggesting Canada was taking transportation concerns to a whole new level. I think of it the other way around: my experience gave me a unique, very privileged perspective on what we do here on Earth. From space, it is Earth's extraordinary beauty and unity that you see. There are no borders, the geopolitical lines that divide us so often have all disappeared. All you see is our beautiful blue planet.

"All of us here today, from all our diverse nations, we all understand the fragility of this beautiful planet. Our nations, individually and collectively, have said that we need a new way forward, one that will see science and technology advance all of our economies without jeopardizing the fragile planet that we inhabit. And that is our challenge and opportunity here in the next few days: to do our part to ensure the health of our planet for generations to come.

"The world and the aviation industry are watching us. We will be adopting various measures to make air transport safer, more secure, economically stronger and resilient, and more responsible with regard to environmental protection.

“The task is certainly not always an easy one. Our governments need to be watchful for new challenges and threats, new technologies, and economic turbulence that our nations and our businesses may face.

“At the *International Aviation Conference* in Chicago in 1944, our predecessors wished to create an organization that would establish common standards for the safe operation of civil aviation and regulate the economic or commercial side of aviation. The Chairman of the Conference at that time qualified this as an *ambitious dream*.

“An extraordinary amount of work has been achieved over the past 70 years, including many things that could not be foreseen at the time. Since then, commercial air transport has grown from a marginal activity of an elite few, to an extraordinary 3.3 billion passengers per year, while constantly maintaining the highest possible levels of safety and security. And this is very much thanks to ICAO.

“But even with all this accomplished, more needs to be done, and the next two weeks will give us, once again, the opportunity. It remains for us to define and shape how the international aviation sector can be even better and more responsible tomorrow in the interests of all humanity.

“This year is certainly critical for ICAO’s environmental agenda, as our international community strives to maintain the momentum created by the historic Paris Agreement in 2015. The international aviation sector is making significant efforts to reduce its carbon footprint and now we are setting an aspirational goal of carbon neutral growth (CNG) from 2020. We have before us an opportunity to support the aviation sector in meeting this ambition. Indeed, the success of this 39th Session of the Assembly, even ICAO’s role in the future of the multilateral system, will depend, in part, on whether the international aviation community is able to come together and agree on the implementation of a global market-based measure (MBM) scheme to reduce greenhouse gas emissions in our sector.

“Canada, along with a number of other States, has communicated its intention to participate in the proposed global MBM scheme from the outset. I encourage all ICAO Member States to join us in supporting a robust measure and in committing to participate in this measure as early as possible.

“And that is but one of the many essential issues that we will be examining, as we strive to ensure that air transport continues to contribute to a better future, through the tireless pursuit of excellence in terms of safety, security, efficiency and environmental protection. The next two weeks provide us all with the opportunity to further advance the visionary work of this great organization.

“I am thrilled to be here with you, as Canadian Minister of Transport, as we embark on this important Assembly. May we be bold and visionary in our deliberations and in the decisions that we take.

“I thank you all in advance for your contributions to this meeting, and I wish you a productive and enjoyable stay here in Montréal.”

7. Recalling that for close to 73 years Canada had been a most gracious host to ICAO, the President of the Council underscored that that was unique in the history of the UN system and had made Canada the envy of many other countries around the world. He assured the Minister of Transport that Canada’s unfailing commitment to ICAO and to its mandate for the safe and orderly development of international civil aviation was very much appreciated.

Pre-recorded video message from Mr. Ban Ki-moon, Secretary-General of the UN

8. The President of the Council noted that although he and the Secretary General had invited the Secretary-General of the UN, Mr. Ban Ki-moon, to participate in the opening of the Assembly, he had been unable to do so due to other commitments. Mr. Ban Ki-moon had, however, provided the following pre-recorded video message:

“It is a pleasure to greet this important meeting.

“Safe, secure and efficient civil aviation operations are a fundamental enabler of global connectivity and prosperity. This makes air transport development and investment a priority as we seek to attain the 17 UN Sustainable Development Goals (SDGs). In order to help States meet their objectives, aviation operations must, of themselves, be sustainable. ICAO has been making progress towards this through its basket of measures, but aviation’s emissions are also growing rapidly, with flights expected to double by 2030. This underscores the importance of the Resolution before you on a new global MBM scheme to be mitigate greenhouse gas emissions from international flights. These emissions were not covered under the Paris Agreement in recognition of the work underway at ICAO.

“The world will be closely following your deliberations. We are long past the point for half measures. I urge States to show leadership at this meeting and volunteer for early participation in the global MBM scheme.

“ICAO has a special place in the international family. Your Standards and rules enable us to travel freely with confidence and convenience. You have a strong track record on helping developing countries to build their capacity, notably under your successful *No Country Left Behind* (NCLB) strategy, and you are forging new development partnerships through your World Aviation Forums (IWAFFs). Your mission is more important than ever. I look to this Assembly to build on ICAO’s achievements in ensuring a safe, secure, economically-viable and environmentally-sound global aviation system and a more sustainable future forum.”

Presentation of the Council President Certificates (CPCs)

9. The President of the Council recalled that the ICAO Council had established the *Council President Certificates* (CPCs) in support of the *No Country Left Behind* (NCLB) initiative, with the aim of more publicly acknowledging global activities and commitments geared towards the effective implementation of ICAO Standards and Recommended Practices (SARPs). The CPCs, which would be issued annually, recognized States from each ICAO region which had made significant progress in resolving their safety oversight deficiencies and improving the effective implementation of ICAO SARPs. The eligibility criteria for such recognition were objective and transparent and were based on the results of the ICAO Universal Safety Oversight Audit Programme (USOAP) continuous monitoring activities.

10. The President of the Council had the pleasure to present the inaugural CPCs to the following fourteen selected States, with at least one from every region, based on their achievements in 2015 (in alphabetical order): Austria, Botswana, Cameroon, Ecuador, El Salvador, Israel, Italy, Lao People’s Democratic Republic, Latvia, Madagascar, Mali, Niger, San Marino and the United Arab Emirates.

11. In congratulating all of the recipient States, the President of the Council expressed the hope that the CPCs would inspire other States to demonstrate their commitment to the implementation of ICAO SARPs. He noted that next year there would be another opportunity to recognize the efforts of those that had demonstrated their commitment during 2016.

Agenda Item 2: Approval of the Agenda

12. In accordance with Rule 12 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), the Plenary approved the Agenda reproduced in WP/1.

13. The Delegate of India observed that while the Assembly had many important issues scheduled for discussion, one issue that stood out in significance was the global MBM scheme proposed by the ICAO Council. As that issue had important consequences for the aviation sector, particularly in developing States, it needed to be carefully deliberated upon and discussed by Member States. It was his understanding that several States from across the globe had been unable to participate in earlier discussions thereon in ICAO and elsewhere and would thus like to use this Assembly to discuss the proposed global MBM scheme bilaterally and multilaterally in order to understand its importance and formulate their views. That would require time, however. While fortunately the Assembly was almost two weeks in duration, the scheduling for the Executive Committee's consideration of Agenda Items 20, 21 and 22 relating to climate change and the global MBM scheme as initially set forth in the tentative timetable (WP/10) had been changed, with the date having been advanced from the morning of Thursday, 29 September 2016 to the afternoon of Wednesday, 28 September 2016 (cf. WP/10 Revised). Similarly, the scheduling for the Executive Committee's review of its draft Report to the Plenary on those Agenda Items had been advanced from the morning of Wednesday, 5 October 2016 to the afternoon of Friday, 30 September 2016. Underscoring that Delegates from all across the world had planned their visit to Montréal based on the original tentative timetable (WP/10) posted on ICAO's A39 website, the Delegate of India expressed concern that the scheduling for the Executive Committee's consideration of Agenda Items 20, 21 and 22 had been changed without any prior information and requested that the original scheduling be retained.

14. In seconding this request, the Delegate of the Russian Federation emphasized that his Delegation had planned its work based on the original tentative timetable contained in WP/10.

15. The President of the Council, as Temporary President of the Assembly, noted that, as he had indicated in the informal meeting of Heads of Delegations that had preceded the present Plenary meeting, the said tentative timetable was for planning purposes only, to facilitate discussion of the various Agenda Items by the Plenary, the Executive Committee and the Commissions. Subject to the process moving forward, slight adjustments could be made thereto. The change in scheduling referred to by the Delegate of India had been made to enable the Executive Committee to commence its consideration of Agenda Items 20, 21 and 22 earlier, for the purpose of more efficient time management. Nevertheless, full note had been taken of the comments made and they would be taken into account, as appropriate, when the Executive Committee started its deliberations.

Agenda Item 3: Establishment of Committees and Commissions

16. In accordance with Rules 6 b), 14 and 18 of its Standing Rules of Procedure (Doc 7600), the Assembly agreed to the establishment of the Credentials, Executive and Coordinating Committees, as well as the Technical, Economic, Legal and Administrative Commissions. The Credentials Committee would meet immediately following the First Plenary Meeting.

Agenda Item 4: Reference of subjects to Committees and Commissions

17. The Plenary referred the various items in the Agenda as presented in WP/1 to the Executive Committee and the Commissions as follows: Items 10 to 31 to the Executive Committee; Items 32 to 37 to the Technical Commission; Items 38 to 43 to the Economic Commission; Items 44 to 47 to the Legal Commission; and Items 48 to 58 to the Administrative Commission.

Agenda Item 5: Election of Member States to be represented on the Council

Deadline for notification of candidatures for the first and second parts of the Council election

18. The President of the Council, as Temporary President of the Assembly, announced that election to the Council in the first and second parts would be held on Saturday, 1 October 2016, at 0900 hours. The deadline for notification of candidatures, which were to be submitted in writing to the Secretary General, was set for 1215 hours on Thursday, 29 September 2016. Notifications of candidatures for election to the Council in the third part, which would be receivable only after completion of the election in the first and second parts, were to be submitted to the Secretary General during the forty-eight hour period beginning at the close of the meeting on Saturday, 1 October 2016, and ending at that time on Monday, 3 October 2016. The election to the Council in the third part would take place on Tuesday, 4 October 2016, at 1400 hours.

Maximum number of Member States to be elected in each part of the Council election

19. As recommended by the Council in WP/2, the Assembly established the maximum number of Member States to be represented on the Council as follows: Part One – 11 Member States; Part Two – 12 Member States; and Part Three – 13 Member States.

20. The meeting adjourned at 1215 hours.

