



**Promote Opening and Cooperation Among
Many Nations through Civil Aviation**

China Civil Aviation Development Forum

Beijing 24-25 June 2015

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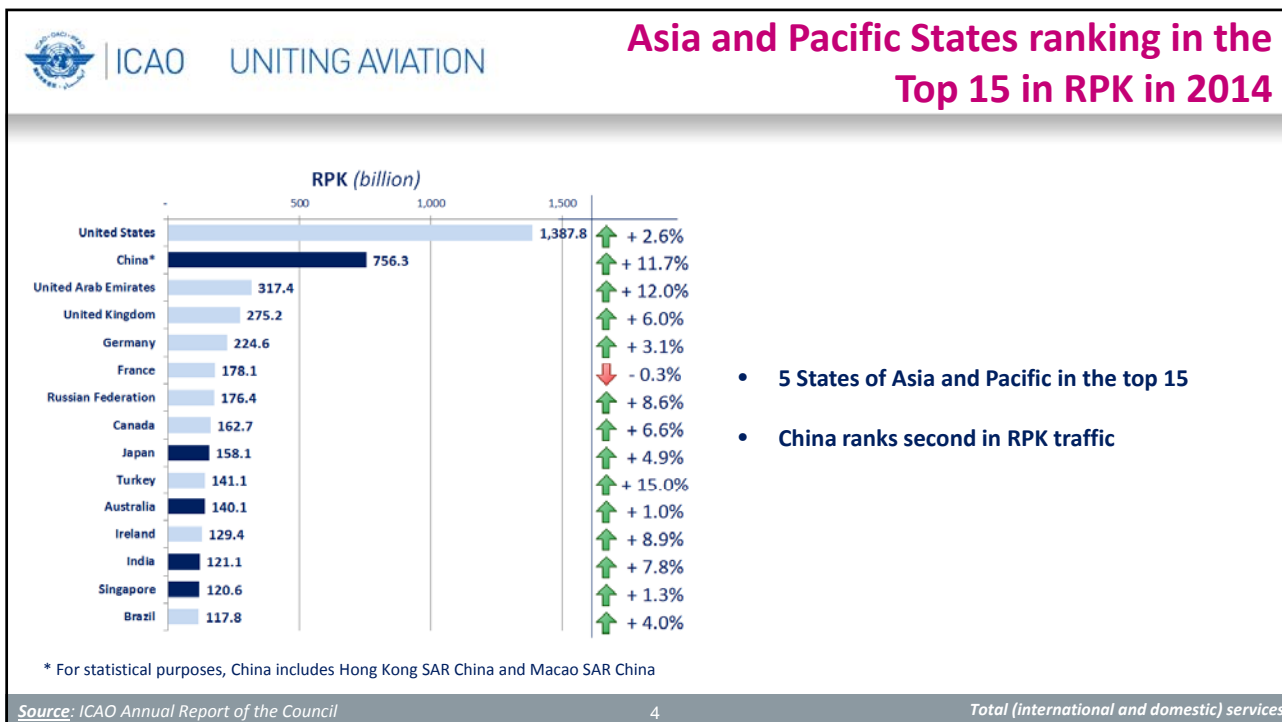
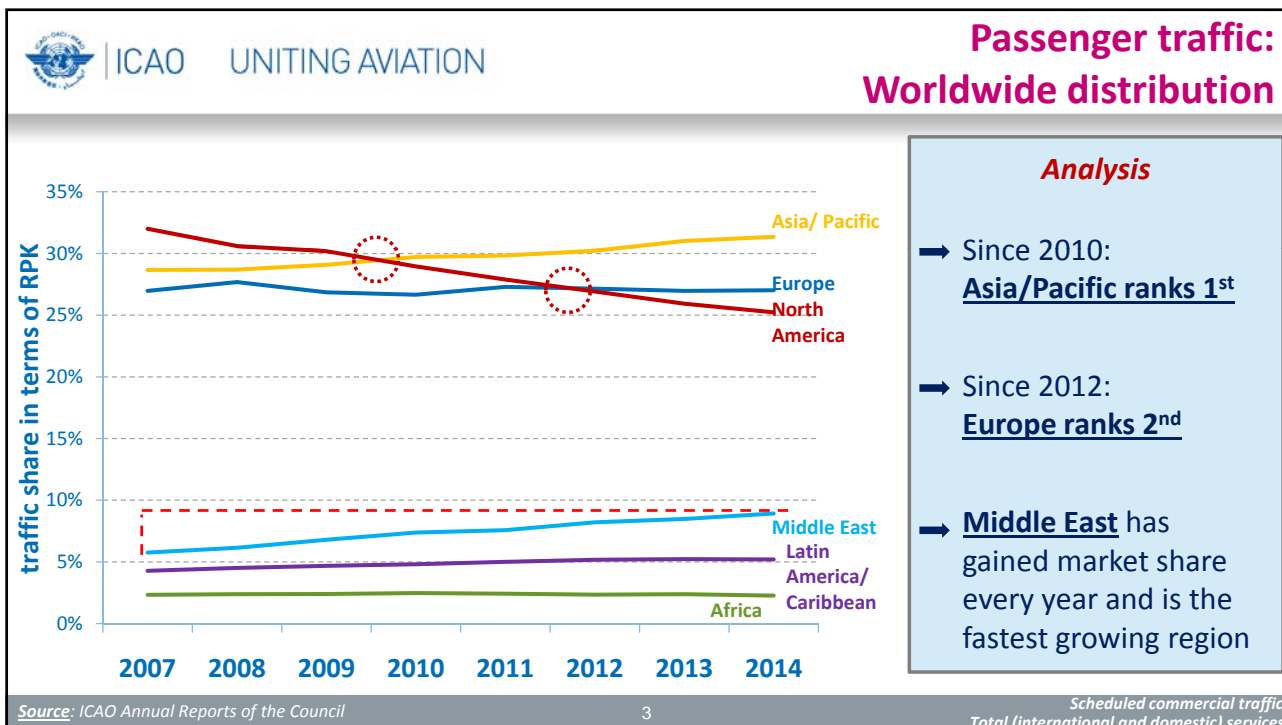
Regional Director, Asia and Pacific ICAO Regional Office



The size of the industry in 2014

- **3.3 billion passengers**
- **50 million tonnes of freight**
- **Over 1 000 scheduled airlines**
- **26 700 aircraft in service**
- **More than 4 000 airports**
- **170 air navigation centres**

Traffic is for scheduled services





- **Air traffic will continue to grow**
(at 4.6% annual average growth rate to 2030)
- **International share bigger than domestic**
(64% of total traffic in 2030)
- **Asia/Pacific traffic grow at higher rate**
(at 6.2% to 2030 against world average 4.6%)
- **China =>Major market, huge potentials**



Direct economic impacts of aviation sector

8.5 million

Direct jobs supported by aviation worldwide

\$700 billion

Direct Global economic impact

2014 data

Direct, indirect, induced and tourism economic impacts of aviation sector

58.1 million

Jobs supported by aviation worldwide

\$2.4 trillion

Global economic impact

2012 data



Regulatory developments

Regulatory changes:

- **Regulatory regimes become more open and liberalized**
- **Liberalization progress uneven**
- **Regulatory/liberalization approaches varied**
[national, bilateral, regional, multilateral; heavy, light, off-handed]

ICAO to facilitate and assist (forum, policies and guidance, multilateral agreements...)



ICAO's current work in economic regulation

Leadership role in:

- **Developing policy guidance** (*e.g. long term vision for liberalization, core principles for consumer protection*)
- **Modernizing regulatory framework** (*developing international agreements for liberalizing market access, air carrier ownership and control, air cargo services*)
- **Facilitating liberalization** (*e.g. enhanced ICAN facility, global & regional forums to address topical issues*)
- **Fostering regulatory harmonization and compatibility** (*updating ICAO policy guidance, compendium on competition laws and practices, exchange forum for dialogue/cooperation between air transport & competition authorities and stakeholders*)
- **Supporting aviation system bloc upgrades (ASBUs), and infrastructure development and regulatory oversight** (*exploring new funding/financing mechanisms*)



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Challenges in APAC

1. Capacity in airspace
 - Improve ATS infrastructure to correspond to traffic growth
2. Civil/military Cooperation
 - Enhance coordination mechanism between civil and military
3. Capacity and demands
 - Establish air traffic flow management capability to balance demands with capacity.
4. ATC systems
 - Implement ATC systems/tools to enhance safety and to minimize ATC human errors and reduce ATC workload.



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ICAO China Cooperation

- China – Important Partner with ICAO
- Support for RSO in Beijing
- Large No of Chinese Secondments to ICAO
- Close Cooperation in ICAO program
- Commitment for supporting NCLB initiative



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ICAO China Cooperation



- 1st ICAO Air Cargo Development Forum, in partnership with Zhengzhou Government and CAAC, in Zhengzhou, 2-5 Sept. 2014
- ICAO has worked closely with CAAC and Zhengzhou Government in supporting the development of Zhengzhou Airport Economy Zone (ZAEZ)
- ZAEZ willing to actively participate in ICAO air cargo projects and share the statistics with ICAO

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ICAO/CAAC Symposium on Low Cost Carriers

- 1st one held in Beijing, 5-6 Nov.2013

- 2nd one held in Kunming, 23-24 October 2014

- **Attended by** government policy makers, regulators, the airline industry, airports and air navigation service providers, and other interested stakeholders
- **1st LCC symposium.** Reviewed industry and LCC developments, and exchanged experiences and views on issues relating to policy making, regulatory practices, business models and strategies, infrastructure requirements and consumer interests.
- **2nd LCC symposium.** Building on 1st event, discussed ways to **fostering the common development of LCCs and legacy airlines in China**

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One Belt One Road

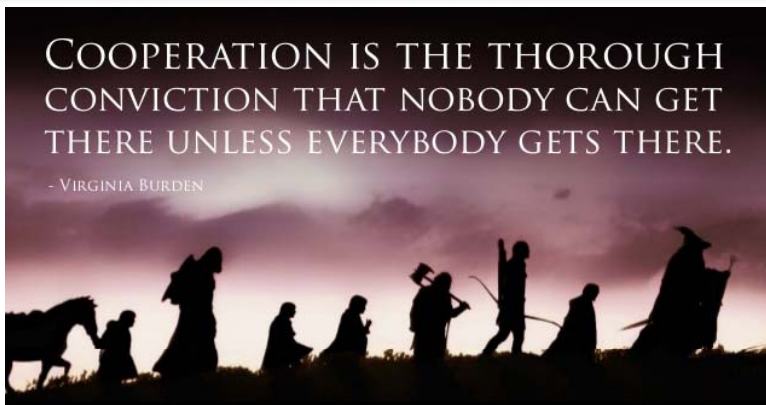
- 2000 years old Silk Road
- Path-Breaking Initiative by Chinese Government
- Enhancement of Infrastructure & Routes to bring Aviation closure to people of developing countries
- Aligned to Five UN Principles of Peaceful Co-existence
- ICAO committed to support this initiative



Conclusions

- **Aviation would continue to be a major driver of Economy**
- **Liberalization-widespread and will continue**
- **Industry undergoing transformation with dynamic market**
- **Traffic especially in Asia will continue to grow,**
- **Growth needs policy support, favourable environment**
- **Policy makers/regulators, Industry need to quickly respond to challenges & opportunities**
- **The Key to success is cooperation and collaboration**

ICAO's role: Uniting Aviation to create a better environment for sustainable development of air transport



More information available
at:
www.icao.int

THANK YOU, 谢谢!



INTRODUCING ICAO'S NEW DATA PLUS WEB PLATFORM