

**TRANSCRIPT OF REMARKS BY SENIOR MINISTER OF STATE FOR
TRANSPORT, DR AMY KHOR, AT THE ICAO GLOBAL IMPLEMENTATION
SUPPORT SYMPOSIUM 2023 (30-31 MAY)**

Ministerial Panel discussion on “Tailored Funding Modalities, Collaboration and Implementation Support Programmes for Global Civil Aviation” (30 May 2023)

Moderated by: Mr Victor Aguado, Representative of Spain on the ICAO Council

On policies and measures for the recovery, sustainability and competitiveness of aviation sector

Question: Considering the changing global aviation landscape, the impact of the COVID-19 Pandemic as well as the forecasted aviation growth, what policies and measures is your government considering / implementing to enhance aviation safety, capacity, security, connectivity, and competitiveness in your country/region?

SMS Dr Amy Khor: As it was pointed out this morning, after every storm there is calm. There is also an adage that with every challenge, there are opportunities. And I think the same can be said for the COVID-19 pandemic. Of course, most countries see that the aviation sector is recovering from the pandemic, Singapore is the same, we have a positive outlook, in terms of air traffic. Based on the current momentum, we think that we will get back to pre-pandemic levels by next year, and actually, possibly earlier.

So, we must learn valuable lessons from the pandemic, to build back better, safer and more sustainably. Indeed, we are looking at how to do things better, taking lessons from the pandemic, focusing on three thrusts, which are: continuing to enhance our capacity, our capabilities, as well as in the area of safety. In terms of capacity, I think everybody knows Singapore is really very small, 720 square kilometres, a little red dot. We recognise our need to stay connected to the world, and the aviation sector, our Air Hub, is a very critical pillar of our economy. We want to continue to invest and grow the sector, as you have rightly pointed out, in terms of jobs, supporting many industries, and staying connected.

One of the things we are doing is in terms of investing further in our Air Transport infrastructure. We are restarting the building of Changi Airport Terminal 5, we have used the two years during the COVID-19 hiatus to comprehensively review the design of Changi Airport Terminal 5, in terms of making it more modular, more flexible, to enhance resilience and sustainability for airport operations, and indeed, that is really to see whether we can as much as possible pandemic proof, as well as to “climate-proof” the terminal.

We can never be fully prepared for the next pandemic because we don't know what the characteristics of the next pandemic will be. But I think all of us should learn valuable lessons and try and “pandemic-proof” our infrastructure, as well as the way we do business as much as possible. We are planning to get Terminal 5 fully operational by mid 2030s. We are leveraging data and information technology to

increase capacity, as well as to reduce our reliance on labour, and at the same time, make sure that we enhance the passenger experience.

Next, in terms of capability building, just as we need to build the 'hardware' in terms of infrastructure, we need also to build the 'software' in terms of upgrading the skills of our aviation professionals to meet new demands, new technologies, new developments in the industry, as well as to ensure that they keep abreast of safety requirements, so that we ensure the aviation sector continues to remain safe and secure.

In terms of safety, we recognise that there will always be security or safety concerns, be it pre- or post-pandemic. So, safety cannot be taken for granted. It is something that has to be paramount and top of mind for everyone, because everybody's safety also affects the safety of all other airports and the aviation sector as a whole. In this regard, we are also looking at how we can be a thought leader in terms of navigation and navigation safety standards.

This year, we launched the Asia Pacific Centre for Air Navigation Safety that is supported by the Flight Safety Foundation in Singapore, and we hope to be a top leader in this area, gathering knowledge sharing information, as well as experiences and expertise, to raise safety standards awareness, as well as skills.

In terms of capability development, one other thing that we are doing is that the Singapore Aviation Academy continues to provide training for our aviation professionals, during the pandemic too, because we pivoted to online learning, and went on to a hybrid format when the pandemic abated. We will continue with this format, both physical as well as online or hybrid learning. And I think what it does is really to be able to then avail such training courses and development to the rest of the world, and then we can share expertise in this area.

On Emerging Priorities and Investment Needs, and role of ICAO in aviation development

Question: What are the current emerging priorities and investment needs in the aviation sector in your country, and how does your government plan to address them in terms of policy, funding, and collaboration with stakeholders such as ICAO? What role can ICAO play to facilitate your aviation development?

SMS Dr Khor: For Asia Pacific, we think the region is not just recovering from pandemic but growth is projected to go beyond even pre-pandemic levels. One of the key priorities in the Asia Pacific region is to ensure that we continue to put safety and security first, as well as to improve sustainability, and in terms of capacity building, to build ahead in order to meet demand and growth. This is really important, because if we don't do that, there will be inefficiencies, there will be delays, we will not be able to benefit fully from the growth. There could be potentially unsafe situations, as well as of course, increased carbon emissions due to inefficiencies.

There are three key areas that I would like to highlight on how we can help the region, and what ICAO's role is in this area. Firstly, security and safety. As I have said, ICAO has actually put in considerable effort in implementation support programmes for

States with significant safety as well as security risks. This is very commendable, and it is an effort that we should continue to support, because we want to eliminate any State with significant safety and security risks as far as possible. The other area, which Chairman has also highlighted is about sustainability – aviation sustainability, and sustainable aviation growth. Again, ICAO has done a lot in this area. It is actually a key driver, because ICAO oversees sustainability in this sector, so it can be a key driver in terms of aviation sustainability for all of us. It has done so for instance, in training and testing development, for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). In the past, ICAO coordinated capacity building and training for the implementation of CORSIA, and it is now doing it for sustainable aviation fuels (SAF).

We feel that SAF is going to be a real game changer in terms of decarbonisation of the sector. I appeal to all Member States who are able to, to contribute to ICAO's efforts by participating in the training, capacity building, sharing of knowledge and experience, for instance, in this area.

Finally, in terms of air traffic management (ATM), it is really a challenge, but also an opportunity. Even as we build up capacity on the ground, in terms of runways, airport terminals and so forth, we need to build up capacity in the air too, in terms of air navigation services.

Often, the challenge is this: air navigation services require very significant capital outlays, and yet it is not so visible or shining to the public eye, compared to building airport terminals and runways and so on. At the same time, if you think about it, you can only get bang for the buck in terms of investing in air traffic management and navigation services, if you collaborate with other states and other air navigation services providers (ANSPs), because this is really about collaboration in order to optimise efficiency of the system. Therein ICAO can play a very critical and valuable role.

Firstly, in prioritising the technology and procedures to be implemented in order to have a seamless air traffic management system in the future. Again, I say that really is important, and we are looking at, for instance, how to do this on our part by investing in next generation air navigation services. Simpler ATM transaction-based operations, for instance, and working with other ANSP Member States and other stakeholders leveraging on digital and technology information, so we can look at how to facilitate a more accurate or more predictable flying times and flight routes. That will help us in terms of addressing some of the congestion at our airports and airspace. That is also decarbonising, because flights spend less time waiting or circling in the air.

This is something we are doing, and we hope to be able to share these experiences with the community too. As mentioned earlier, we also need strong implementation support programmes. And this is something ICAO can do, spearheading this, through bringing ANSPs together, forging new standards and implementation of these standards, and strong implementation support programmes in terms of training and capacity development, even for SAF, for instance. There are also other areas like helping to build up a case to support the developing states in modernising their air navigation systems and other infrastructure, as well as co-ordinating a contingency

plan across all states so that we can minimise disruption during service failures. These are areas I think we can work together with ICAO, so that we can really help to build up growth in the sector.

Closing Remarks

SMS Dr Khor: Aviation is international in nature and to be successful, we really have to be connected to the world. It is transboundary in nature. What we really need, which is important, is an effective common global facilitator. ICAO has performed this role very effectively. Many areas in aviation needs a global facilitator to address. So, I would like to encourage and commend ICAO to continue to be a leader in the aviation sector, continue to be a facilitator in terms of setting standards, and even in sustainable and green financing, matching States with financial institutions for instance, and continue to be a capacity builder. Thank you very much.

High-Level Roundtable on Implementation of support policies, strategies and financing modalities (31 May 2023)

Moderated by: Michael Gill, ICAO Director of Legal and External Affairs Bureau

SMS Dr Khor: As many Members have already noted, after over two brutal years, the COVID-19 pandemic is behind us and international air traffic is returning to, and in some cases even exceeding pre-COVID levels. We believe that as we rebuild the aviation industry, we can work towards one that is more sustainable and resilient.

Yesterday I spoke about how we see Sustainable Aviation Fuels (SAFs) as a game changer. Singapore takes our commitment to sustainability seriously. SAF producer Neste recently opened the expanded Singapore refinery with 1 million tonnes of SAF production capacity and launched an integrated SAF supply chain to Changi Airport. We aim to be the global production hub of SAF.

However, our approach to decarbonisation extends beyond SAFs. The Civil Aviation Authority of Singapore convened an International Advisory Panel (IAP) on a Sustainable Air Hub blueprint last year. The IAP has made 15 recommendations in the airline, airport and air traffic management domains.

CAAS is studying these recommendations in close consultation with stakeholders, and will publish the Sustainable Air Hub Blueprint, which will lay out the targets and pathways for the decarbonisation of the Singapore aviation sector. I look forward to sharing our experience on this journey soon. Thank you.
