

of the Sveriges Riksbank, assumed his duties as the successor of Mr. Camille Gutt who, on May 5, 1951, had completed five years service as the Fund's first Managing-Director and chairman of the Executive Board.

Canadian Representation on Fund and Bank

Mr. D. C. Abbott, Minister of Finance, continued to represent Canada on the Boards of Governors of both the Fund and the Bank. Mr. G. F. Towers continued as Alternate Governor of the Fund, and Mr. J. J. Deutsch replaced Mr. R. B. Bryce as Alternate Governor of the Bank in September 1951. Mr. L. Rasminsky continued to be Executive Director for Canada and Iceland of both the Bank and the Fund, while Mr. H. L. Wolfson replaced Mr. J. F. Parkinson as Alternate Executive Director of both institutions in August 1951. Mr. Wolfson was succeeded by Mr. G. Neil Perry on April 1, 1952.

International Civil Aviation Organization

The exceptional and accelerating growth of air travel during 1951 and the first half of 1952 was both testimony to the effectiveness and influence of the work of the International Civil Aviation Organization (ICAO) during the past five years, and a source of new problems and challenges for the Organization. Total passenger movement, both domestic and international, as recorded by ICAO members during 1951, was fully 25 per cent greater than in the preceding year. While figures are not available for the first half of 1952, it is believed that this remarkable growth has continued at about the same rate. Expansion of this magnitude could not have occurred except over a very large area of the world. In the international field at least, and in the several areas of the world where civil aviation has not previously been well established, it could not have occurred without the standardization of methods, procedures and equipment, and the widespread acceptance of these standards which it has been ICAO's responsibility to obtain.

The year 1951 was marked by the completion of an important phase of the work programme drawn up for ICAO by the International Civil Aviation Conference at Chicago in 1944. The last in a series of technical annexes then envisaged for the Chicago Convention, Annex 14 on Aerodromes, was adopted. The now completed body of 14 annexes to the convention comprises a set of standards and procedures covering the more important aspects of civil aviation. Its widespread adoption, by providing necessary uniformity at high technical levels, has improved the safety and efficiency of international airline operations and has already helped to clear the way for the extension of air services to some parts of the world not previously served. With the technical annexes completed, and with a growing need for their implementation in various parts of the world, ICAO is likely to place increasing emphasis, henceforth, on its responsibilities for their promotion and implementation.