



Address
by the Secretary General of the
International Civil Aviation Organization (ICAO),
Dr. Fang Liu,
to the 65th Special Meeting
of Directors General of Civil Aviation of the
European Civil Aviation Conference (ECAC)

(Bratislava, Slovakia, 31 August 2016)

ECAC President, Ms. Ingrid Cherfils,

ECAC Executive Secretary,

Mr. Salvatore Sciacchitano

DG MOVE Director General,

Mr. Henrik Hololei

ICAO EUR/NAT Regional Director,

Mr. Luis Fonseca de Almeida,

Distinguished DGCA's and colleagues,

Ladies and gentlemen,

1. Let me please begin by extending my thanks and appreciation to Mr. Nemeth for his informative overview of air transport in Slovakia.
2. I shall also express ICAO's appreciation for Slovakia's generous provision of facilities and support for this 65th Special Meeting of ECAC DGCA's.
3. Europe region today is the second largest air transport passenger market in the world, registering 27 percent of global traffic and a healthy 5.8 per cent growth rate last year.
4. While passenger traffic growth remained healthy despite slowing economic indicators globally in 2015, freight traffic did not fare as well, consistent with global trends.
5. Europe's continued solid performance is a clear testament to commitments which your Region has made, especially to safety and air navigation progress.

6. In the Safety domain, ICAO has been greatly encouraged by the successes being seen through the joint actions undertaken with our regional partners.
7. Recently this cooperation has helped us to resolve the significant safety concerns (SSCs) identified in two ICAO European Member States, and we very much look forward to further successful collaboration of this nature.
8. In terms of our global priorities, similar efforts should be undertaken to address the Effective Implementation (EI) scores of EU States with ratings still below the world average. The ICAO *Global Aviation Safety Plan*, supported by our performance monitoring under ICAO's Universal Safety Oversight Audit Programme (USOAP), establishes a solid framework and provides clear targets for Member States to work toward.
9. I'd like to avail this opportunity to extend ICAO's appreciation for the support provided by local States and organizations to the work of the European Regional Aviation Safety Group (RASG-EUR).
10. ICAO further applauds the projects being undertaken in the ICAO European Region in line with the ICAO *No Country Left Behind* initiative, and through the coordination and assistance of Mr. Fonseca de Almeida and his team at the ICAO EUR/NAT Office.
11. Luis will be providing more specific examples of these projects shortly after I conclude.
12. Air navigation modernization is another area where Europe continues to demonstrate leadership, and here States should work to strengthen their joint efforts, in cooperation with the ICAO Regional Office and in line with ICAO's *Global Air Navigation Plan*, to ensure a suitably harmonized and inter-operable evolution respective of both global and regional priorities.
13. Europe is also confronted by a significant number of challenges arising from conflict zone risk mitigation, impacting flights to and from virtually every other continent.
14. It's greatly encouraging, however, to see the effective coordination being undertaken by States and ICAO to address these route challenges as efficiently as possible.

15. In the Aviation Security domain, threats posed by terrorist groups, and particularly attacks against landside areas of airports and civil aviation facilities, point to the need for continued close coordination in this area.
16. As you know, ICAO has taken quick action to include new landside SARPs in an amendment to Annex 17, which is now being reviewed by Member States for comments.
17. It is important to our many and varied security objectives that States and organizations strengthen their joint efforts and work in cooperation with ICAO including its Regional Office.
18. EUR/NAT AVSEC Group meetings (ENAVSECG) ensure the harmonized development and inter-operable evolution of preventive AVSEC measures, with due reference to regional priorities.
19. They also help us to better ensure that *No Country is Left Behind* in this very diverse European Region.
20. Our successful organization of the second joint *ICAO-ECAC Aviation Security and Facilitation Mediterranean Seminar*, held this past February in Paris, illustrates well that there remains a clear need to promote inter-regional dialogue on aviation security and facilitation matters.
21. We look forward to discussing ECAC's views on a variety of aviation security priorities at the 39th Assembly, and to its efforts to promote a better understanding of cyber threats and vulnerabilities in the aviation sector.
22. With our joint efforts, we will seek to ensure that your Region's views and concerns are well reflected in the new ICAO Global Aviation Security Plan (GASeP).
23. Another fundamental challenge facing aviation in this era of growth is to retain the speed and efficiency of our network, for both passengers and shippers, while all necessary aviation security and border formalities are effectively carried out.
24. This requires a coherent framework for all to strive towards, and ICAO has worked hard to establish this in the form of our recently-endorsed Traveller Identification Programme, or 'TRIP' strategy.

25. It responds to UN Security Council resolution 2178 of 2014, which calls upon Member States to require that airlines operating in their territories provide advance passenger information (API) to the appropriate national authorities.
26. ICAO's Standards do not currently oblige States to set up API systems, but in April of this year, as a consequence of resolution 2178, ICAO's Facilitation Panel recommended that API systems should be mandated under Annex 9. The ICAO Council will be considering this recommendation in early 2017.
27. When we stop to ask ourselves how we may best assure that our objectives and targets for aviation Safety, Efficiency or Security can be successfully realized, the answer in every case brings us back to true global basis for our network.
28. And by this I am referring to the effective implementation of ICAO's Standards and Recommended Practices (SARPs).
29. It is a prerequisite to realize ICAO's mission for a safe, secure and efficient air transport system that every State has the resources and capacities to effectively implement ICAO SARPs and policies. Effective SARPs implementation is also the foundation to ensure the development and expansion of global aviation system. And with the efficient global connectivity, aviation contributes significantly to the sustainable socio-economic development and prosperity which is now being sought by all United Nations Member States, notably under the visionary Agenda 2030 and its Sustainable Development Goals.
30. Effective and aligned efforts between ICAO, its Regional Offices and our Regional partners, such as ECAC, are instrumental to these aspirations.
31. On matters related to Environmental Protection, these connections are vital for the development of State's Action Plans for CO₂ Emissions Reduction.
32. Here in Europe, for instance, 43 action plans have been received from as many States, representing 34.64 per cent of international traffic.

33. Many of these Plans have now moved past the planning stage and are actively being implemented.
34. But ICAO has also recognized that, despite their willingness, not all States have the resources and capacities at hand to undertake this level of planning and action.
35. In this regard, I am pleased to highlight the ICAO-European Union project on CO₂ mitigation from international aviation, which has become an excellent example of the results we can achieve through effective assistance and capacity building. I very much look forward to seeing more projects like this one in the future.
36. Overall, 2016 has been a milestone year for the work of ICAO on aviation and climate change.
37. In February, a global CO₂ certification standard was recommended, and it is expected to be adopted by the ICAO Council in early 2017.
38. Likewise, just last week, and after intense efforts on behalf of ICAO, its Member States and industry, our Council has agreed on a draft text for a Global MBM to be submitted for consideration by all States at our triennial 39th Assembly.
39. Both of these developments are world firsts with respect to the management and mitigation of emissions relating to international industrial activity, and all of us in global aviation should take immense pride in the fact that our sector continues to demonstrate the vision and leadership to realize such pioneering accomplishments.
40. As ICAO begins to anticipate this and other results of our upcoming 39th Assembly, it's critical that the reprioritization on action and assistance we have embarked on becomes more entrenched in the culture and resourcing of the organization.
41. It will also be critical that we bring greater effort and organization to resource mobilization in aid of these comprehensive global targets, and in this regard I would like to express our gratitude for the Voluntary Contributions and Personnel seconded by European Member States in the areas of Safety, Security and Environment.

42. Looking to ICAO's 2017-2019 work programme, it has therefore been a key priority for me as Secretary General to rationalize the Organization's management structure and to re-engineer our business units.
43. Under the new **ICAO Business Plan**, I have sought to support this process by establishing **Key Priorities** to advance the realization of the **Expected Results** attributable to the Organization's five **Strategic Objectives**.
44. We have also established Focus Areas to enhance the efficiency, effectiveness, and impact of ICAO's work, and first among these is: "Strengthening ICAO's Regional Presence".
45. It is my objective that ICAO can be more effective in generating the political will required to build capacity and promote and implement our key global initiatives.
46. It is also my intention to lay out a new strategic direction for the ICAO Secretariat during the next triennium, ensuring that it is optimally organized and staffed both operationally and administratively, efficiently run, financially sound and viable, and beholden to realistic performance and results-based management metrics.
47. And in closer partnership with international and regional organizations, ICAO can advance programmatic issues of mutual interest while fostering funding and other synergies to ensure our sector's long-term sustainability.
48. These partnerships also help us to avoid duplication globally while optimizing resources, notably in the context of *Agenda 2030* and the complementary priorities of our sister UN agencies.
49. We have therefore established a number of **Key Outcomes** in collaboration with our teams, aligned across all ICAO areas of strategic priority.
50. These Outcomes very much respect the reality that our Regional staff are at the forefront of our mission, and that it is here, at the regional level, where the bulk of our most important work must now be accomplished.

51. In closing today, dear friends and colleagues, please let me reiterate ICAO's commitment to continuous improvement with respect to how we streamline our organization and provide cost-effective and results-driven support to States.
52. This is more important today than at any other period in our Organization's history, and it is essential that we move together through Global Aviation Development Partnerships towards all our shared goals.
53. Europe's progress and commitments have been tremendously appreciated by ICAO, and I am sure that as European civil aviation continues to grow, safely, securely and efficiently, so too will the sustainable prosperity of your local citizens and businesses.

Thank you.