



**Opening remarks by the  
Secretary General of the  
International Civil Aviation Organization  
Dr. Fang Liu  
to the 36th Plenary Session of the  
European Civil Aviation Conference (ECAC)**

*(Strasbourg, France – 10/11 July 2018)*

*Good morning everyone,*

1. It's a pleasure to join you for this ECAC 36th Plenary Session.
2. I would like to reiterate the thanks and appreciation extended by President Aliu to our Host State of France, and to the leaders of ECAC and ICAO's EUR/NAT Regional Office.
3. The President made a mention in his remarks to the important socio-economic development role which aviation is being increasingly recognized for, including its key role in many States' objectives towards the *United Nations Agenda 2030 for Sustainable Development*.
4. It's important to recall that these benefits are not only relevant to developing, but also mature air transport markets and societies, and that, for instance, 27 percent of global traffic managed by Europe today corresponds to some 11.9 million jobs being generated in this Region, and a 735 billion Euro impact annually on countries GDP.

5. With low-cost carriers being responsible for over 40 percent of the seats available to passengers travelling within Europe today, we may also wish to recognize the synergies between air transport affordability and sustainability. Safety, of course, is also a key contributing factor to Europe's air transport growth and success, and I would like to highlight that ICAO has been encouraged by the regional achievements realized through our No Country Left Behind Technical Assistance Programme.
6. This initiative has proven to be an excellent coordinating and partnership mechanism, and one which is helping ICAO to address safety oversight challenges such as low rates of Effective Implementation of associated ICAO SARPs in some States, persisting Significant Safety Concerns, and related capacity building.
7. It has also aided the collaboration among ICAO and agencies such as EASA, Eurocontrol, IATA, ACI, IFALPA, in accordance with our Global Plans for Air Navigation Safety, and Security, as well as our key environmental objectives.
8. Allow me to take a moment in this context to recognize the key role of some donor States which are helping all of these objectives to be met, namely Austria, France, Georgia, Israel, Portugal, Turkey, and the United Kingdom.
9. I would also like to appreciate Europe's improved coordination which has helped its States to achieve a USOAP effective implementation average of 76 percent, which is well-above the world average of 66 percent.

10. ICAO is also encouraged that 86 percent of EUR/NAT States have surpassed the Global Aviation Safety Plan's minimum effective implementation target of 60 percent.
11. The efficient EUR/NAT coordination was necessary to allow us to make progress with the Aviation System Block Upgrade implementation, which was reflected in the excellent response rate among the 56 participating States in this region.
12. I appreciate the important contribution ICAO has received from EASA and Eurocontrol in these initiatives and I would like to highlight how all these examples mentioned earlier strongly demonstrate the enhanced pan-Regional coordination .
13. Since my appointment as ICAO Secretary General, in 2015, it has been my great pleasure to meet with European Directors General at least once a year at the special ECAC DGCA meeting, to exchange views on ICAO's priorities, programmes and emerging issues for the global aviation sector.
14. I have also been grateful for the opportunity to highlight ICAO's perspectives at various ECAC events, for example the productive ECAC/EU Dialogue with air transport industry in June of last year.
15. Among the three orientations of ECAC's Strategy for the future, which you endorsed in 2015, one in particular concerns the need for harmonised pan-European positions and solutions.
16. An illustrative example of this dynamic at work is Europe's leadership on environmental priorities at the 39th ICAO Assembly in 2016.

17. The Bratislava Declaration, signed by all ECAC Member States one month prior to A39, clearly expressed their commitment to join the CORSIA CO<sub>2</sub> reduction scheme from its pilot phase in 2021.
18. This strong and aligned European position then played an important role in rallying support for this historic initiative among other ICAO Member States.
19. Today, one of our most pressing priorities surrounds the implementation of ICAO's Global Aviation Security Plan (GASeP) here in Europe.
20. At our meeting in Lisbon on this topic, this May, we made excellent progress on defining the EUR/NAT Roadmap for the GASeP's implementation.
21. In light of how both aviation security threats and the methods to confront them continue to evolve, it is critical that your States continue to plan and guide your cooperative progress on the basis of what the Roadmap sets out, and to ensure that your national priorities continue to be aligned with the GASeP's provisions.
22. As stated before, ICAO recognizes the importance to continue improve regional security through assistance and capacity-building activities such as through the ICAO Regional Office and other partners as well as the importance of sharing expertise and best practices on capacity development activities and opportunities.

23. The next event in support of our shared aviation security objectives will be the upcoming Annex 17 and Annex 9 workshop in Skopje, from 12-14 September.
24. It has been designed specifically for States in the Eastern European and Central Asian portions of the EUR/NAT Region and we strongly encourage their presence.
25. Ladies and gentlemen, as many of you are aware, the histories of ICAO and ECAC have been closely intertwined since this European conference was first proposed in 1955.
26. This proposal was eventually endorsed one year later through an ICAO Assembly Resolution, and the relationship was renewed again by the Assembly in 1989.
27. As Europe has coalesced into a more unified region in the ensuing decades, we have also seen the role of ECAC, and its relationship with ICAO, evolving as well.
28. I believe the current and admirable levels of coordination and partnership will continue to be enjoyed and further enhanced by ICAO and ECAC for the benefit of its European Member States and States in other regions of the world.
29. Thank you.

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