



**Address by the Secretary General of ICAO  
Mr. Raymond Benjamin  
to the  
66th IATA Annual General Meeting and  
World Air Transport Summit  
(Berlin, 6 June 2010)**

1. Thank you Giovanni for the opportunity to share a few thoughts this morning with the leaders of the world's airline industry.
2. When you invited me to the Kuala Lumpur AGM last year, I was in the enviable position of Secretary General elect, which means I could simply enjoy your wonderful hospitality. This year, I have to impress you. I hope I pass the test!
3. Ladies and gentlemen, one of the priorities I set for myself when I was elected chief executive of ICAO was to make sure that the Organization would be more responsive to the needs and concerns of Member States, obviously, but also of the industry and of the travelling public, your customers.
4. That meant two things: making substantial organizational changes within ICAO, something that is well under way, and strengthening our long-standing relationship with IATA, which I intend to actively promote.
5. With the support of Giovanni and his team, we are currently developing solutions on a wide range of issues, such as:
  - Performance-based standards for fuel carriage and long-range operations;
  - More efficient methods for training flight crews and maintenance personnel;
  - Improved coordination between civil and military aviation to enhance airspace capacity; and
  - New standards and tools to reduce the burden on carriers from multiple operations specifications.
6. This close cooperation is not new. It builds on a long list of collaborative success stories including polar routes in the arctic and *Red Carpet* Routes in Africa, Reduced Vertical Separation Minima, Performance-based navigation and many other operational and technical initiatives that have produced greater efficiency and reduced operating costs for the industry.
7. We are proud of those achievements, yet the real value of our relationship lies in acting more decisively and more quickly in times of crisis. And we are doing just that.
8. The eruption of the Icelandic volcano in April is a good case in point. Following a presentation from IATA to the ICAO Council on 29 April, an International Volcanic Ash Task Force was created in record time to refine standards and guidance to States and industry. We all want to get planes back in the air as soon, and as safely as possible, in order to minimize the financial impact on airlines, users and other economic sectors hit hard by airspace closures.

9. Our Regional Office in Paris has taken the lead on this issue and as of tomorrow, 8 June, it will host a three-day meeting involving all stakeholders to finalize proposals to amend the current Volcanic Ash Contingency Plans.
10. The attempted sabotage of Northwest Airlines flight 253 on 25 December 2009 is another example of rapid and concerted action by our two organizations.
11. Within hours of the event, I was on the telephone with authorities concerned and, with your cooperation, initiated a series of measures to deal with the immediate threat and to lay the groundwork for more long-term action.
12. At the invitation of Giovanni, I attended the IATA Global Aviation Security Summit in January where I stressed that whatever security measures are put into place, now and in the future, they must be proportionate to the threat and not unduly disrupt operations or increase the cost of doing business. I reiterate here this morning that our objective has always been to strike the right balance between protecting the lives of passengers and facilitating their transit through airports quickly and efficiently.
13. Since the IATA Summit, I initiated the holding of regional conferences at the ministerial level in Mexico City, Tokyo, Abuja and Abu Dhabi and invited IATA as a key participant. The objective was to generate global consensus on developing a uniform, internal response to the attempted bombing of 25 December. I attended or closely followed the four conferences and can assure you that they produced solid support for effective and globally harmonized action.
14. At our next triennial Assembly in the fall, I expect our membership to adopt a resolution on aviation security that reflects the key outcomes of these regional conferences. I also expect our Member States to adopt a new ICAO Comprehensive Aviation Security Strategy that will guide our aviation security programme and strengthen engagement with industry partners in the years to come.
15. The environment is the other major challenge on both our agendas.
16. Last year, aviation produced the first and to date only globally harmonized agreement to address climate change from a sector. The ICAO global framework on developing and implementing alternative fuels for aviation worldwide was adopted, positioning aviation to be the first sector to use sustainable alternative fuels on a global basis. And this past February, our Committee on Aviation Environmental Protection, made up of regulators and industry - including IATA - committed to a timetable for a CO<sub>2</sub> standard aiming at 2013. This would establish aviation as the first global fuel-efficiency standard for any industry sector.
17. I want to acknowledge the contribution of IATA, under the leadership of Giovanni, to these milestones. I believe they will create a favourable context at the ICAO Assembly for Member States to take even bolder initiatives in protecting the environment while improving operations.

18. The Assembly will also review a new safety strategy based on a more proactive, safety-management approach, focused on identifying and responding to emerging safety issues before they result in accidents or incidents. The strategy will highlight information sharing as a means of achieving significant improvements in safety worldwide. Here again IATA was at the forefront of progress when earlier this year it joined ICAO, the FAA and the Commission of the European Union (EC) in signing a Declaration of Intent on the Development of a Global Safety Information Exchange Agreement.
19. Ladies and gentlemen, I believe that what ICAO and IATA have shown the world for almost 65 years now is the inherent power of cooperation to bring about tangible global results based on concrete action.
20. I also believe that this partnership has demonstrated that ICAO is now more essential than ever. Global harmonization of standards and procedures, through the recognized official international forum that is ICAO, is imperative in today's globalized operating environment. It is the best guarantee we have for perpetuating the safety, security, sustainability and efficiency of international civil aviation.
21. The world needs a strong ICAO, one that is well-resourced and well-equipped to work with IATA and all other aviation stakeholders in meeting effectively and systematically the enormous challenges that have and will continue to present themselves.
22. Obviously, no one knows what tomorrow will bring. Yet, as one of the most prolific and respected management thinkers of the 20th century, Peter Drucker, suggested : "The best way to predict the future is to create it.
23. So let us create together the future we want to see, for the good of the industry and for the well-being of the citizens of the planet.

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