



ICAO

**Opening address by the Secretary General  
of the International Civil Aviation Organization (ICAO)  
Dr. Fang Liu,  
to the 14th meeting of the Civil Aviation Authorities  
of the South American Region**

*(Santiago, Chile – 27 October 2015)*

It gives me great pleasure to once again be here with you on the occasion of your 14th Meeting of Civil Aviation Authorities of the South American Region.

I very much enjoy coming to this part of the world. Yours is a fascinating and dynamic region, full of tremendous achievements and opportunities.

It is now poised to exert an even more positive influence on the economic, social and environmental evolution of your continent, and ICAO very much looks forward to cooperating with you more closely towards that objective.

In 2014, the SAM Region moved no less than 177 million passengers, reflecting solid growth of 3.4 per cent. Total freight carried was just over 1.5 million tonnes, reflecting more modest, but still positive, 2 per cent growth.

Any growth is challenging, especially in a complex environment like air transport, but ICAO has been very encouraged that SAM States have risen to the challenge with determined, consistent actions, including:

**The modernization of international airports infrastructure**, and notably the more than 14 billion dollars invested collectively by Brazil, Chile, Colombia, Ecuador, Peru and Panama.

**The modernization of ATS centres** in Argentina, Brazil, Chile, Colombia, Ecuador and Panama.

**The modernization of the Regional communication network** - a first with respect to an IP-VSAT aeronautical applications.

**The implementation of the Regional SATDIS service**, which will assist SAM Region States with PBN operations.

**The routes network improvements you achieved** which reduced CO<sub>2</sub> emissions by almost 60 thousand tonnes during 2014-2015.

**The progress made with the harmonization of the Latin American Aeronautical Regulations**, through your Regional Cooperation System for Safety Oversight.

And lastly, **the great teamwork by SAM Region States on the three regional projects** assisting with implementation of the ICAO Global Plans for Aviation Safety and Air Navigation.

I heartily commend you for these undertakings, and I look forward to your continued efforts aimed at reaching the targets of the Bogotá Declaration. This meeting, which is conceived as a mid-term review of the Bogotá goals, should help you to establish your 2016 priorities and provide all concerned a great sense of achievement as our current triennium draws to a close.

Another important challenge which accompanies regional growth is the increased risk of discrepancies between States in their effective implementation of ICAO Standards and Recommended Practices (SARPs).

ICAO's most recent response to this situation is the **No Country Left Behind** initiative, which by now I am sure many of you are aware of.

The fundamental objective of **No Country Left Behind** is to focus and expand ICAO's support to States relative to SARP implementation. In doing so, our goal is to help all States to realize the significant socio-economic benefits of safe and reliable air transport.

These benefits include expanded tourism, greater access for businesses and producers to foreign supplies and markets, improved emergency transport and search and rescue capabilities, and many other advantages including creating employment for economic development and local, regional and world prosperity.

Specifically, **No Country Left Behind** calls for:

- providing more direct assistance and capacity-building for developing countries towards the effective implementation of ICAO SARPs;
- ICAO playing a more active coordination role between developing States and the donor and development community; and
- helping to generate the political will needed for States to pool resources, participate in regional efforts, earmark voluntary funds and build capacity.

In pursuing these goals, we are leveraging existing ICAO assistance programmes, projects and activities, as well as those of other aviation organizations and potential partner States. ICAO officials at this conference will provide additional details on many of these undertakings.

What I would stress to you here is that these initiatives are important, they are needed, and they are making a difference. But unless we continue to fine-tune our approach and renew our commitments we face the risk that progress may not keep pace with growth.

The other point I wish to emphasize is that NCLB concerns every Member State of ICAO, not just those targeted for assistance or those that request our support.

It is in the interest of all States, developed and developing, to make sure we have globally safe, efficient and sustainable air transport in all parts of the world.

The task at hand is to raise the bar globally on SARP implementation by drawing on the successes of existing assistance programmes, actively involving all States in the process, and promoting greater collaboration with civil society to strengthen the integrity of the global air transport system.

That is the essence of ICAO's role as custodians of the vision and legacy enshrined in the Chicago Convention. Our intention is to highlight this new era in global cooperation for aviation development at the upcoming ICAO World Aviation Forum in Montreal, from 23 to 25 November.

This event will feature the participation of Ministers and senior officials from ICAO Member States, and it will be seeking to bring these key government players together with the donor community so that all may gain a deeper understanding of how investments in aviation development lead to wide-ranging socio-economic benefits and dependable returns.

Similarly, we will be seeking to improve the level of networking and dialogue in place between ICAO's States and UN family, such as UNDP, WTO and other Organizations, the world's Regional and National Development Banks. Our goal in this regard is to guide and encourage States to build practical business cases that connect with development partners in terms they can relate to. We need to speak their language.

And another important aspect of the World Aviation Forum is to make crystal clear the ties between civil aviation investment and a number of the new Sustainable Development Goals of the United Nations 2030 Agenda for Sustainable Development.

By doing so effectively we can potentially open doors for States to significant new sources of funding which are specific to SDG realization.

There is one other objective I have for the World Aviation Forum, and that is to shine a spotlight on the evolving role of our seven Regional Offices around the world.

The regional support structure of ICAO is fundamental to how we oversee and assist in the effective implementation of ICAO SARPs, policies and guidance material.

States and stakeholders can access experts and information on regional priorities, strategies and programmes related to ICAO Global Safety and Air Navigations Plans, as well as other elements of our work programme supporting the realization of our five Strategic Objectives.

Ultimately, our Regional Offices are the conduit through which we will energize this new era in global cooperation. I expect a lot from them because I know they can and will deliver, and certainly that applies to South American Office in Lima.

I would encourage all of you to reach out to the ICAO SAM team to explore how your State can join us in realizing these important objectives.

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In closing ladies and gentlemen, I want to express my appreciation to the Government of the Chile and its Civil Aviation Authority for their invitation to join you here today, and for their generous contribution in the efficient organization of this conference.

I thank you for your kind attention and look forward to welcoming you at the ICAO World Aviation Forum in November.

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