



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the Regional Conference on Aviation Security
in the Asia and Pacific Region**

(Bangkok, Thailand, 20 December 2017)

*Your Excellency Mr. Prayut Chan-o-cha, Prime Minister of Thailand,
Transport Minister of Thailand,
Senior Government Representatives,
Distinguished guests, Ladies and Gentlemen,*

1. I would like to begin today by commending Prime Minister Chan-o-cha for his recognition of the strategic importance of aviation development and the consequent crucial need to address aviation security threats. Your understanding, Prime Minister, has been made amply evident by the efforts undertaken by the Government of Thailand to host this event.
2. Indeed, I would also like to thank the Civil Aviation Authority of Thailand for the very warm welcome, lovely facilities, and generous support which has been provided for this very timely Regional Conference on Aviation Security in the Asia and Pacific Region.
3. Thailand's engagement on aviation security matters is much appreciated by ICAO, and it is my distinct pleasure to express my gratitude to the Government of Thailand for hosting this major event here in the vibrant city of Bangkok.
4. Aviation security has experienced a major shift over the past 16 months.
5. We have seen Resolutions adopted by the 39th Session of the ICAO Assembly and by the United Nations Security Council as well as the recent endorsement by the ICAO Council of the world's very first Global Aviation Security Plan (GASeP), and related actions taken by ICAO and its member States.
6. All of these developments have served to re-focus our attention on the importance of addressing known and emerging threats and risks to international civil aviation.
7. Two pivotal documents relating to these developments will be driving our work during the next two days: United Nations Security Council resolution 2309, adopted in September of 2016, and the new ICAO GASeP.

8. These documents, taken together, provide us with an important foundation from which to pursue better coordinated and more effective actions to combat unlawful acts of interference against civil aviation targets.
9. Resolution 2309 underlined for the world that terrorists continue to target civilian aircraft and air transport facilities. As we will all recall it was adopted subsequent to the two landside airport attacks earlier that year, in Brussels and Istanbul.
10. Taking many factors into account, Resolution 2309 emphasizes the global nature of our unique network and operations, the need for well-coordinated international cooperation when addressing air transport security challenges, and the importance of information sharing to a robust and risk-based aviation security framework.
11. ICAO's work on the GASEP was initiated prior to the adoption of UN Security Council resolution 2309. ICAO Member States have been underscoring the importance of GASEP and the 39th Session of the ICAO Assembly focused extensively on the actions necessary to mitigate the threat of terrorism to civil aviation.
12. The GASEP was developed on an accelerated timeline, and is the result of very close collaboration between governments, industry and ICAO. It was adopted, along with its Roadmap and targets, just last month by the ICAO Council.
13. Like resolution 2309, the GASEP's core objective is to reinforce the security of the global aviation sector through the sustainable implementation of preventive measures.
14. To accomplish this, GASEP presents five key priorities aimed at:
 - Enhancing risk awareness and response;
 - Establishing a better-defined security culture;
 - Improving technological resources and fostering innovation;
 - Improving oversight and quality assurance; and
 - Increasing cooperation and support.
15. The Global Aviation Security Plan includes an ambitious framework for enhancing international aviation security over the coming years. Through the priority actions and tasks identified in its Roadmap, the aviation security community will be much better prepared and in alignment with Security Council resolution 2309.
16. The GASEP's implementing Roadmap details 32 specific actions comprising 94 tasks, with corresponding indicators and target dates for completion. This is where the real work is defined.
17. Its tasks and target dates, while aggressive in some respects, are also fully achievable with dedicated effort.
18. The Roadmap focuses on actions over the next three years, and the GASEP will also be periodically reviewed and adjusted as needed to take into account any new and emerging aviation security threats.
19. The most important outcome I will be expecting to see out of today and tomorrow's sessions is the fine-tuning of a Regional GASEP Roadmap specific to the Asia and Pacific Region. These regional planning resources will be essential to achieving the global results the GASEP and its main Roadmap are focused upon.

20. Based on current USAP-CMA results, roughly two thirds of ICAO's Member States have scored above 65 per cent in the effective implementation of ICAO AVSEC SARPs and guidance.
21. The GASeP includes some ambitious targets in this regard, and in the next three years we intend to take steps to ensure that 80 per cent of our Member States have reach the 65 per cent minimum EI level.
22. Within the Asia and Pacific region, this will mean that 17 States will have some important work to do in the months ahead to attain this target.
23. In the first place, ICAO calls on these States to be open to accepting assistance of whatever form may be necessary to enhance their local effective implementation, whether it involves training, technology, or mentoring.
24. Next, we call on these States to be committed to sustaining the improvements they set out. Your solutions must be sustainable.
25. We would also call upon those Member States which are already well above 65 per cent EI level to be willing to commit resources to assist their neighbors. Vulnerabilities in one location will only be exploited to attack another.
26. This as you'll recall is in keeping with our *No Country Left Behind* Campaign, which depends strongly on partnerships, collaboration and mutual support throughout the global air transport community.
27. To this end, ICAO will continue to help coordinate assistance and capacity building activities between Donor and partner States, and organizations and recipient States, in order to ensure we maximize the effectiveness of all related efforts.
28. An example of this in the Asia and Pacific Region would be our annual Regional Aviation Security Coordination Forums (RASCFs). These serve to help identify national aviation security systems which have persisting challenges, and to explore, in a mutually beneficial environment, appropriate commonalities and effective solutions.
29. Another important priority, and within the APAC Region in particular, is the need for States to ensure that they have available, and can retain, sufficient numbers of trained, experienced and professional regulatory and operational aviation security professionals.
30. This is an absolutely fundamental requirement if you are to keep pace with the rapid aviation growth which is occurring here.
31. States are also expected to provide support to each other in this regard, whether through continuing or expanding their information sharing activities, national and airport level programmes, training opportunities, or secondments and the sharing of expertise.
32. We should also not lose sight of the value to be gained through your Region's Cooperative Aviation Security Programme or CASP-AP.

33. This Programme has proven to be a highly beneficial mechanism for assisting needful APAC States, and for enhancing their aviation security regulatory and oversight capabilities in aid of improved USAP Effective Implementation outcomes.
34. Both the RASCF and the CASP-AP will have key roles in our implementation of the Global Aviation Security Plan, and the related APAC GASeP Regional Roadmap.
35. Moving now to the regulatory front, Annex 17 – *Security*, has lately been strengthened.
36. Amendment 15 became applicable on 3 August 2017, and in turn Annex 17 now includes more detailed provisions on risk assessments, cybersecurity, landside security, behaviour detection, innovation in aviation security, and Man-Portable Air Defence Systems (MANPADS).
37. The recently published Tenth Edition of the ICAO *Aviation Security Manual* (Doc 8973) will further provide helpful assistance to States in the implementation of the new and updated provisions introduced in Amendment 15.
38. Amendment 16 to Annex 17 is presently in its State consultation phase, with comments having been submitted this past October. It amends provisions relating to security risk assessments and the advance sharing of relevant data, as well as incident reporting, screening methods, the air cargo supply chain, and cybersecurity preparedness.
39. One last update I would have for you today regards the inaugural ICAO Global Aviation Security Symposium, AVSEC2017, which took place this September.
40. Over 700 registered participants from 93 countries and 42 organizations contributed to the success of this event, and planning is already underway for AVSEC2018, which will also be hosted in Montréal late next year.
41. The AVSEC2018 programme will include pre-symposium workshops, interactive activities, demonstrations, and an exhibition. Topics will mirror the priority outcomes of the Global Aviation Security Plan and the tenets of UN Security Council resolution 2309.
42. This Symposium will be immediately followed by the second High Level Conference on Aviation Security in 2018, which will provide the opportunity to take stock of all the regional conferences and prepare the foundations and recommendations for the future of aviation security, to be endorsed by the 2019 ICAO 40th Assembly.
43. I look forward to seeing you at both of these important events.
44. Ladies and gentlemen, I have outlined today a wide range of objectives and priorities now being undertaken in the Security domain through ICAO.
45. In order to attain all of these goals, I cannot emphasize enough how important your commitments and continued support will be.
46. It will only be by virtue of sustained political will, especially at the highest levels of government and industry, that the Global Aviation Security Plan will succeed in its ambitious mandate.
47. Before concluding, I would like to express my personal gratitude to the Minister of Transport of Thailand for his personal involvement in the preparation of this Conference.

48. I wish to thank all of you for participating in this Conference, which I trust will be a source of both information and motivation towards our shared objectives for enhanced aviation security and facilitation here in the Asia and Pacific Region.
49. I wish you all very productive and engaging discussions.
50. Thank you.