



**Address by the
Secretary General of the
International Civil Aviation Organization (ICAO)
Dr. Fang Liu,
to the ICAO/EASA Forum on Civil Aviation in South East Asia**

(Bangkok, Thailand – 12 Sept 2018)

Your Excellency Dr. Arkhom Termpittayapaisith,

Minister of Transport for Thailand,

Distinguished guests,

Ladies and gentlemen,

1. It's my great pleasure to be in Bangkok today to participate with you in this important, and very timely, ICAO-EASA Forum on Civil Aviation in South East Asia.
2. ICAO has been very appreciative of EASA's partnership with our APAC Regional Office in the organization of this important event, as well as for its supportive capacity-building efforts in the Region more generally.
3. This refers not only to the assistance EASA is undertaking here in South East Asia, but in many other world regions besides.
4. Certainly many of our Member States have been very grateful to be able to benefit from EASA's commitments and expertise.
5. Aviation safety and forecast sectoral traffic growth are very closely associated concerns today.
6. This helps explain why we have been working so hard at ICAO to help governments to better appreciate the tie-ins between the quality of their compliance with ICAO's global standards, and the scale of the socio-economic benefits they stand to achieve through enhanced connectivity with foreign destinations and markets.

7. This continued growth points to some tremendous opportunities for aviation and economic stakeholders around the world, but it also poses a unique challenge in terms of assuring that network expansion and traffic increases do not pose any costs in terms of overall sectoral safety performance.
8. ICAO's latest statistics have illustrated for us that the total number of passengers carried on scheduled services rose to 4.1 billion in 2017; a 7.2 per cent increase over the previous year.
9. The number of departures reached 36.7 million, representing a 3.1 per cent increase compared to 2016.
10. In terms of the overall economic impact of commercial air transport globally, in 2014 it was concluded that aviation generated some 62.7 million jobs worldwide while contributing 2.7 trillion dollars to global GDP.
11. Looking to this region more specifically, the Asia Pacific and South-East Asia are currently experiencing a very high growth rate.
12. A key policy initiative which has greatly benefitted aviation growth in the Asia Pacific has been the open skies agreement forged among the Association of Southeast Asian Nations (ASEAN).
13. The aviation sector in the ASEAN States currently supports close to 12 million jobs, and contributes US\$144.4 billion to the ASEAN economy annually.
14. Air traffic is projected to increase among ASEAN States by 6.5 per cent annually from 2013-2033, fueled importantly by the progressive liberalization initiatives following along the trend of regional economic integration of this region.
15. ICAO fully supports the increased liberalization of air and freight services globally, given the clear and very positive impacts it helps to achieve in terms of operator profitability, network expansion, and increased tourism, trade and investment more generally.
16. Current projections are that air traffic volumes among ASEAN States will triple to more than 20,000 flights a day by the year 2033.

17. These figures, while very positive, also point to some serious challenges for South East Asian governments.
18. Many are already challenged to varying extents in terms of their aviation safety and security oversight operations, and besides the forecast growth we are warning of, they will also be confronted by a sectoral environment which continues to evolve in terms of technologies, operations, and business models at a very rapid pace.
19. ICAO's Universal Safety Oversight Audit Programme (USOAP) has become an essential means by which we assess and help target assistance to States in aid of their local safety performance and oversight responsibilities.
20. The Asia and Pacific region's USOAP CMA Effective Implementation (EI) score is presently averaged at roughly 62 per cent.
21. While this overall Regional score is beneath the current global average of 66 per cent, we should also appreciate that the average for ten ASEAN States is above the world average, at 67 per cent.
22. What is most troubling for ICAO about these regional USOAP results is that they also tell us that States here range widely in their local EI performance: from a very challenging 37 per cent score to a very admirable 98 per cent EI result.
23. This is a very dramatic discrepancy, State-to-State, and it points to an opportunity where regional safety cooperation and assistance mechanisms could be put to some very good use.
24. We may wish to recall in this regard that the ICAO Global Aviation Safety Plan (GASP) presently reflects a minimum EI target for States of 60 per cent.
25. Another important area of priority for ASEAN States is Seamless ATM reporting. Sixty-seven per cent of States and Administrations in the Asia Pacific are currently living up to this responsibility, and I must call on the outstanding governments to appreciate that this reporting is largely for their own benefit.
26. The effective resolution of related regional implementation difficulties can only be achieved if the concerned regional bodies have a comprehensive knowledge of all applicable gaps.

27. Referring to the Declaration agreed at the Asia/Pacific Ministerial Conference on Civil Aviation, held in Beijing earlier this year, Asia Pacific States have signalled their unanimous commitment to achieve the goals and targets of the ICAO GASP and related Regional Air Navigation Plans.
28. The Beijing Declaration has accordingly set out related targets and timelines relating to APAC Aviation Safety and Air Navigation Services commitments, and I would reiterate here the importance of focusing on those which relate to:
 - State Safety programme implementation;
 - The certification of all aerodromes used for international operations by 2020;
 - And implementation of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan.
29. Regarding international aerodrome certification, there are presently some 40 facilities in the Asia Pacific in need of this attention.
30. Seventeen of these are located in South East Asian States, and I would call on those governments to address these certification responsibilities as quickly as possible so that the Region as a whole can be confident about attaining the 2020 deadline.
31. We should also recall that the Beijing Declaration also includes targets relating to the establishment of independent accident investigation authorities, and to encourage greater skilled human resources development.
32. An adequate contingent of future aviation workforce is more than critical to operate and manage our ever increasing global civil aviation industry. Ensuring sufficient numbers of skilled air transport professionals to help us manage and accommodate future demand is the primary objective of ICAO's Next Generation Aviation Professionals (NGAP) programme, and I would encourage your States to send suitable delegations to ICAO's upcoming NGAP Summit in Shenzhen, China this December.
33. With nearly two-decades of USOAP audit results now in hand, it has become very clear to ICAO that many States still continue to struggle in complying with international aviation safety standards, specifically because they lack sufficient human resources and technical capacities.

34. To help address this, ICAO has been promoting your participation in various regional cooperation mechanisms, including Regional Safety Oversight Organizations (RSOOs) such as the COSCAP South East Asia which includes all ten ASEAN States.
35. Importantly, RSOOs are not only seen as effective mechanisms to enhance safety cooperation and coordination among States, but also to strengthen the safety oversight capabilities of their individual members.
36. Effective cooperation is also about effective partnerships, and I wish to reiterate that EASA's very consistent and dependable collaboration with ICAO has made it one of our most valued partners, whether here in the Asia-Pacific or in other global regions.
37. Besides the safety oversight and other priorities I have discussed today, I also wish to highlight that ICAO Headquarter and the APAC Regional office remain committed to enhancing Southeast Asian States' levels of compliance with aviation security SARPs and the development of States' aviation security oversight capabilities too. In this regard, I wish to emphasize the urgency and importance of protecting civil aviation's critical infrastructure, data, and IT and communications systems in an environment of increasing cyber threats.
38. The 39th Session of the ICAO Assembly called for a coordinated approach to achieve an acceptable and commensurate cyber resilience capability on a global scale, and we must all recall that this is true for both cybersafety and cybersecurity.
39. In closing now, ladies and gentlemen, let me please refer again to the 13th Air Navigation Conference ICAO will be convening at our Montreal headquarters from 9-19 October.
40. A number of pressing regional challenges I have raised here today are closely related to your Region's air navigation capacity and efficiency, and this highlights why your participation at this Conference, which occurs only once or twice each decade, will be so important this October.
41. As South East Asia continues to grow and to prosper, it is imperative that we continue to work continuously and toward our shared and critical objectives, and on that note I will wish you all a very productive and engaging ICAO-EASA Forum.

42. We are also beginning to impress upon our Member States that 2019 will be the 75th anniversary of ICAO, and that we hope to be able to report on the successful achievement of many of the targets and objectives discussed here today during this very noteworthy upcoming year for ICAO and international civil aviation.

43. Thank you.