



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the European and North Atlantic (EUR/NAT)
Regional Conference on Aviation Security**

(Lisbon, Portugal, 29 May 2018)

1. It is a pleasure and honor for me to be here today.
2. I would like to begin by commending Minister Marques for his timely recognition of the strategic importance of aviation development, and the consequent, quite crucial priority before us to address aviation security threats.
3. Portugal's engagement on aviation security matters is much appreciated by ICAO, and it is my distinct pleasure to express ICAO's gratitude to its Government for hosting this major event here in the vibrant city of Lisboa.
4. I would also like to thank in this regard our close colleagues at the Civil Aviation Authority of Portugal for the very warm welcome, lovely facilities, and generous support which has been provided for us here.
5. As some of you will by now be aware, aviation security has experienced a major shift over the past two years.
6. We have seen new Resolutions adopted by both the 39th Session of the ICAO Assembly, and by the United Nations Security Council, as well as an endorsement by the ICAO Council of the world's very first Global Aviation Security Plan (GASeP).

7. All of these developments, in addition to related actions taken by ICAO and its Member States, have served to re-focus our attention on the importance of addressing known and emerging threats and the persisting risks to international civil aviation.
8. Two pivotal documents relating to these developments will be driving the majority of our work during the next three days: the new ICAO Global Aviation Security Plan and the United Nations Security Council resolution 2309.
9. 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.
10. Resolution 2309, adopted in September of 2016, underlined for the world that terrorists continue to target civilian aircraft and air transport facilities. We will all recall in this regard the two prominent landside airport attacks which occurred earlier that year, in Brussels and in Istanbul.
11. 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.
12. ICAO's work on the GAsEP was initiated prior to the adoption of resolution 2309. ICAO Member States have been underscoring its need for some time, and the 39th Session of the ICAO Assembly focused extensively on the actions necessary to mitigate the threat of terrorism to civil aviation.
13. Its development featured an accelerated timeline, and the end- product we've achieved is the result of very close collaboration between governments, industry and ICAO.
14. All of the GAsEP's content, including its roadmap and targets, were adopted last November by the ICAO Council.
15. 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.

16. To accomplish this, the 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.
17. The Global Aviation Security Plan also includes an ambitious framework for enhancing international aviation security over the coming years.
18. Through the priority actions and tasks identified in its Roadmap, the aviation security community will be much better prepared and aligned with resolution 2309.
19. 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.
20. Its tasks and target dates, while highly ambitious in some respects, are also fully achievable with dedicated effort.
21. The Roadmap focuses on actions over the next three years, and the GAsEP will also be periodically reviewed and adjusted to take into account any new and emerging aviation security threats.
22. The most important outcome we hope to see out of this particular Conference will be the fine-tuning of a Regional GAsEP Roadmap specific to the European and North Atlantic Region.
23. These regional planning resources will be essential to achieving the global results the GAsEP is focused on.
24. Based on current ICAO Security Oversight Audit (USAP-CMA) results, roughly two thirds of ICAO's Member States have scored above 65 per cent in terms of their effective implementation of ICAO AVSEC Standards, Recommended Practices and guidance.

25. 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 Effective Implementation level.
26. In the European and North Atlantic region, this target has already been achieved. This explains why the EUR/NAT roadmap features the more ambitious goal whereby 85 per cent of EUR/NAT States are expected to reach an 80 per cent or higher Effective Implementation rate by 2020.
27. This means that there is still some important work ahead to attain this target, and I would call on relevant EUR/NAT States to be open to accepting assistance of whatever form may be necessary to enhance their local effective implementation, whether that involves training, technology, or mentoring.
28. Once you have improved your results and met the Regional target, the second most important priority is to ensure your new solutions and results are fully sustainable.
29. ICAO would also call upon those EUR/NAT States which are already well-above 65 per cent Effective Implementation to commit resources to assist their neighbors.
30. Vulnerabilities in one location will only be exploited to attack another.
31. This assistance, as you'll recall, is in keeping with our *No Country Left Behind* Initiative, which depends strongly on partnerships, collaboration and mutual support throughout the global air transport community.
32. 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.
33. These serve to help national aviation security systems which have persistent challenges, and to explore, in a mutually beneficial environment, appropriate commonalities and effective solutions.
34. Another important priority, 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.

35. This is an absolutely fundamental requirement if you are to keep pace with the current aviation growth worldwide.
36. States are also expected to provide support to each other in this regard, whether by: continuing or expanding upon their information-sharing activities; their national and airport-level programmes; training opportunities; or through secondments and the sharing of expertise.
37. We should also not lose sight of the value to be gained through the EU-funded and ECAC-implemented CASE Project which fosters the promotion of civil aviation security in Africa and the Arabian peninsula.
38. This has proven to be a highly beneficial mechanism for assisting needful ICAO States, and for enhancing their aviation security regulatory and oversight capabilities in aid of improved USAP Effective Implementation outcomes.
39. This and other European initiatives will have key roles to play in our successful implementation of the Global Aviation Security Plan, and the related GAsEP Regional Roadmap.
40. Moving now to the regulatory front, Annex 17 – *Security*, has lately been strengthened.
41. 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 or MANPADS.
42. The recently published Tenth Edition of the ICAO *Aviation Security Manual* (Doc 8973), will also provide further assistance to States in the implementation of new and updated provisions introduced in Amendment 15.
43. In the meantime, Amendment 16 to Annex 17 has been adopted and 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.

44. One last update I have for you today concerns the AVSEC2018 Symposium and the second ICAO High-Level Conference on Aviation Security, which will be hosted at our HQ in Montréal this November.
45. The AVSEC2018 programme will include pre-Symposium workshops, interactive activities, demonstrations, and an exhibition.
46. Topics will mirror the priority outcomes of the Global Aviation Security Plan, and the tenets of resolution 2309.
47. This Symposium will be immediately followed by the second ICAO High-Level Conference on Aviation Security, which will provide an opportunity to assess the outcomes of all the regional conferences and prepare the foundations and recommendations for the future of aviation security which will then be reviewed and endorsed by 40th ICAO Assembly next year.
48. I look forward to seeing you at both of these very important events.
49. Ladies and gentlemen, I have outlined today a wide range of objectives and priorities now being undertaken in the Security domain through ICAO.
50. In order to attain all of these goals, I cannot emphasize enough how important your commitments and continued support will be.
51. 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.
52. Before concluding, I would like to express my appreciation to our Regional Director and his staff for their contribution in the preparation of this Conference, and to thank all of you for your commitments and participation.
53. Obrigado.