



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the 2018 IATA Annual General Meeting**

(Sydney, Australia, 3 June 2018)

1. It's a great pleasure to be with you here in Sydney to present the views of ICAO and its Member States on some pressing topics for our sector.
2. Recognizing some suggestions from our IATA colleagues, I'll be focusing today on: evolving security threats; sustainable alternative fuels; the challenges of airport privatization; and aviation gender equality.
3. Looking first to security, we must recognize that while the safety and efficiency of commercial flights has always been fundamental to customer perceptions of air transport value, robust security measures are equally as relevant today.
4. This was made especially clear to our sector when the United Nations Security Council's Committee on Counter-Terrorism highlighted the important role of airlines in tracking the movement of high-risk passengers, something ICAO has been addressing through our Traveller Identification Programme Strategy.
5. Specifically, it recognized the importance of national authorities sharing advanced passenger information (API) to help mitigate associated risks.
6. Against the backdrop of an unpredictable global security environment, and the significant forecast passenger and cargo growth which is top of mind for all of us, our sector will continue to be faced with serious security risks from terrorist groups, radicalized individuals, and other threat sources.

7. And as has now been documented in consecutive editions of ICAO's *Aviation Security Global Risk Context Statement*, infrastructure expansion and situations of fiscal pressure are fostering new vulnerabilities for us to confront.
8. One fact we can all be certain of is that terrorists will continue to innovate, and their threats will continue to evolve.
9. It is ICAO's view that the highest-priority threats requiring our vigilant focus today are:
 - Improvised explosive devices (IEDs) carried by passengers;
 - Landside security in public airports;
 - Cyber-attacks on mission-critical air transport systems;
 - And the potential for malicious deployments of Remotely-Piloted or Unmanned Aircraft Systems (RPAS/UAS).
10. As made apparent by the portable electronic device restrictions imposed last year, IEDs still remain the weapon of choice for terrorists and therefore an especially high security risk.
11. And we should take note that this refers not only to IEDs concealed in carry-on items, but also in hold baggage and cargo consignments.
12. Another area of risk we must jointly recognize is the elevated threat posed by insiders and airport staff, who can too often bypass the stringent screening and other procedures we have set out.
13. ICAO has already begun to address many of these issues, mainly through some important recent amendments to our security provisions.
14. We have also greatly improved levels of public and private sector planning and response coordination with our new Global Aviation Security Plan.
15. These are the key international instruments which are continuing to make aviation more secure today, and which importantly align with a range of counter-terrorism resolutions recently issued by the UN Security Council.

16. ICAO's Global Security Plan also promotes greater information sharing, which enhances both our risk mitigation and the effectiveness of our response in times of crisis.
17. I would encourage airline security personnel to work more closely with their government counterparts in this area, and to make use of ICAO's very close relationship with IATA to assist with that cooperation.

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18. In the area of sustainable alternative aviation fuels, ICAO has been encouraged that many airlines have committed to purchase agreements with new fuel producers.
19. Totalling almost a mega tonne worth of production annually, these agreements are a very important step in establishing a stable and durable market for these commodities.
20. Qantas for example, the host airline for this year's AGM, has signed a 10-year fuel purchase agreement with SG Preston for 30 million litres of blended fuel each year, starting in 2020.
21. ICAO supports this progress through its Global Framework for Aviation Alternative Fuels (GFAAF); a recognized platform where related policy data, best practices and other resources are shared.
22. Whether your airline is currently considering a reduction to its carbon footprint through greener fuels, or even if it has already begun this transition, we'd greatly encourage that the ICAO Global Framework be looked to as a key resource.
23. Governments, for their part, have already recognized the essential importance of sustainable fuels where CO₂ emissions reductions are concerned.
24. They formalized their related commitments last October, in Mexico City, at ICAO's second global conference on this topic.

25. ICAO is monitoring all related progress in this area, and will be reviewing it again at a Third Global Conference now being planned for the mid-2020s.
26. It's also important to note that governments can reduce their related CORSIA commitments through the increased adoption of greener aviation fuels.
27. To be eligible, related fuel products will need to meet a new set of sustainability criteria which are currently under review within the overall package of CORSIA standards being produced.

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28. Shifting our focus to airport privatization, we should recall that a change in ownership structure in no way diminishes a government's responsibility to fulfil its related ICAO compliance obligations.
29. These include safety, security, and efficiency standards, as well as airport and air navigation service charges, and pertains to both facilities which are entirely privately owned, or which are managed under Public Private Partnerships (PPPs).
30. Our ICAO *Airport Economics Manual* therefore outlines a number of key factors to be assessed when considering a privatized airport management structure, including transport market and competitiveness assessments.
31. It also stresses that changes in an airport's ownership structure should be clearly defined in advance.
32. This can be accomplished through comprehensive consultations with existing airport management and all airport users and customers.
33. Airlines can greatly assist this process by providing advance planning data to the airport on a five-to ten-year forecast basis.
34. This data should include the future types, characteristics and numbers of aircraft expected to be in use, as well as the anticipated growth in flight, passenger and cargo volumes.

35. Whether or not a privatization is in a State's interest will ultimately be dependent on many local factors, but ICAO's advice is clear in that improved cost-effectiveness and service quality for airport end-users must be seen as key objectives.

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36. The last topic I wish to address with you today is aviation sector gender equality.

37. Air transport connects people, cultures and businesses across the globe, and strengthens socio-economic development worldwide, but at the same time it has not been very successful at providing an open, inclusive working environment for women.

38. In 2016, the ICAO Assembly reaffirmed its commitment to gender equality and the promotion of women in the global aviation sector.

39. Soon after I established the *ICAO Gender Equality Programme*, the main objective of which is to increase sectoral gender representation by working to raise related levels of awareness, engagement, and accountability.

40. A key element of the Programme's Implementation Plan will be the inaugural Summit on Aviation Gender Equality, which ICAO is hosting in Cape Town this 8-10 August in cooperation with UNESCO and UN Women.

41. I would encourage all IATA airlines to send their gender focal points to this event, which will be assessing the very wide range of social, educational and economic factors which pertain to this issue.

42. We also hope that it will help to establish more clearly why gender parity is not only an ethical proposition, but also a profitable one from many standpoints.

43. In China for instance we have a proverb which states that "Women hold up half the sky".

44. But in aviation today, whether we are talking pilots or airline CEOs, women are only making up one twentieth of these positions.

45. Acknowledging the proactive STEM programmes being driven by companies such as Honeywell, ICAO would encourage all IATA airlines to promote the education and resource access needed by young men and women today. You are also most welcome to support through voluntary contributions the Young Aviation Professionals Program jointly established by ICAO, IATA and ACI.
46. In doing so you can help to inspire and prepare them to become the Next Generation Aviation Professionals we so urgently need in air transport.
47. In concluding today, I would therefore like to call on each of you, as airline leaders, to take on the aviation gender parity challenge as a personal mission.
48. These types of initiatives must be driven from the very top of your organizations in order to succeed.
49. On that note may I wish you all a very productive event.