



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the North American, Central American and Caribbean and South American (NAM/CAR &
SAM) Regional Conference
on Aviation Security**

(Panama City, Panama, 24 July 2018)

1. It's a pleasure for me to join you for this event, and I would like to begin by commending the Panama Government, firstly for recognizing the clear strategic importance of well-supported aviation development, and secondly for the initiatives which Panama has set out to address aviation security.
2. The actions you have taken with respect to the key priorities of ICAO's Global Aviation Security Plan, are greatly appreciated.
3. And your commitment is further evident in the efforts undertaken by the Government of Panama to host this event.
4. I would also like to extend ICAO's thanks to the Civil Aviation Authority of Panama, for the warm welcome and excellent facilities we've been greeted with for this very timely Regional Conference on Aviation Security in the NAM/CAR and SAM Regions.
5. This conference is part of a series of regional conferences on the GAsEP which have thus far resulted in new Regional Roadmaps to enhance aviation security in ICAO's Asia Pacific, Africa, Middle East, and European Regions.
6. One of the main reasons we're bringing together security stakeholders globally at this time is because aviation security has experienced a major shift over the past two years.

7. New Resolutions supporting its effectiveness and sustainability have been adopted at the most recent ICAO Assembly, and by the United Nations Security Council, and the ICAO Council has lately endorsed the world's very first Global Aviation Security Plan (GASeP), leading to new actions and commitments by ICAO and its Member States.
8. 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.
9. The GASeP and UN Security Council resolution 2309, taken together, provide us with an aligned foundation from which to pursue better coordinated and more effective actions to prevent acts of unlawful interference against civil aviation targets.
10. Adopted in September of 2016, UN Security Council Resolution 2309 underscored for the world that terrorists continue to target civilian aircraft and air transport facilities.
11. We will all recall in this regard the two prominent landside airport attacks earlier that year, in Brussels and in Istanbul.
12. Taking many factors into account, UN Security Council 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.
13. ICAO's work on the GASeP was initiated even prior to the UN Security Council's adoption of resolution 2309.
14. ICAO Member States had been emphasizing the need for this type of strategic high-level document on global aviation security for some time, and the 39th Session of the ICAO Assembly answered these calls when it endorsed the GASeP proposal.
15. The 39th Assembly also called for the GASeP to be produced on a greatly accelerated basis, and the end-product we've achieved has been the direct result of the close collaboration and strong commitments demonstrated by both governments and industry.

16. All of the GAsEP's content, including its roadmap and targets, were adopted last November by the ICAO Council.
17. The GAsEP Plan's guiding objective is to reinforce the security of the global aviation sector through the sustainable implementation of preventive measures.
18. 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.
19. Through the priority actions and tasks identified in the GAsEP Roadmap, it is expected that the aviation security community will be much better prepared and aligned with UN Security Council resolution 2309.
20. The GAsEP's implementing Roadmap details no fewer than 32 specific actions comprising 94 tasks.
21. These in turn are defined by corresponding indicators and target-dates for completion, and for those of us here today this is where the real work is defined.
22. But let me also reassure you that the GAsEP Plan's tasks and target dates, while ambitious in some respects, have also been designed to be fully achievable so long as they are pursued with dedicated effort.
23. The Roadmap focuses on actions to be taken over the next three years, and the GAsEP itself will also be periodically reviewed and adjusted as needed to address any new and emerging aviation security threats.

24. The most important outcome we hope to see out of this particular Regional Conference would be the adoption of a Regional GAsEP Roadmap: one which is specific to the implementation challenges, gaps and resources of your region and your States.
25. This highlights why further regional collaboration will be so essential to achieving the global results we've designed the GAsEP to achieve.
26. Based on current ICAO USAP-CMA results, roughly two thirds of ICAO's Member States globally have scored above 65 per cent in terms of their effective implementation of ICAO AVSEC Standards.
27. 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 reached the 65 per cent minimum Effective Implementation level.
28. What that means here in the ICAO NACC and SAM Regions is that some States have a significant amount of work to accomplish in a fairly short amount of time.
29. But let's consider for a moment some of the tools and resources at your disposal in this regard.
30. In the first place, ICAO would call on your States to be open to accepting assistance of whatever form may be necessary, whether that involves training, technology, or mentoring.
31. Next, ICAO would call on you to establish sustainable commitments such that the results you achieve now can endure and be improved upon over the longer-term.
32. We would also call upon those States which are already well above the 65 per cent of Effective Implementation level to commit resources to assist their neighbors.
33. Vulnerabilities in one location will only be exploited to attack another.

34. This type of mutual assistance is directly in keeping with our *No Country Left Behind* campaign, an initiative which your Regions have found incredible success with to-date through the partnerships, collaboration and mutual support which it fosters.
35. ICAO will continue to aid your efforts in this regard, mainly as these capacity-building activities have become so essential to helping national aviation security stakeholders remedy their persisting security concerns and set out new and innovative AVSEC solutions.
36. Another important priority is the need for States to ensure that they have available, and can retain, sufficient numbers of regulatory and operational aviation security professionals.
37. This is nothing less than a fundamental requirement if you are to keep pace with current and very strong levels of aviation growth being witnessed in both of your Regions.
38. 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;
 - The provision of training opportunities or secondments;
 - And the sharing of expertise.
39. We should also not lose sight of the valuable contributions made by some States, in particular Canada and the United States of America, to fund related assistance projects.
40. Such voluntary contributions have proven to be a highly beneficial mechanism for assisting needful States in both regions, and for enhancing their aviation security regulatory and oversight capabilities leading to improved USAP Effective Implementation outcomes.
41. This and other Regional initiatives will have key roles to play in the successful implementation of the GASeP and its related Regional Roadmap.
42. Moving now to the regulatory front, Annex 17 – *Security*, has lately been strengthened.

43. As we are confronted by a constantly changing security environment, a new Amendment 16 to Annex 17 just became effective last week, on 16 July, and will be applicable as of 16 November this year.
44. 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.
45. The recently published Tenth Edition of the ICAO *Aviation Security Manual* (Doc 8973), will also provide further helpful assistance to States in the implementation of the new and updated provisions introduced in Amendment 16 to Annex 17.
46. One last update I have for you today concerns the AVSEC2018 Symposium and the second ICAO High-Level Conference on Aviation Security, both of which will be hosted at our headquarters during Aviation Security Week in Montréal this November.
47. The AVSEC2018 programme will include pre-symposium workshops, interactive activities, demonstrations, and an exhibition.
48. Topics will mirror the priority outcomes of the GAsEP and the tenets of UN Security Council resolution 2309.
49. This Symposium will be immediately followed by the second High-Level Conference on Aviation Security, which will provide us with an opportunity to assess the outcomes of all the regional conferences.
50. This event will also provide us the opportunity to prepare the foundations and recommendations for the future of aviation security, which will be reviewed by 40th ICAO Assembly in 2019.
51. I look forward to seeing you at both of these important events.
52. Ladies and gentlemen, I have outlined today a wide range of objectives and priorities now being undertaken in the Security domain through ICAO.

53. In order to attain all of these goals, I cannot emphasize enough how important your dedication, commitments and continued support will be.
54. 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.
55. Before concluding, I would like to express my appreciation to our Regional Directors and their staffs for their contribution in the preparation of this Conference.
56. I also wish to thank all of you for participating in this Conference, which will be a source of both information and motivation towards our shared objectives.
57. I wish you all very productive and engaging discussions.
58. Thank you. *Gracias.*