



**Address by the Secretary General of ICAO,
Mr. Raymond Benjamin,
to the
Conference on International Air Transport Cooperation
(Seoul, Republic of Korea, 6 May 2010)**

1. Good morning ladies and gentlemen. It is a distinct pleasure for me to join you here in Seoul on the occasion of the Third Conference on **International Air Transport Cooperation** and I thank the Government of the Republic of Korea most sincerely for making this visit possible.
2. Cooperation, indeed international cooperation, is certainly the operative word in these challenging times .
3. Over the past few months, it has been the basis for a fundamental transformation in the way we in ICAO address the three basic components of an efficient global air transport system, namely safety, security and sustainability.
4. Let me begin with safety, my reference points being the three targets of the ICAO Global Aviation Safety Plan, or GASP.
5. The first safety target calls for a reduction in the number of fatal accidents and related fatalities worldwide, irrespective of the volume of air traffic. While the trend is certainly positive, we must and we will stay committed to further reducing the number of fatal accidents.
6. What is worrisome is the second safety target. It looks for a significant reduction in global accident rates. The concern here is that, while accident rates are currently low, they remain disturbingly unchanged. That implies that we must absolutely reduce accident rates in the future if we are to ultimately decrease the number of accidents as traffic return to normal rates of growth.
7. The third safety target stipulates that no ICAO region shall have an accident rate exceeding twice the global average. Here we have a serious problem. Not only is one region's accident rate more than double the global rate, but the variance between regional accident rates remains unacceptably high.
8. To address these concerns head on, ICAO convened last March a High-level Safety Conference to define a more flexible strategy, one that would complement our traditional prescriptive-based methodology with a proactive, safety management approach based on performance-based requirements. That meant a new way of doing business focused on proactive identification and response to emerging safety issues **before** they result in accidents or incidents.
9. I am happy to say that we made considerable progress, thanks to the cooperation of all parties involved. Our success can be measured by the five major recommendations that came out of the Conference.

10. The first was for a total commitment to a transition to the Continuous Monitoring Approach, or CMA, regarding safety oversight. The CMA is a process for the sharing of information by States, on a real-time basis, on the performance of their safety oversight systems. The result will be a more effective use of resources in assessing State compliance with ICAO Standards and identifying effective measures to correct deficiencies.
11. The second recommendation calls for the creation and implementation of a truly international information-sharing mechanism. We know that vast amounts of data are regularly collected by regulators and industry around the world, but this information is not effectively shared, or not shared at all. The time has definitely come for all critical safety-related information to be disseminated throughout the international aviation community and processed using globally harmonized analysis methods. In a speech to the US Federal Aviation Administration last September, I had urged for the creation of such a global information exchange.
12. I am now convinced it will happen. A concrete step in that direction was taken during the Safety Conference with the signing by ICAO, the FAA, the Commission of the European Union (EU) and the International Air Transport Association (IATA) of a Declaration of Intent on the Development of a Global Safety Information Exchange Agreement.
13. The third recommendation was actually the reaffirmation of the extremely productive role that regional safety oversight organizations can play in improving safety. In many cases, individual States do not possess the resources or the expertise to act alone in solving problems. Regional organizations can help these States to leverage limited resources and raising the level of safety in all participating States.
14. The fourth recommendation consisted of agreement on the development of a global organizational framework to protect the providers of sensitive safety data used for future information sharing initiatives. This is critical. Without this protective framework, essential information will remain unavailable to ICAO and other organizations involved in the analysis and resolution of global safety issues.
15. The fifth and final recommendation was for the creation of a new Annex to the Chicago Convention, this one dedicated to Safety. This would send a strong signal that safety is indeed ICAO's primary focus. Such an Annex would also facilitate a coordinated approach to promulgating the practices necessary to assure the highest levels of safety throughout the international aviation system.
16. Once these recommendations have been approved, I count on the Republic of Korea and all other members States of ICAO to fully support and implement their provisions. Together, we can strengthen the foundation for safer skies for years to come.
17. Let me now turn to security. The attempted sabotage of Northwest Airlines flight 253 on 25 December 2009 was the catalyst for a number of immediate, medium and long term actions to cope with this and similar acts of terrorist activities.
18. To date, at ICAO's initiative, three recent Ministerial-level Regional Aviation Security Conferences have been held in Mexico City, Tokyo, Abuja which have affirmed the commitment to fight terrorism. Participants at all three emphasized the need to enhance international aviation security standards in order to respond more effectively to new and emerging threats.

19. They recommended broadening cooperation mechanisms among States and industry, in particular for the collection and sharing of data; utilizing modern technologies to detect prohibited items while respecting the privacy and safety of individuals, strengthening travel document security and concurrently achieving high levels of security and facilitation of passenger at airports, and finally reiterating the need of technical assistance to remedy deficiencies identified through the ICAO Aviation Security Audit Programme. A fourth conference will be held in June in the United Arab Emirates and I expect the same strong support to fight terrorism against aviation.
20. For its part, the 21st meeting of the Aviation Security Panel in March produced recommendations that will strengthen and support the ICAO Aviation Security Programme, sustain and leverage political will, identify resources for equipment research and development and prevent complacency in aviation security. It expressed strong support for adopting and fully implementing existing means of achieving close international cooperation, including the sharing of threat information.
21. Later this year, the ICAO Assembly will be asked to adopt an Assembly Resolution which covers acts of unlawful interference against civil aviation. The Assembly is also expected to adopt the ICAO Comprehensive Aviation Security Strategy for the next two triennia, to succeed the Aviation Security Plan of Action adopted following the events of 9/11.
22. I believe this will be a turning point in our ability to deal not only with terrorism but with all forms of acts of unlawful interference against civil aviation.
23. Moreover, as part of the efforts to strengthen the aviation security framework, ICAO has been working in the past few years to update the existing aviation security conventions. This year, a Diplomatic Conference will be held in Beijing, China, from 30 August to 10 September, to amend The Hague Convention of 1970 against hijackings and the Montreal Convention of 1971 against other acts of unlawful interference.
24. As with safety and security, minimizing the impact of aviation on the environment is a never-ending challenge, especially with regard to climate change. On the other hand, it represents a formidable opportunity for collective action.
25. In 2009, under the leadership of ICAO, aviation produced the first and to date only globally harmonized agreement to address climate change from a sector. This included a goal of 2 percent annual improvement in fuel efficiency until the year 2050; a CO₂ standard for aircraft; a framework for market-based measures in international aviation; and measures to facilitate access by developing States to financial resources, technology transfer and capacity-building. Also last year, an ICAO global framework on the development and implementation of alternative fuels for aviation worldwide was adopted, positioning aviation to be the first sector to use sustainable alternative fuels on a global basis.
26. This past February, ICAO's Committee on Aviation Environmental Protection (CAEP) committed to a timetable for the development of the CO₂ standard aiming at 2013, a milestone that would establish the first global fuel-efficiency standard for any industry sector.
27. These successes for aviation will be part of the discussions at the 37th Session of the ICAO Assembly this coming September, where Member States will have an opportunity to strengthen even more current and projected measures to protect the environment.

28. So I come back full circle to the theme of your Conference - international cooperation - to emphasize how much can be achieved through the universal principle of global governance. It is the raison d'être of the organization I am proud and privileged to lead – to bring together 190 Member States, including the Republic of Korea, to maintain current a worldwide regulatory framework that responds to the requirements of all stakeholders - regulators, airlines, airports, air navigation services providers, manufacturers and, ultimately, the flying public.

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