



**Keynote Address by ICAO Secretary General,
Mr. Raymond Benjamin,
to the 34th Plenary Session of the
European Civil Aviation Conference (ECAC),**

***Agenda Item 3: ECAC Celebrates 60 Years
Theme 2: ECAC Achievements since 1955***

(Strasbourg, France – 30 June 2015)

Good afternoon everyone.

It is a tremendous pleasure for me to be able to address you all on this occasion, and to shed further light on the many achievements of the European Civil Aviation Conference (ECAC) since it was first established but mainly during the period from 1994 to 2007 when it was my great honour to serve as ECAC's Executive Secretary.

One testament to the credibility and success of ECAC over the years has been the growth of its membership. When I first assumed my responsibilities there in 1994, it comprised 32 European States. By the time that I left this total had grown to 42 Member States, just two shy of where it stands today.

And we would do well to acknowledge in this regard that it is no simple matter to be accepted into ECAC. Besides the obvious fact that a State needs to be situated geographically within Europe, it must also have previously signed onto the Chicago Convention and be an established ICAO Member State, and its application must have furthermore been supported unanimously by all existing ECAC Member States.

Of course there are many other conditions and obligations which apply before a State can begin to enjoy the benefits and privileges which ECAC membership ensures. But suffice to say that the more than 30% growth your Conference has experienced since the 1990s is the end result of detailed and comprehensive assessments.

To undertake what was not only a technical procedure, ECAC decided to appoint a focal point for integration matters, on two occasions it was the Director General of Civil Aviation of Germany, who led a team composed of a representative from EUROCONTROL to look into air navigation matters; Frank Durinckx to deal with security, and Mr. Arslanian into Safety, both of them being present today in this room. This was not an easy process but it served to maintain ECAC's significant prestige and relevance in European air transport matters. As the Executive Secretary at that time, I enjoyed immensely this period!

Of the many programmes and initiatives undertaken by ECAC between 1994 and 2007, two which stand out for me in particular were its Safety Assessment of Foreign Aircraft, or SAFA programme, which was launched in 1996, and later its Aviation Security programme, which began in earnest in 2001.

In the safety domain, ECAC's SAFA Programme was launched to complement the ICAO Universal Safety Oversight Audit Programme – which had been established the same year.

ECAC concentrated its efforts on ramp inspections of aircraft landings, carrying out its work in a non-discriminatory manner with regard to ECAC Member States' air carriers and those from other States.

The SAFA Programme was kept under constant scrutiny, and periodically revised to include improvements such as a database collecting the reports of all inspections, the development of a Handbook of SAFA Ramp Inspection Procedures, the launching of an exchange programme for SAFA inspectors, and an alert system.

After a very successful first decade of safety audit work, ECAC passed on the SAFA mandate to the European Commission in December 2006.

The events of 11 September 2001, created shockwaves around the aviation world. And Europe was certainly no exception with respect to 9/11's impacts in the security field. ECAC immediately initiated work on issues such as the control of access to the cockpit – something which the recent Germanwings 9525 accident has once again brought to our community's attention – as well as inflight security personnel provisions and the need for effective air-ground communication.

All this work was carried out in close co-ordination with the European Union. Close coordination did not mean a honeymoon period because on one hand ECAC suddenly lost its monopoly role in aviation security and because the European Commission had the legal power to enforce its decisions but lacked expertise. In the end, the EU issued in 2002 its first-ever regulations in the aviation security area using ECAC Doc 30, Part II, as its chief reference source.

Later in this process, three Security Task Forces were incorporated into the ECAC aviation security organisational structure. A Guidance Material Task Force (GMTF) was established to develop best practices and guidance material to support Member States' implementation of Doc 30 Recommendations. A Training Task Force (TrTF) was established to develop guidance for training and certification in aviation security, and lastly a Technical Task Force (TTF) developed specifications and common testing methodologies for aviation security equipment.

The ECAC Aviation Security Audit Programme was also established in 2001, with a mandate to assess the implementation of recommendations from the Commission's *Policy Statement in the Field of Civil Aviation Facilitation* (Doc 30) in Member States, and to assist those same States through the provision of advice and technical expertise.

A clear testament to this programme's continued validity and importance to European civil aviation is exemplified by the 151 audits it has conducted since 2001, and we would also do well to recognize that, during the same period, 153 auditors have been trained and certified to conduct this work effectively all across Europe.

Three years after it was launched, in late 2004, European Directors General of civil aviation decided to enhance the ECAC Audit Programme by placing an equal emphasis on capacity-building activities, with the main objective of supporting Member States' efforts to rectify deficiencies identified during audits.

This decision marked the start for what is known today as the ECAC Capacity-Building Programme, an initiative whose scope and activities continued to expand. Today, ECAC's capacity-building work includes a wide range of bilateral and multilateral workshops, on issues such as: risk management; cargo security; the development of model aviation security programmes; security validation; behaviour detection; cyber security; and communication in aviation security.

The ECAC security programme continued to expand with, to mention only one example, the Common Evaluation Process or « CEP » of security equipment, which led to the first recognition of Explosive Detection Systems (EDS), and thereafter to Explosive Trace Detection (ETD) Systems.

I would also like to add that, after my departure, a new ECAC Vulnerability Assessment Programme was developed in 2009. ECAC has undertaken a wide variety of vulnerability assessments since that time, which enable Member States to look beyond basic compliance monitoring and to better identify and mitigate against security threats to civil aviation.

I have here to express my appreciation to the successive focal points for security and facilitation matters who have been working tirelessly to allow all of this to happen. I would also like to congratulate Patricia Reverdy who was able to transform a number of ideas into reality.

Dans l'allocution qu'il a prononcée plus tôt aujourd'hui, le Président du Conseil a mis en valeur la coopération essentielle établie au fil des ans entre la CEAC et l'OACI. Compte tenu de l'importance de la coopération dans notre secteur, je tiens à appeler votre attention sur les nombreux mémorandums d'entente et accords de coopération que la CEAC a établi avec les organisations régionales et nombre d'États au cours de mon mandat.

De 1998 à 2007, par exemple, la CEAC a conclu sept protocoles d'accord importants avec des partenaires extérieurs à l'Europe pour favoriser l'échange d'informations et une meilleure coordination en ce qui concerne la planification et l'organisation d'événements, de formations, mais aussi d'activités de financement couvrant toute la gamme des objectifs de l'aviation civile. Ces accords ont été officialisés avec les Commissions latino-américaine, africaine et arabe de l'aviation civile, l'Union économique et monétaire ouest-africaine, la Fédération de Russie, Singapour et les Émirats arabes unis.

Cette activité et ces réalisations ont nécessité d'intenses négociations où les éléments techniques se mêlaient aux éléments politiques et c'est pourquoi il est de tradition que le Président de la CEAC exerce aussi les responsabilités de point focal pour les relations extérieures.

Bien sûr, ce mouvement ne s'est pas interrompu après mon départ et, depuis 2009, de nombreux autres accords ayant un champ d'application et des objectifs similaires ont été conclus avec la République de Corée, la Transportation Security Administration des États-Unis, la Communauté économique des États de l'Afrique de l'Ouest, ainsi que l'Australie, le Canada, la Chine et l'Indonésie.

Ces progrès et ces mécanismes de coopération, de même que les nombreuses autres améliorations et réalisations coordonnées par la CEAC depuis son établissement en 1955, sont le signe de la vitalité et de l'importance de la Conférence, non seulement ici en Europe, mais également dans le monde entier.

Au cours de mes 13 ans au sein de la CEAC, j'ai eu le plaisir de travailler avec pas moins de cinq de ses présidents : M. Val Eggers du Danemark, M. André Auer de la Suisse, M. Alfredo Roma de l'Italie ; M. Laszlo Kiss de la Hongrie et enfin, M. Michel Wachenheim, qui a ensuite rejoint l'OACI où il a occupé le poste de Représentant permanent de notre pays au Conseil au moment où j'ai été nommé Secrétaire général de l'OACI. Certains n'ont pas voulu croire à une coïncidence !

Je voudrais simplement dire ici que ce fut pour moi un privilège d'avoir pu contribuer à certains de ces développements, et d'avoir pu vous les exposer aujourd'hui à l'occasion des célébrations de ce 60^e anniversaire.

Mesdames et Messieurs, la conclusion de cette allocution me rappelle aussi que c'est la dernière fois que j'aurai l'honneur de m'adresser à vous en ma qualité de Secrétaire général de l'OACI.

Permettez-moi donc de souligner que ce fut pour moi un grand honneur d'être au service de la CEAC et de l'OACI, depuis tant d'années maintenant, et une grande source de fierté que, durant mon mandat, la région européenne ait continué d'être sur la scène internationale un important exemple d'excellence dans le domaine de l'aviation civile internationale.

J'ai aussi la ferme conviction que le renforcement de la collaboration et la recherche du consensus, sous l'égide de l'OACI, continuera de bénéficier la CEAC mais aussi les autres organisations régionales de manière positive, pratique et productive.

Je vous souhaite à tous, mes chers collègues et amis ici en Europe, le meilleur des succès dans vos carrières mais aussi pour vous personnellement dans les années à venir.

Merci.
