

**Mr. Henrik Hololei to speak at ICAO Global Aviation Security
Symposium**

[Introduction]

Your excellences,

Ladies and gentlemen, distinguished colleagues,

I would like to sincerely thank ICAO for inviting me as a speaker at the opening session to this Symposium. It is a great honour and I am humbled to be here again. There is no doubt that ICAO and the European Union share the same values and goals when it comes to aviation security and I am very pleased to have the opportunity to express European views in front of all of you.

Aviation Security has certainly been at the forefront of attention – both by governments, the industry and the media in the last years, and particularly this year. This proves the simple point that aviation security is part and parcel of the sustainability of the aviation industry as a whole, that it should, and it actually is, treated as a matter of economic and political priority by everyone involved – and that it is something very close to the travelling public's heart.

ICAO has done an incredible job in enhancing aviation safety around the world and the "No country left behind" initiative has been a true success. Today, it is fair to say that aviation safety and aviation security are the two sides of the same coin. We need to support the global raising of the bar and we need to make sure, together, that when it comes to aviation security, no country is left behind either. Let's join forces under the ICAO framework and let's make sure aviation continues to be at the forefront of all other transport modes.

We look forward to working with ALL our international partners and stakeholders in this endeavour and, to this end, I would notably like to warmly welcome the new TSA Administrator David Pekoske, who is able to join us today at this Symposium.

The threats and challenges of aviation security are constantly evolving. There is no time for complacency – and we have to be constantly ahead of the curve – one step ahead of the enemy. We must do our utmost to tip the odds in our favour and stay focused, revising practices, procedures and policies as required. We know too well that aviation continues to be one of the preferred targets of terrorism and we must do our utmost not to allow them to succeed.

I firmly believe that security solutions should be **risk-based, outcome-based and facilitation-based**. What do I mean by this?

- First, risk-based means the need to develop security measures proportionate to the threat that focus on the probable, not on the possible.
- Second, outcome-based means that security measures actually achieve security objectives, rather than just prescribing rigid procedures to comply with. We are not in the business of writing rules just to protect ourselves as policy-makers. The outcome we want is the highest possible protection of passengers.
- Finally, facilitation-based means that security measures should not disproportionately disrupt the day-to-day lives of passengers and business, as far as possible.

In relation to evolving risks, let me emphasize three particular issues—and they are well reflected in the topics covered by this Symposium:

These are:

First, the threat of concealed explosives being carried by passengers; Second, the protection of landside areas at airports and; Third, the Cyber-security threat.

[1. Concealed Explosives]

First, let me focus on **concealed explosives in items carried by passengers**, including **Portable Electronic Devices – or PEDs**. I want to stress at the outset that for us, safety and security go entirely together. We cannot afford a solution that may remove a security threat but adds a safety risk. Safety and security are part of a wider equation and the EU is fully committed to ensure both are equally considered.

We are going through troubled times where the threat of improvised explosive devices is higher than ever. To counter this threat in the European Union, as part of our risk-based approach, we are currently carrying out a risk assessment to establish the level of risk and the actions that may be needed to mitigate the threat.

As I said, we should be constantly vigilant and test that our level of protection continues to be fit for purpose – and Europe is certainly committed to this to manage the safety and security risk posed by concealed explosives.

At the same time, this threat of concealed explosives is global. We all have to work together to be effective and it is for this reason that ICAO should and must play its central role. The European Union very much welcomed ICAO's initiative, and that of its AVSEC Panel, to setup a Task Force to address the risk of concealed explosives. We look forward to receiving its recommendations and I assure you that we will be working very closely together with ICAO to support its implementation.

[2. Landside Security]

The second area is the issue of **landside security**. As recent events continue to demonstrate – this remains a key challenge and priority for us. I believe that any security measure should be based on a local risk assessment conducted by the national law enforcement authorities in cooperation with national transport authorities. This – and the daily seamless communication and sharing of information between all relevant authorities at national level - is essential if we want to achieve the best security outcome and avoid a disproportionate negative impact on airport operations.

For this reason we are actively studying a way to develop a systematic approach to information sharing, collaboration on risk assessments, and mapping of security arrangements. We are also engaging with airports and other stakeholders to design workable solutions that would lead to better protection of landside areas.

[3. Cyber-Security]

Let me now come to cyber security. Aviation depends more and more on digital technologies, so the cyber security threat is immediate, increasing

and evolving. Our objective is a coordinated defence against cyber threats, building up cyber resilience and international cooperation.

The challenges are daunting. The threat is real; developments are fast paced; and cybersecurity issues often cut across many sectors and disciplines. Information sharing is of paramount importance, and sometimes rules and regulations are no longer fit for purpose.

The European Commission has put this topic at the top of its agenda. As part of our response, the European Aviation Safety Agency has established a European Centre for Cyber Security in Aviation (ECCSA) and kicked off the European Strategic Coordination Platform to better coordinate and implement the European strategy for cybersecurity in aviation together with key industry stakeholders, our Member States and ICAO. We are also more than happy to share our experiences with you.

Cybersecurity is a global issue and we must work together. We therefore need to develop a strong, consistent, and coherent global strategy to address cybersecurity and ICAO is again uniquely placed to tackle this. We must quickly implement the 39th ICAO Assembly Resolution on Cybersecurity in Civil Aviation and be mindful of one of its core messages: the need to break out of a "silo approach". We also believe that the regulators' approach ('top-down') and the industry-led efforts (bottom-up) are complementary initiatives - both are needed. ICAO's initiative to organise a table-top exercise on cybersecurity during this symposium is also to be applauded.

I wish to assure you that the European Commission stands ready to work closely with all of you to implement the Assembly Resolution, including

with capacity building. In this area, as in others, we must make sure we do not leave any country behind.

Ladies and Gentlemen, I have focused until now on the relatively new risks to aviation. They challenge us and ICAO to reflect on how present legislative processes are adequately responding to the emergence of risk and the pace of technological innovation.

However, we cannot ignore other long-known issues.

I want to stress the importance of **effective implementation of ICAO standards on the ground**. Rules on paper are important, but security measures **implemented on the ground** are those that really protect civil aviation. We consider that constant quality control monitoring and oversight by the States, industry, regional organisations and ICAO are essential.

We understand this is often a challenging task. ICAO gives us the opportunity to address this issue as an aviation community that works together to reach the goal of full compliance. The European Union believes that effective implementation of aviation security measures should be accompanied by **capacity-building initiatives** to ensure their roll out around the world. Some concrete examples include the Civil Aviation Security in Africa and the Arabian Peninsula Project (CASE Project).

In this context it is crucial that capacity building assistance is seen as a partnership, in line with ICAO's initiative of **No Country left Behind**, and

between States with the same intention: to achieve global compliance with international standards.

Both the effective implementation of international standards and the deployment of effective capacity building activities have been addressed in detail in the latest version of the GAsEP. Indeed, the Commission welcomes ICAO's leadership in this effort and supports the GAsEP as a key deliverable in the context of UN Security Council Resolution. Our task is to ensure that the GAsEP is formally adopted and implemented.

I want to personally thank President Benard Aliu and SG Fang Liu for their direct involvement and leadership in focussing on aviation security and let me assure you that you have the full support of European Union for your work.

Ladies and Gentlemen, Dear Colleagues, less than a year ago the UN **Security Council Resolution** put a collective responsibility on all aviation stakeholders, industry, States, regional organisations and ICAO, to strengthen aviation security. This Resolution was supported by many countries and regions. It provides all of us with a strong mandate to be proactive and not just reactive when protecting civil aviation against terrorist attacks. The European Union has done its utmost to deliver on this new mandate. While we can be pleased with the current level of success, we can never be complacent. **The terrorist threat to civil aviation is global so nothing other than a global response** is satisfactory. ICAO is the right forum to tackle this challenge – and to do so effectively ICAO should explore how to prioritise security even further. There is scope for determined and rigours leadership, to project this increased importance also through the use of internal resources and the

possibility for some visible and important "wins" as we all work towards ensuring the successful implementation of the standards that we all agree on.

It is for all of us to show the world that civil aviation is up to the task and that we can, together, deliver safe and secure air transport.

In this spirit of cooperation I wish you all to have very fruitful discussions and a successful Symposium. Thank you.