

Good morning everyone!

On behalf of ICAO, I would like to welcome all of you to the APAC Regional Office and thank you for your participation in this AIRCRAFT ACCIDENT & INCIDENT INVESTIGATION AUTHORITY WORKSHOP. This as you all are aware is a difficult time for all of us with the Coronavirus pandemic spreading across the world. We really appreciate the fact that your government has attached adequate importance to this workshop to enable your participation. ICAO has always been appreciative of efforts to advance aviation safety, and it goes without saying that the investigation community ranks second to none in committing to improving safety through in-depth investigations.

ICAO recognizes the need for its safety strategy to evolve and ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment. The 2020-2022 edition of the GASP maintains some key elements from its previous edition, such as goals for States to improve their effective safety oversight capabilities and to progress in the implementation of State safety programmes (SSPs). Main changes in the plan include new goals and targets for States, regions and industry as well as tools to measure States' safety oversight capabilities. This new edition of the plan also recognizes the importance of safety risk analysis at national and regional levels. It incorporates guidelines and a structure by which States, groups of States or entities within a region identify hazards and mitigate operational safety risks therein, through the assistance of regional aviation safety groups as well as regional coordination. The vision of the GASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' 2030 Agenda for Sustainable Development. The plan's mission is to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry.

ICAO's primary indicator of safety in the global air transport system is the accident rate based on scheduled commercial operations involving fixed-wing aircraft with a maximum takeoff mass greater than 5 700 kg. Playing an important role in the GASP and in the roadmap safety initiatives, accident and incident investigations have provided **lessons of utmost importance** on how to improve aviation safety, especially as it relates to the four high-risk accident categories **controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursions and incursions**. And this work will always be important! Yet, it is acknowledged that new strategies need to be developed in order to reduce the overall accident rate. At the same time, it is necessary to provide tailored assistance to the region(s) where the accident rate remains high.

Talking about ICAO's audit -- while the global average Effective Implementation in the area of AIG based on USOAP audit is 57%, the Asia Pacific Regional average is only 50% leaving a lot of scope for improvement. This improvement becomes very important as the new GASP target for AIG EI is 75% by 2022. In South East Asia while the average EI is 55% the States individual EIs vary widely from 99% to 11%. Further in South East Asia out of the 12 States only 6 of these States have established independent AIG bodies and even amongst these 6 States only 3 of these bodies are functioning as per requirements of Annex 13. So we have a challenging task ahead of us.

A variety of initiatives and efforts are on-going in ICAO to advance investigation techniques and procedures, aiming to help investigation authorities worldwide meet their obligations called for in Annex 13. Much work was developed in the area of "protection of safety information", particularly relating to accident and incident investigation records, leading to a recent major amendment to Annex 13.

Further recognizing the need to eliminate the duplication of efforts and that some States lack the capability and resources to carry out investigations, ICAO has developed the *Manual on Regional Accident and Incident Investigation Organization* (Doc 9946) some years ago. Such guidance has been of utmost value in regions exploring the development of regional investigation systems. Many regional and sub regional initiatives are under way in this regard.

Annex 13 is a very mature, stable document and has proven the test of time, especially in complex investigations involving numerous States and different parties. Your participation and contributions to the development of ICAO investigation provisions are undoubtedly what makes this Annex a solid and trustworthy reference to international investigations. ICAO wishes to keep counting on your valuable contributions toward the improvement of safe operations.

I have taken note of the comprehensive programme ahead of you in the next few days. The workshop aims at supporting States to establish independent and effective AIG and promoting regional cooperation mechanisms to support States with AIG. I wish you all very fruitful and meaningful discussions during this workshop. I would especially thank Mr. Michiel Vreedenburgh the Project Coordinator and CTA for COSCAP SEA who has taken this initiative to coordinate and organize this workshop as well as our team of experts from our HQ– Mr. Nicolas Rallo, Andre de Kock who have come all the way from Montreal to deliver this workshop.

Thank you all for your attention, and even more, thank you for everything you do to make aviation safe.