



**Address by the Secretary General of ICAO
Mr. Raymond Benjamin
to the
Thirty-third Plenary Session of the
European Civil Aviation Conference (ECAC)
(Strasbourg, 10-11 July 2012)**

“Commentary on the contributions to the Debate”

Good afternoon everyone,

It is a pleasure to be among you today and having had the opportunity to listen to some very interesting and passionate debates.

I have been graciously invited at this point of the day to comment on the contributions to the debate’s theme **“Europe’s early ambitions for the ICAO 2013 Assembly”**.

I would like to remark that the key topics covered represent not only “Europe’s ambitions” but indeed reflect those of “ICAO” and “the rest of the international aviation community”.

The discussions on “Aviation Security”, “Aviation Safety and Air Traffic Management”, “Economics of Aviation” and “Aviation and the Environment” are precursors to many important ICAO events and initiatives that will take place over the next 12 months leading to the 38th Session of the ICAO Assembly in September 2013.

The *High-level Conference on Aviation Security* in September will assemble ministers, senior government officials and aviation stakeholders with the goal to reach global consensus and formulate recommendations on key aviation security priorities and issues. These include:

A proposed ICAO Aviation Security Global Risk Context Statement;
Further enhancement of air cargo security;
Combating the insider threat;
Evolution of ICAO’s Universal Security Audit Programme;
Capacity-building and technical assistance;
Ensuring the sustainability of aviation security measures;
Reinforcing the role of Machine Readable Travel Documents, Advance Passenger Information and Passenger Name Record data; and
Driving technology developments and innovation.

And of course, the Conference recommendations will be key input to the 38th Session of the ICAO Assembly.

The *12th Air Navigation Conference* being held in November will address the latest version of the Global Air Navigation Plan (GANP) which draws heavily on the aviation system block upgrades which comprise various operational improvements aimed at harmonizing and improving the efficiency of the Global Air Navigation System. To aid in the harmonization, the block upgrades are supported by roadmaps for communications, navigation and surveillance as well as information management and avionics.

The purpose of the AN-Conf/12 is to gain consensus, obtain commitments and formulate recommendations to achieve an integrated global ATM system in a progressive, cost-effective and cooperative manner.

The Conference will also define the planning horizon for the next 20 years and it is expected that the Conference will produce the following outcomes:

Input to the 4th Edition of the Global Air Navigation Plan and agreement that it should serve as a unified planning mechanism to ensure harmonization and interoperability, driving regional planning;

Agreement to an annual Global Air Navigation Report to demonstrate progress against the Global Plan;

Agreement to the Aviation System Block Upgrades (ASBU's) with priority for Block 0 implementation and Block 1 standards development;

Agreement on an integrated work programme for ICAO, States (and their standards bodies) Aerodromes, Air Navigation Service Providers and the Aircraft Operators;

Agreement on the structure and management of ICAO's Expert Groups; including rationalization of the management of Panels, Task Forces and Study Groups in order improve efficiency.

ICAO's *Sixth Worldwide Air Transport Conference* (ATConf/6) which will be held in March 2013 will examine key issues in air transport regulation and liberalization as well as proposals on related policy guidance or regulatory arrangements.

The ICAO Air Transport Symposium that took place in April 2012 was particularly relevant to the preparation of ATConf/6, as it has identified the impediments of a sustainable air transport system and therefore defined the strategies and tools which could create the conditions for this sustainability.

The Conference is expected to provide recommendations for a new regulatory framework to such areas as market access, air carrier ownership and control, consumer protection, fair competition, taxation and other levies, as well as economics of airports and air navigation services providers, in order to take into account the changes that have occurred during the past decade. A special focus will be put on the best means to implement this harmonized regulatory framework for international air transport. These recommendations, as well as an action plan to implement them would be reported to the 38th Session of the ICAO Assembly for endorsement.

On the *environmental* front, several key initiatives will continue to be undertaken with a view to providing a robust and concrete global policy to address the climate impacts of international aviation at the 38th Session of the ICAO Assembly.

States' action plans are being submitted by member States, showcasing the initiatives that individual States are taking to reduce CO₂ emissions. The action plans will enable the identification of implementation support and assistance needs, as well as how the global aspirational goals are being achieved. An ICAO seminar in October 2012 will consider the possible mechanism to facilitate the provisions of such assistance.

Flights on sustainable alternative fuels are now a global reality, and technical aspects of these fuels are proven to be viable. ICAO took part at the UN Conference on Sustainable Development (Rio+20) where I demonstrated this reality by flying from Montreal to Rio on a series of four flights, all powered by sustainable alternative fuels. The next challenge is to facilitate the availability of such fuels for aviation in a timely manner in sufficient quantities, and ICAO formed an expert group to develop policy recommendations by early 2013.

On the subject of market-based measures, ICAO has continued to work intensely to develop a global solution, in cooperation with experts nominated by member States and international organizations. Good progress was made at the recent Council meeting last month, where options for a global scheme were reduced to three, and agreement was reached to further evaluate the options and to provide the results to the next Council session in November 2012. It was also agreed that further progress would be made on the development of a framework for market-based measures. Work will also continue on political aspects, including the ways to reconcile the principles of non-discrimination and common but differentiated responsibilities.

Another major area of activity is the development of a CO₂ certification Standard under the Committee on Aviation Environmental Protection (CAEP). Significant efforts have been directed for the recent agreement of a CO₂ metric system, and all the technical work will be reviewed by the ninth meeting of the CAEP in February 2013 with an expected outcome by the end of 2013.

In May 2013, ICAO will be hosting an *Environmental Symposium* to facilitate well-informed discussions and decision-making at the 38th Session of the ICAO Assembly.

I would now like to inform you that in the context of longer-term planning, I recently undertook a review of the current *Strategic Objectives* of ICAO.

With what is currently Strategic Objective *Safety*, it became apparent that the development of the global air navigation systems is a strategic issue by itself and is driven not only by safety reasons but also by efficiency, operational and environmental considerations. It was therefore decided to separate *Safety* into two key objectives entitled *Safety* and *Air Navigation Capacity and Efficiency*.

Key activities under the *Safety* Objective will include the ICAO Global Aviation Safety Plan (GASP), the Regional Aviation Safety Groups, Safety Management; the maintenance and update of Annexes and Guidance Material; compliance oversight through USOAP and the Continuous Monitoring Approach (CMA) and tailored Action Plans for States with less than 60% Effective Implementation; Safety Tools to Share Safety Information, and Training Courses.

At this early stage, topics for the Assembly which may controversial are expected to be:

ICAO's Safety Index and how it may be used to share Safety Information with the public;

The protection of Safety Information which is used to proactively address safety issues (protecting cockpit voice recordings, etc);

Continued progression of a non-punitive safety culture;

Completion of an ICAO policy and accompanying manual to support Accident Victims Families

Under *Air Navigation Capacity and Efficiency*, it is envisaged that the upcoming triennium will establish the key steps for the next 20 years of Air Navigation and Avionics improvements. This transparency will increase alignment between State, Air Navigation Service Provider and Aerodrome planning. The Global Air Navigation Plan (GANP) will outline the key activities including Global and Regional Planning and Implementation Groups; establishment of SARPS and PANS for Aviation System Block Upgrades and for Remotely Piloted Vehicles; Next Generation of Aviation Professionals and the fostering harmonization and implementation.

Enhancing global civil aviation security remains of high importance. The Strategic Objective *Security and Facilitation* reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters. The Organization's activities will focus on the policy and regulatory framework; compliance oversight; assistance and capacity building; travel document security and facilitation.

It was deemed that the current Strategic Objective *Environmental Protection and Sustainable Development of Air Transport* covered distinct areas and thus merited individual consideration as Strategic Objectives.

Therefore, the Strategic Objective *Economic Development of Air Transport* will focus on fostering economically viable development of the air transport system and enhancing its economic efficiency and transparency to support the growth of air transport. Activities will include funding of air transport infrastructure and operations (e.g. charges and taxes); economic regulation and oversight and aviation data, forecasting and analysis.

Environmental Protection will continue dealing with activities geared toward minimizing the adverse environmental effects of global civil aviation with focus on developing policies and regulatory frameworks related to noise, local air qualities, climate change and alternative fuels as well as on assistance and capacity building.

Approved by the Council of ICAO in June, the new five Strategic Objectives of the Organization for the 2014-2016 triennium will therefore be Safety, Air Navigation Capacity and Efficiency, Security and Facilitation, Economic Development of Air Transport, and Environmental Protection and will form the basis of my proposals for the forthcoming budget.

There is no doubt that the outcomes of the ICAO events I just highlighted will determine the key issues and priorities that will be brought forth to the 38th Session of the Assembly, and it will be the

Assembly, in turn, that will mandate the direction, work and goals of ICAO for the following three years.

Moreover, it will be under the framework of the five new Strategic Objectives that ICAO will lead the implementation of actions and activities in cooperation with its Member States and industry stakeholders.

Thank you for your kind attention this afternoon and I wish you continued fruitful discussions.
