



**Address by the Secretary General of ICAO
Mr. Raymond Benjamin
to the
Sixty-second Special Meeting of the European Civil Aviation Conference (ECAC)
*Directors General of Civil Aviation***

(Chisinau, Moldova, 29 August - 2 September 2013)

Good morning everyone.

It is a pleasure to be with you here today, just a few weeks in advance of ICAO's 38th triennial Assembly.

Since the outcomes of this meeting are largely assured at this point, with the major exception of the climate change issue, I would also like to use my time today to discuss how ICAO will be adjusting its priorities and planning for the next triennium in light of the projected Assembly results.

As I mentioned to you one-year ago, the ICAO Council has approved that our work will be organized on the basis of five Strategic Objectives for the 2014-16 triennium.

The categories of *Safety, Capacity & Efficiency, Security & Facilitation, Economic Development and the Environment* will guide our efforts during this period, and we have a good understanding at this point of how we will establish and achieve our specific goals.

One important consideration for ICAO moving forward will be the fact that our budget will be quite tight during this period. The Council, where Europe is well-represented, has confirmed that we must operate for the next triennium on the basis of Zero Nominal Growth, and I have taken this as a clear call to innovate and to ensure that ICAO begins to get better from this point at achieving more with less.

The Performance Management approach suggests some useful principles in this regard, notably with respect to structuring more transparency and accountability into how we measure and report against our progress. This is precisely the path which we will be following and which we will be looking for our Assembly to support through a series of key endorsements.

Two such endorsements relate to ICAO's important and linked Global Plans for the 2014-16 period. The revised Global Aviation Safety and Global Air Navigation Plans now establish clear strategic priorities, propose targets, and outline flexible implementation paths for States depending on their level of operational maturity.

The Plans will be set into action via new online Regional Dashboards which ICAO has established, and monitored and measured against electronic annual reports in each of these areas.

With respect to our Safety goals, we should first stress that, compared to 2011, the number of accidents in 2012 decreased by 21 per cent and the number of fatalities by 10 per cent. These are remarkable achievements.

I would also highlight here the recent successes of our collaborative Runway Safety and Fatigue Risk Management Programmes. These are both excellent examples of how ICAO is working more effectively with States and operators to identify hazards and manage risk.

We will similarly be setting our sights over the next triennium on another sector-wide safety priority – Loss of Control Inflight. A dedicated ICAO Symposium in May 2014 will bring the aviation community together to examine this issue and develop a practical and effective global Loss of Control work programme.

ICAO's Dangerous Goods mandate will also be expanding through 2016 to encompass broader cargo safety issues. This work in particular will be complemented by our collaborative efforts in Security & Facilitation on streamlining cargo supply chain security.

Regionally, ICAO will continue to collaborate with established safety organizations, such as Regional Aviation Safety Groups (RASGs) and Regional Safety Oversight Organizations (RSOs), and to promote the training and support necessary to address emerging safety issues.

Africa has seen some good improvement of late, but we should also acknowledge that the persistence of safety lists continues to be a source of international friction. ICAO's collaboration and assistance efforts to help various States address their Significant Safety Concerns has been showing good results as of late, and it would be helpful if our ongoing coordination in this area with the European Union could be further enhanced.

Before I end off in Safety, I would like to draw your attention to a DG-level ICAO Safety Conference now being planned for 2015. This event will be centred upon Safety Intelligence in the context of Safety Management, and notably on how we share this intelligence in the context of competing judicial objectives.

Lastly, I would stress here that while ICAO/EU safety cooperation is now working very well, we can also do more, along with our U.S. colleagues, to minimize duplication arising from our related audit programmes. Increased coordination of our monitoring and inspection activities, as specifically outlined in the ICAO/EU MoU signed in March 2012, is presently delivering good results and should be augmented where possible.

In the area of air navigation capacity and efficiency, ICAO is strengthening its work programme and prioritizing those areas where we can bring the greatest fuel and emissions benefits in the shortest period of time.

First and foremost, we are focusing our resources on the implementation of performance-based navigation for all phases of flight, but most importantly in the vicinity of major airports. We are working with our regional offices and in many cases, directly with States, on PBN implementation action plans and related operational improvements in accordance with our aviation system block upgrades.

ICAO also has an important role to play in ensuring that we achieve harmonized system-wide information management, or SWIM, a major enabler of SESAR and other advanced ATM solutions. In order to expedite this work, we are currently planning a Meteorological Divisional Meeting in 2014 which will feature a strong focus on data-sharing, as well as an Information Management Divisional Meeting a year after that.

Because of the urgency that you have placed on Remotely-Piloted Aircraft Systems (RPAS), I have increased ICAO's resources towards developing near-term guidance material for use by States and industry. We will also convene a global RPAS Symposium in November 2014 that will provide an opportunity for feedback and clarity on the direction of future provisions.

I lastly wish to highlight in the air navigation area that ICAO has begun involving itself in the commercial space transportation field.

This is an interesting and expanding venture and guidance material will be needed to support these activities in the near-term. ICAO is therefore reaching out to relevant UN organizations and we also held a seminar earlier this year, in conjunction with McGill University in Montréal, on the Regulation of Emerging Modes of Aerospace Transportation. A working group proposal is also being considered.

Moving now to Aviation Security and Facilitation, I would first of all like to express ICAO's gratitude to Lithuania, who presently hold the European Commission Presidency, for submitting a Working Paper on behalf of ECAC Member States proposing a number of AVSEC programme priorities over the coming triennium.

Drawing as it does on the conclusions which emerged from ICAO's 2012 High-Level Conference on Aviation Security, I can assure you that ECAC's AVSEC priorities are very much in line with our own. We recognize, for example, that we must make aviation security more sustainable by introducing more efficient, risk-based security and facilitation processes.

I also wish to stress that ICAO will be seeking to place the increasingly important area of Air Cargo Security and Facilitation into the spotlight at the 38th Assembly, and that this will be a growing area of priority for us over the coming triennium.

We will be holding a special Assembly press conference on this topic, in collaboration with the World Customs Organization and the industry trade group TIACA, launching a new ICAO/WCO joint publication entitled "*Moving Air Cargo Globally*", and providing the WCO with exposure in the Assembly's ICAO exhibition area.

Given that air transport presently moves 35% of goods by value annually, it is essential to ensure that our air cargo security measures do not create adverse impacts on global trade.

Other areas of AVSEC priority at the 38th Assembly include endorsement and implementation of ICAO's Traveller Identification Strategy, and a commitment on behalf of our States to continue to cooperate under ICAO to improve global AVSEC effectiveness.

Recognizing that any gaps in our global regime compromise the integrity of the broader system, our capacity building efforts will remain an important support component underlying all of our AVSEC programmes and goals. We are presently expanding our partnerships with Member States, including some EU States, in order to deliver new types of targeted assistance such as on-the-job training and project management resources.

I would like to take this opportunity to thank all the European States that have assisted ICAO with financial and/or human resources towards these efforts. In the next three years we will continue to explore new ways to deliver assistance and optimize our cooperation, and I would highlight here the joint ICAO-ECAC AVSEC seminar now planned for end-January 2014.

Looking towards the coming triennium, consensus at the Assembly will allow us collectively to increase the emphasis on assuring uniform and consistent implementation of sustainable aviation security measures worldwide. I believe this must be ICAO's top AVSEC priority.

Turning now to the Economic Development of Air Transport, ICAO was quite encouraged by an external aviation policy adopted last December by the Council of EU Transport Ministers. This document prescribed a leading role for our Organization in modernizing the economic regulatory framework governing liberalization while safeguarding fair competition.

Subsequently, ICAO's Sixth Worldwide Air Transport Conference convened this past March and adopted a comprehensive set of recommendations supporting and guiding our work in this area. I would like to express my gratitude, again, to the Member States of ECAC for their active participation at this event.

Another important economic priority will be to maximize efficiency in border and customs clearance operations to promote trade, tourism and economic development.

This ties in closely with our Security and Facilitation goals and to the wider concept of enhancing air transport connectivity – which encompasses not only the streamlining of airport clearances but also the protection of air transport consumer interests.

It is our position that air transport passengers should be protected and that such protection would benefit from increased regulatory convergence and compatibility. Looking ahead, ICAO will therefore be considering appropriate and comprehensive passenger protections being established in a new second Volume to Annex 9—*Facilitation*.

ICAO has an important role to play in the Economic Development of Air Transport, with the many objectives before us clearly highlighting that a safe, sustainable and efficient aviation system must also support reasonable and dependable levels of operator profitability.

This is an essential aspect of ICAO's current efforts to evolve and refine the civil aviation economic framework and a principle which will be guiding our work for the foreseeable future.

The last strategic area for me to touch upon today is the Environment. Our environmental priorities at the Assembly will be to draw States' attention to the need to share data more extensively in support of continuing analysis work, and to recognize recent progress in ICAO so that we can continue on course with some important deliverables, such as the global CO₂ Standard for aircraft.

We are also expecting further endorsement this September of ICAO's highly successful programme of State Action Plans on CO₂ emissions reduction, as well as related initiatives surrounding capacity building and the coordination of financial assistance.

With respect to climate change and international aviation emissions, we expect the Assembly to express its concern that certain States are still considering international aviation as a revenue source for non-aviation emissions reduction initiatives. ICAO's position has been clear that these measures are short-sighted and counter-productive to long-term economic prosperity.

And while world airlines may have recently affirmed that a single, mandatory carbon offsetting scheme is their best-case scenario for a global MBM, we still have considerable work at ICAO in resolving an MBM solution to the satisfaction of the majority of our States.

We will therefore be asking our 38th Assembly to recognize the significant technical and political progress on MBMs which we have achieved thus far, and to endorse our continued work, as a matter of priority, towards a global MBM scheme for international aviation.

Before closing today, I wish to highlight that ICAO is inviting many regional bodies to a series of side events during the 38th Assembly. A good number of the planning items I have discussed here

today will be on the table at these meetings and we are looking forward to further European inputs on these objectives at that time.

I also wish to gratefully acknowledge how ICAO-ECAC cooperation has continuously increased during 2013, based on the agreed implementation plan supporting our Memorandum of Cooperation.

The recent establishment of the European Regional Aviation Safety Group to which ECAC contributes, the observer status provided to the ICAO EUR/NAT Office for meetings of the ECAC Group of Experts on Accident Investigation, and the participation of both our organizations in the European Search and Rescue event hosted by Romania earlier this year, are further excellent examples of how we can continue to work better together to our mutual benefit.

Thank you again for inviting me to speak to you here today.
