Address by the Secretary General
of the International Civil Aviation Organization (ICAO)
Dr. Fang Liu
to AVSEC World 2016

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Good morning ladies and gentlemen.

1. I'd like to thank our Malaysian hosts for the wonderful facilities and hospitality, and also by highlighting ICAO's appreciation of Mr. Azharuddin Abdul Rahman of Malaysia, who served as the elected President of our 39th Assembly Session just a few weeks ago.

2. Allow me to underscore the importance of ICAO's cooperation with ACI and IATA, which has been fruitful and is strong. ACI and IATA are our strategic partners. Both participate in a number of our deliberative bodies and expert groups, and they contribute to ICAO's rule-making process, and in many other efforts to enhance safety and security of international civil aviation. I'm pleased that ICAO has partnered with ACI and IATA a second time in the convening of AVSEC World, and in bringing the opportunity for increased industry-government engagement to discuss a wide array of security topics.

3. It's remarkable what aviation has accomplished in the security domain over the past 25 years.

4. ICAO recently concluded a particularly noteworthy Assembly – our 39th in fact.

5. ICAO Assemblies take place once every three years, and provide an opportunity for our 191 Member States to endorse the strategic objectives and budget for our Organization.

6. While the majority of public and State focus this year was on the consensus ICAO forged around new Global Market-based Measures (GMBM) for international flight emissions, there were also some very important endorsements from world governments on our targets and objectives for global aviation security.

7. In the first place the Assembly delegates recognized the need for ICAO to fast-track the development of a new Global Aviation Security Plan, or GASeP.

8.   This document is intended to replace the ICAO Comprehensive Aviation Security Strategy (ICASS) framework which will reach its approved scheduled end-date this year.

9.   Like its sister global plans which ICAO has already established for Aviation Safety and Air Navigation Capacity and Efficiency, the new GASeP will provide guidance for priority setting and programme targets at the international, regional and State levels.

10.   It will also establish a dependable and robust cooperative framework within which States can move forward, aligned with industry and other enforcement stakeholders, and effectively address our most pressing threats and risks.

11.   All of us here today are well-aware of the challenges we face in terms of integrating the responsibilities and actions of local, regional and national enforcement and security services.

12.   The new Global Aviation Security Plan will help define the roles and responsibilities of all related agencies, and in so doing guide more progressive and coordinated aviation security enhancement measures.

13.   And to be sure we're all on the same page, "aviation security enhancement" in this context will be understood as any improvement in the effectiveness and efficiency of how we mitigate both the risks and consequences of acts of unlawful interference.

14.   It will also include considerations with respect to managing the costs of aviation security approaches and solutions, which is a critical factor in ensuring future investments and sustainability of the global aviation security system.

15.   A first 'Consultation Draft' of this new ICAO Global Plan will be considered by the 28th Aviation Security Panel in May 2017, with a view to presenting it for consideration by the ICAO Council shortly thereafter.

16.   Consultations with Member States and industry on the plan's scope and substance are then expected to occur in the second half of 2017.

17.   Another important outcome of the 39th Assembly was our Member States' acknowledgement of the recently adopted UN Security Council Resolution on Aviation Security (No. 2309).

18.   This resolution underscores the international community's condemnation of terrorist attacks against civil aviation, and reaffirms that such attacks pose a serious threat to international peace and security.

19.   The Resolution further acknowledges that States have a responsibility to put in place effective security arrangements to safeguard aviation against terrorist attacks. They also have a responsibility to work closely together through ICAO to ensure that international standards keep pace with our rapidly evolving threat context.

20.   Consistent with the reprioritization ICAO has already begun under its *No Country Left Behind* initiative, the Security Council recognized the importance for ICAO to deliver targeted capacity building, training and other technical assistance to enable all States to implement aviation security measures effectively.

21.   The UN Security Council also supported ICAO's enhanced partnership objectives being pursued under the framework of the ICAO World Aviation Forums, and noted that collaboration should be enhanced between ICAO and appropriate UN Counter-Terrorism bodies.

22.   It is noteworthy that the relevance of Security Council Resolution 2309 was clearly recognized by our 39th Assembly and several Member States directly referenced the resolution when requesting the expedited development of the Global Aviation Security Plan. The Resolution will be a key governance tool at the international level with respect to how ICAO and its Member States align and adjust our aviation security priorities.

23.   In addition to the new Global Plan, the Assembly also directed ICAO to continue the good work already undertaken to encourage the effective implementation of security-related Standards contained in Annexes 9 and 17 to the Chicago Convention, to develop or refine tools by which States can self-assess the effectiveness of their aviation security regimes, and to continuously improve our assistance and capacity-building efforts.

24.   The Assembly also expressed strong support for the ICAO Universal Security Audit Programme, while looking to provide additional information regarding the effective implementation of security measures on the ground, taking into account applicable risk-based approaches.

25.   Also discussed was the need to explore new means to enhance the sharing of USAP audit result between States, especially where these States might share a high level of bilateral traffic.

26.   Cybersecurity is another key area where all aviation security stakeholders are looking to improve threat and risk management. The Assembly recognized that civil aviation is particularly at risk of cyber-attack, because these are more dangerous in a sector whose component parts are highly interdependent. Furthermore, the cyber-defense mechanisms currently in place are not yet adequate to deal with this rapidly evolving threat.

27. Moving forward, ICAO will be studying new preventive measures, response options, as well as contingency and recovery actions in the event of cyber-attacks.

28. ICAO will also work cooperatively to develop and implement a global framework through which civil aviation stakeholders can address cybersecurity more effectively. This framework will use a cross-cutting, horizontal approach, and will look to enhance the disclosure of security audit results, particularly relating to the prompt notification of the existence of significant security concerns.

29. Moving now to landside security concerns, I'm sure we can all agree that the high-profile airport attacks in Brussels and Istanbul earlier this year were a tragic reminder of the enormous challenges faced in securing public areas of airports.

30. They also highlighted for us the inseparability of aviation security and national security, and of the significant socio-economic consequences of terrorism.

31. Importantly, however, they also serve to remind us of the historic resilience and responsiveness of the global civil aviation network. In this regard, we continue to rely heavily on strong cooperation and coordination between ICAO, States and other key aviation security stakeholders, such as IATA and ACI, amongst others.

32. In its conclusions on this topic, the 39th Assembly cautioned against the possible displacement or creation of vulnerabilities when implementing new landside security measures.

33. It also stressed that all related solutions being considered should be fully supported by comprehensive risk assessments, carried out in conjunction with all relevant authorities.

34. The broad consensus reached by ICAO's Member States on our most urgent shared challenges provide a new level of confidence and certainty as we develop our future aviation security plans and targets.

35. All of these elements, when taken together with further strong endorsements received for our ongoing work on insider threats, conflict zone information sharing and risk mitigation, and the important objectives being realized under the ICAO Traveller Identification Programme strategy, it's my view that the air transport sector now has a well-defined path ahead on aviation security.

36.   As our cooperative efforts towards addressing new and evolving threats become better aligned under a new ICAO Global Aviation Security Plan, and supported by more intensive training and capacity-building where our system needs it the most, I am reassured that international aviation will be able to move forward confidently, collaboratively and effectively.

37.   ICAO will continue to do its part as we embark on this journey, providing a platform for leadership in the identification and implementation of global aviation security priorities, and working alongside States, industry and our UN system counterparts to assure a coordinated global response to current and future threats.

38.   Thank you, and may I wish you all a very productive and thought-provoking 25th AVSEC World.

Thank you.

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