



**Address by ICAO A/RD, Mr. Mohamed Smaoui
SEIG/1 virtual meeting, 16-18 Nov. 20**

Good morning, Dear colleagues

I would like to welcome you all to the First meeting of the Safety Enhancement Implementation Group (SEIG/1).

I am confident each one of you will bring his/her expertise and experience around the table throughout the three days of the meeting and contribute to the success of the meeting.

I believe you know that the main deliverable expected from this meeting is the MID Region Aviation Safety Plan (MID RASP). I would like to point out that the Global Aviation Safety Plan (GASP) contains an aspirational safety goal to achieve and maintain zero fatality in commercial operations by 2030 and beyond. This goal is deemed “aspirational” as it represents an ambition of achieving an even safer aviation system. The year 2030 has been selected as the timeframe for reaching this goal, as it is forecasted that the traffic volume would double by 2030. It represents also the target year for the UN Sustainable Development Goals (SDGs). In addition, the ICAO Business Plan sets out the ICAO Strategic Objectives and priorities to guide the activities of the Organization to support Members States in their attainment of a safe, secure, efficient, economically viable and environmentally responsible air transport network.

I would like to highlight that the Draft MID-RASP 2020-2022 Edition prepared by the Secretariat, and which will be further reviewed by the meeting, considers and supports the objectives and priorities of the GASP. The MID-RASP also emphasizes the importance of identifying and mitigating risks at regional level, as a continuation of the MID Region work to improve aviation safety and to comply with ICAO SARPs and supports MID States and industry in implementing the GASP 2020-2022 Edition.

Furthermore, I would like to underline that States should develop their National Aviation Safety Plans (NASPs) in alignment with the GASP and the

MID-RASP, but priority should be given also to National safety concerns and identified risks.

The MID-RASP presents the safety priorities that were identified both at Global level as per the GASP and at the Regional level. The region-specific issues have been identified by the ASRG and included in the MID Region Annual Safety Reports. Therefore, the MID-RASP strategic approach would focus on organizational challenges/issues, regional operational safety risks, and emerging risks; and based on your inputs, would include also relevant and suitable safety enhancement initiatives and mitigation measures.

I would encourage all of you, States, International and Regional Organizations and industry to continue working in coordination and collaboration with ICAO, and within the framework of the SEIG, to ensure the timely implementation of the SEIs to address safety deficiencies and mitigate risks and attain the MID Region Safety Strategy Targets.

Thank you very much for your attention; I wish you a productive and successful meeting.

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