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ASSEMBLY — 39TH SESSION

PLENARY

Agenda Item 8: Statements by delegations of Member States

STATEMENT BY INDONESIA

(Presented by Indonesia)

Mr. President of the Council,
Mr. Secretary General,
Your Excellencies Ministers and Heads of delegation of Contracting States,
Distinguished Delegates,
Ladies and Gentlemen,

1. First allow me to introduce myself as head of delegation of the Republic of Indonesia. My name is Budi Karya Sumadi, and I am the Minister of Transport. On behalf of the Government of the Republic of Indonesia, I would like to express our sincere appreciation to the Government of Canada for the warm hospitality and to congratulate the President of this 39th Assembly of ICAO for his election. We are convinced that under your leadership and wisdom, our deliberations will reach a successful outcome.

2. May I take this opportunity to extend my Delegation's appreciation to the President of the ICAO Council and the Council's distinguished members, to the Secretary General and to the members of the Secretariat for their commendable efforts in diligently preparing this important meeting.

3. Mr. President, as an archipelagic State with the world's fourth largest population of 250 million people, Indonesia regards air transportation as being a main provider of connectivity. This is true not only as regards the domestic connectivity among Indonesian cities, islands and communities, but also with respect to international air transport which connects us with people, commercial entities, and cargo links throughout the world. Indonesia has 237 airports, of which 30 airports are international, and 63 certified commercial airlines. Last year, Indonesia's aviation sector has seen 8% passenger traffic growth despite slower economic growth of 4.5%. Passenger traffic has doubled over the last eight years. In 2015, while civil aviation worldwide experienced positive traffic growth, the Asia-Pacific region accounted for one-third of the total annual increase in traffic. There were more than 86,2 million passengers, with an average annual growth of 10.5 % in passenger traffic in the last 5 years. The significant growth of the civil aviation sector in Indonesia is forecast to continue in the coming years, based on expected growth of the Indonesian general economy of around 5% and an emerging middle class which can afford to travel by air. The Government of Indonesia is therefore taking the necessary steps to provide an adequate infrastructure for this fast-growing and economically and socially important sector, in particular airports, air navigation services, and an appropriate regulatory environment for airlines.

4. The Indonesian Government has also taken further steps for the improvement of aviation safety, aviation security and the environment by implementing the Civil Aviation Strategic Action Plan and strengthening compliance. The assistance provided by the ICAO Technical Cooperation Bureau as well as by the Governments of Australia, the EU, the United States and Japan proved to be very effective and is much appreciated. Indonesia is closely cooperating with ICAO on corrective action as recommended in the ICAO USOAP and USAP audit reports.

5. Mr. President, at the last Assembly we reported about progress made by Indonesia to enhance the civil aviation sector, in particular the setting up and implementation of the Indonesia State Safety Programme, the establishment of a Single Air Navigation Service Provider called "AirNav Indonesia" replacing the previous three providers, and the implementation of the Civil Aviation Strategic Plan for Indonesia which encompasses the development of the civil aviation sector as a whole, including airports and infrastructure.

6. This year, further progress has been made. Enhancements to the aviation security regulatory and operational system in the last four years have resulted in an ICAO USAP audit score of 94 % effective implementation when Indonesia was audited in November 2015. Furthermore, the ICAO USOAP follow-up audit in May 2014 has resulted in a major overhaul of the safety regulatory system, with more than 50 safety regulations being overhauled or replaced, and major efforts have also been exerted to enhance the operational safety system. A recent validation report from ICAO has confirmed good progress, although further efforts will be required.

7. As regards Garuda Indonesia, our well-known international carrier, I am pleased to note that it was named a 5-star airline by Skytrax in 2014, an award which has been given only to 7 airlines worldwide, achieving the highest quality performance on a consistent basis. Already previously, Garuda had ranked in the Skytrax "World's Top Ten Airlines" ranking and had already received several other airline awards, such as "World's Best Economy Class" by Skytrax.

8. On 30 May 2016, Transport Ministers and other high-level officials from the transport sector from 24 developing countries gathered in Bali to participate in the Ministerial Meeting of Developing Countries on the topic "Strengthening Partnership on Capacity Building for Civil Aviation: No Country Left Behind". The meeting's discussions centered on the rapid growth of air transportation in the world and the need to anticipate the professional human resources required by encouraging education and training for flight personnel. Indonesia offers a wide range of civil aviation training programs to enhance the capacity of member countries of ICAO, especially developing countries, and announced a fellowship programme for participants from developing countries.

9. As regards the aviation environment, an Eco Airport Master Plan has been implemented at major commercial airports of Indonesia. The environment is a high priority issue for our government. Indonesia had played an active role in drafting the Intergovernmental Panel on Climate Change Report on Aviation and Global Atmosphere, providing comprehensive information for assessing and addressing aircraft engines emissions. Indonesia also participates actively in aviation environmental protection issues in ICAO and was appointed in March of this year by the ICAO Council as a Member on the Committee on Aviation Environmental Protection (CAEP) after having been an Observer since 2012. It was one of the first States to develop and provide to ICAO an Action Plan on initiatives to manage the aviation impact on climate change as well as to provide annual updates on traffic data and fuel usage.

10. Since 2013, Indonesia and ICAO cooperate on a project aimed at improving the management and reduction of aviation carbon emissions. The large-scale Environmental Measures Project, undertaken between our Ministry of Transportation and ICAO's Technical Cooperation Bureau (TCB), reflects Indonesia's determination to meaningfully address the environmental

performance of its air transport sector over the near and longer term, while implementing the Indonesian Presidential Decree on Greenhouse Gas Emissions.

11. Mr. President, as a long standing and committed ICAO member State since April 1950 and as Council member from 1962 until 2001, Indonesia attaches great importance in supporting and promoting the role of ICAO as an important multilateral organization. In this regard, Indonesia will consistently support ICAO's resolutions and recommendations relating to the development of civil aviation. We also wish to support and promote the role of ICAO as a global forum for aviation regulatory matters. For these reasons, the Republic of Indonesia will be a candidate for the upcoming Council elections in Part 3. We believe that with the largest civil aviation sector in the sub-region, high economic and civil aviation growth and the progress made with a modernized regulatory regime, Indonesia is in a position to make a significant contribution to the work of ICAO. If elected, I can assure you that Indonesia will spare no efforts nor resources to support the work of the Organization and carry it forward.

12. In our view, the safety, security and sustainability of the global aviation system should continue to be the Organization's priorities as part of the five strategic objectives of the Organization. Revisions to ICAO's Global Plans for Safety and Air Navigation, the GASP and the GANP, will be presented during this meeting, bringing convergence on the next generation of data communications, agreement on the architecture for global system-wide information management (SWIM), and consolidation of the work programme for the Aviation System Block Upgrades (ASBUs) modules, so that the GANP provides greater planning and investment certainty. We believe that these moves, supported by related action, will strengthen aviation safety worldwide and we therefore fully support it. The same goes for the implementation of the Annex 19 on Safety Management Systems, which is a milestone for safety management in aviation worldwide, as well as related progress on State Safety Programmes.

13. As regards aviation security and facilitation, the success with the GASP and the GANP has led to calls for ICAO to develop a Global Aviation Security Plan (GASeP). Therefore, this subject will be before the Assembly for endorsement. On the basis of the successful outcomes of the global High-level Conference on Aviation Security held by ICAO in 2012, we believe that despite the considerable progress made on many issues, in view of recent terrorist events some still existing aviation security loopholes particularly at airport terminals will need to be closed. At the same time, the need for smooth, speedy and non-intrusive screening should not be neglected. We believe that efforts on both sides of the equation of security and facilitation should continue, including consideration of greater use of risk-based approaches to security controls and screening. As regards Machine Readable Travel Documents, the good work under the concept of ICAO Traveller Identification Programme should continue.

14. As regards aviation environmental protection, we are committed to participating in the worldwide efforts to achieve carbon emissions reduction, including aviation carbon emissions. We are specifically committed to the implementation of the Indonesia State Action Plan transmitted to ICAO. Aviation growth must be achieved without burdening further the environment. Carbon emissions reduction as from 2020 and long-term by 2035 are achievable goals. It is important to ensure that civil aviation growth will be fully sustainable, and reduction of carbon and non-carbon emissions is an important element of such sustainable development of civil aviation.

15. We therefore seek the much valued support of all Member State delegations present at this august Assembly.

16. With this hope, allow me to extend our sincere wishes for the successful outcome of this Assembly.

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