



ASSEMBLY – 35TH SESSION

PLENARY

Agenda Item 10: Election of Contracting States to be represented on the Council

CANDIDATURE OF THE REPUBLIC OF SINGAPORE

(Presented by the Republic of Singapore)

1 INTRODUCTION

The Government of the Republic of Singapore has the honour to announce to the 35th Session of the Assembly of the International Civil Aviation Organization (ICAO), its candidature for re-election as a Member of the Council of ICAO, in Part II, at the elections to be held during the 35th Session of the Assembly.

2 SINGAPORE'S VISION

Singapore's vision is to support and promote the role of ICAO as the global organization for the development of international civil aviation. Singapore believes that ICAO's leadership is crucial in ensuring the continued development of international civil aviation. Singapore will make enduring contributions to promote safety, security and reliability in international civil aviation by raising the standards of human resource development and sharing its experiences and expertise in the development of international standards and procedures. Together with member states, Singapore will devote more resources to better serve the international aviation community.

3 SINGAPORE'S COMMITMENT AND CONTRIBUTIONS TO ICAO

Singapore has contributed significantly to ICAO's work and will strive to deepen our contributions by sharing our expertise in human resource development, aviation security, air traffic management, application of information technology, aviation insurance and airport management. Singapore is honoured to have contributed to ICAO through the following channels:

(a) Participation in various high-level ICAO panels before our ICAO Council Membership in April 2003, such as :

- Chairman, Asia Pacific Air Navigation Planning and Implementation Regional Group;
- Chairman, Reduced Vertical Separation Minimum Task Force;
- Vice-Chairman, Special Group on Aviation War Risk Insurance;
- Member, Committee on Aviation Environmental Protection; and
- Participation of experts in numerous ICAO task forces and panels (e.g. accident investigation costs and air route restructuring).

- (b) Since becoming an ICAO Council member in April 2003, Singapore has also contributed to the following ICAO panels:
- Chairman, Medical Provisions Study Group
 - Member, Flight Operations and Airworthiness Model Regulations Study Group
 - Member, Rescue and Fire Fighting Study Group
 - Member, Flight Plan Study Group
- (c) Singapore has also hosted numerous ICAO Seminars and meetings such as the “Asia Pacific Runway Safety and Air Traffic Services Safety Management” Seminar in December 2003 and the “Technical Cooperation Programme” Seminar in January 2004.
- (d) When the Severe Acute Respiratory Syndrome (SARS) outbreak hit Asia in March 2003, Singapore promptly supported ICAO’s and the World Health Organization’s efforts to contain the spread of the disease by hosting two ICAO Working Group meetings to develop precautionary anti-SARS measures for airports. This helped to restore the confidence of air travellers when transiting through international airports in affected countries.
- (e) Singapore led a successful Task Force which developed the pioneering pilot and cabin crew operating rules for ultra-long range flights in consultation with other major aviation authorities like Europe’s Joint Aviation Authorities. These rules have paved the way for the longest non-stop commercial flights in history by Singapore Airlines from Singapore to New York and Los Angeles in 2004. The findings have been shared with the international aviation community.

4 SINGAPORE’S CONTRIBUTIONS TO HUMAN RESOURCE DEVELOPMENT

4.1 Singapore firmly believes that upgrading human capital and capacity building is vital for achieving ICAO’s goals of enhancing safety, security and reliability in international civil aviation. Through the Singapore Aviation Academy (SAA), Singapore strives to share our civil aviation expertise and experience with others, the same way others had contributed Singapore’s progress in the early years of our independence. The efforts and achievements of the SAA underscore Singapore’s strong commitment to international civil aviation training. Over the past 45 years, the SAA has trained more than 29,000 participants from 180 countries. In recognition of SAA’s outstanding contributions to international civil aviation training and human resource development, ICAO conferred the prestigious Edward Warner Award to the SAA in 2000.

4.2 The Singapore Government has, over the years, also been providing fellowships to developing ICAO Contracting States to attend specialised training at the SAA. In 2001, an ICAO-Singapore Memorandum of Understanding (MOU) on Developing Country Training Programme was concluded to provide 100 training fellowships to ICAO Contracting States over three years. All 100 fellowships were awarded to participants from over 50 States. In view of the overwhelming response to the fellowships, in 2004, Singapore extended and expanded the MOU by offering another 120 fellowships to ICAO Contracting States from 2004 to 2006.

5 SINGAPORE'S CONTRIBUTIONS TO AVIATION SECURITY

5.1 Singapore strongly supports ICAO's efforts to enhance aviation security (AVSEC) as seen by Singapore's participation in the ICAO Ministerial Conference on Aviation Security in February 2002 to urgently address the challenges to aviation security and measures to be taken. Singapore strongly supports ICAO's Aviation Security Plan of Action and has contributed in cash and in kind to ICAO's Universal Aviation Security Audit Programme (USAP). In support of USAP, Singapore hosted the first ever APEC/ICAO Seminar on the importance of aviation security audits in March 2004 and the ICAO AVSEC Auditors' Training Course in April 2004, which helped increase the pool of ICAO certified AVSEC auditors. Singapore has also assisted ICAO in its universal AVSEC audit exercises.

5.2 Singapore fully complies with the Standards and Recommended Practices of Annex 17. In addition, Singapore has fully complied with new security standards introduced by ICAO in the aftermath of the terrorist attacks on 11 September 2001, such as the installation of Phase II cockpit doors on its national carriers in April 2003, and the implementation of 100% screening of all checked baggage in September 2001, well ahead of ICAO's deadline of November 2003 and January 2006, respectively.

5.3 To further enhance the level of security for the benefit of air travellers, Singapore has invested heavily in new security technology and equipment at Singapore Changi Airport. These include a new automated 100% Hold Baggage Screening System using explosive detection systems, the establishment of an air marshal unit, and plans are afoot for a new biometric access control system for airport staff in the near future. To foster greater co-operation and interaction with other ICAO Contracting States, the Singapore Aviation Academy has conducted aviation security training courses and seminars. In addition, Singapore has also pledged its support for ICAO's initiative on the Cooperative Aviation Security Programme, Asia Pacific, to enhance greater co-operation amongst the participating States in this programme.

6 SINGAPORE'S PREMIER HUB STATUS AND HIGHLY DEVELOPED AVIATION INDUSTRY

6.1 With the help and co-operation of ICAO and member states, Singapore is now an internationally respected and renowned aviation hub in the Asia Pacific.

6.2 Air Services: As one of the world's busiest and well-connected airports, as at August 2004, Singapore Changi Airport is linked to 167 cities in 53 countries by 73 airlines operating over 3,500 weekly scheduled flights. In 2003, Changi Airport handled 25 international million passengers and 1.61 million tonnes of airfreight. Changi Airport was ranked 7th in the world by ICAO for international passenger movements in 2003 despite the adverse effects of the SARS outbreak on air travel in Asia. Since then, traffic has rebounded strongly and exceeded pre-SARS levels.

6.3 Singapore Changi Airport: Singapore Changi Airport is consistently ranked as one of the world's best in terms of efficiency, convenience and comfort. It received 20 best airport awards from various international organisations and publications in 2003. Singapore is strongly committed to ensuring that all physical and supporting infrastructure are in place to meet future demand. The construction of a US\$1 billion Passenger Terminal 3 has started, which will increase the annual passenger handling capacity to 64 million in 2008. The Changi Airfreight Centre, with a capacity of 2.5 million tonnes, also provides round-the-clock services in a Free Trade Zone. An Airport Logistics Park had been established to facilitate the distribution and rapid turnaround of goods. To handle the projected increase in air traffic movements and enhance safety in the skies, Singapore is embarking on a third generation state-of-the-art Air Traffic Control System estimated to cost over US\$200 million.

6.4 Partner to the Aviation Industry: A 3-year S\$210 million Air Hub Development Fund was introduced in 2003 to help our aviation partners strengthen and enhance their operations in Singapore. To help airlines who have had to cope with SARS in 2003, Singapore also introduced relief measures swiftly and later launched additional incentive schemes to spur traffic recovery.

Singapore is home to the International Air Transport Association (IATA)'s Regional Office for Asia Pacific, and is pleased to have supported IATA in organising the IATA Annual General Meeting and World Air Transport Summit in June 2004, which drew over 600 delegates from airlines worldwide.

6.5 Airlines of Singapore: In 2003, the airlines of Singapore were ranked 6th in the world by ICAO for international scheduled passengers and cargo carried. In 2004, Singapore Airlines (SIA) became the first airline to introduce the ultra long-range (ULR) flights from Singapore to Los Angeles and New York, setting a new record for the world's longest non-stop commercial flight. The successful launch was made possible following an extensive study undertaken by a special Task Force established by Singapore in 1998, to develop provisional rules that would permit SIA to operate the new non-stop ULR flights. Two new Singapore carriers, Valuair and Tiger Airways have commenced operations in 2004 to promote and serve a new segment of the air travel market.

6.6 Developed Aerospace Industry: Singapore supports a sophisticated aerospace industry worth US\$2.2 billion. Some 100 aviation companies, employing a workforce of over 12,000, provide a "one-stop shop" for aerospace maintenance, repair and overhaul, serving customers worldwide. Since 1981, Singapore has been playing host to the world's third largest airshow - the biennial Asian Aerospace Airshow and Exhibition.

7 REPRESENTATION OF ASIA PACIFIC ON THE COUNCIL OF ICAO

Asia Pacific is one of the fastest growing regions for air travel and aviation activities. Given the importance of the Asia Pacific region and Singapore's position as one of the leading aviation hubs and civil aviation authorities in the region, Singapore will fairly and accurately reflect the Asia Pacific's views in the Council of ICAO.

8 CONCLUSION

8.1 With Singapore's expertise, experiences and commitment, Singapore will continue to contribute significantly towards ICAO's mission and is fully dedicated to working with ICAO and its members to build a safe, secure and efficient industry.

8.2 The Government of the Republic of Singapore would deeply appreciate the support of ICAO member States for Singapore's candidature for re-election to the Council of ICAO, in Part II, at the 35th Session of the Assembly.

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