



International Civil Aviation Organization

**WORKING PAPER**

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**ASSEMBLY — 38TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 12 : Technical Cooperation: Policy and activities on technical cooperation and assistance**

**POLICY ON TECHNICAL ASSISTANCE AND TECHNICAL COOPERATION**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

The Technical Co-operation Programme is a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of SARPs and in the development of their civil aviation administration infrastructure and human resources. It is also an important instrument to assist States in remedying deficiencies and in capacity building in the field of civil aviation. This Paper provides the views of Indonesia regarding policy and funding of technical assistance and technical cooperation.

**Action:** The Assembly is invited to request the Secretary General to renew and intensify his efforts to obtain funding from the World Bank and/or the regional Development Banks for Technical Assistance activities, in particular for the remedy of significant safety and security concerns.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	To be defined within the Regular Budget for the triennium.
<i>References:</i>	Doc. 9958 – <i>Assembly Resolutions in Force</i> (as at 8 October 2010) Doc. 9983 – A37-EX ( <i>Report and Minutes of the Executive Committee</i> )

## 1. INTRODUCTION

1.1 Under the Consolidated Statement of ICAO Policies on Technical Co-operation (Resolution A36-17), the Technical Co-operation Programme is a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of SARPs and Air Navigation Plans (ANPs) as well as in the development of their civil aviation administration infrastructure and human resources. It is furthermore one of the main instruments of ICAO to assist States in remedying deficiencies and in capacity building in the field of civil aviation.

1.2 As regards the terms Technical Assistance and Technical Co-operation, within the context of the Organization, they have been re-defined by the Council as follows:

- a) **Technical Assistance** is any assistance provided by ICAO to States, which is funded by the Regular Budget and/or Voluntary Funds, and implemented through any Bureau/Office depending on the nature and duration of the project.
- b) **Technical Co-operation** is any project requested and funded by States and/or Organizations and implemented through the Technical Co-operation Bureau on a cost-recovery basis, where all the direct and indirect costs related to the project are recovered.

## 2. DISCUSSION

2.1 The definition of the Council referred to in paragraph 1.2 clearly delineates the two types of activity by which ICAO may assist States in remedying deficiencies and in capacity building in the field of civil aviation. Indonesia therefore fully supports it.

2.2 Indonesia has participated and/or is presently participating in a number of Technical Cooperation projects entirely funded by Indonesia namely INS/07/802: Enhancement of Flight Safety Oversight Capacity; INS/07/804: Civil Aviation Transformation Team for Implementation of the Civil Aviation Strategic Action Plan; INS/08/802: Assistance to the Representation of Indonesia to ICAO; INS/08/803: Assistance to the Education and Training Agency in Development of CNS/ATM Training at STPI Curug; INS/11/801: Institutional Strengthening of the Indonesian Civil Aviation Institute (ICAI); and INS/12/801: Indonesia-ICAO Developing Countries Training Programme. A large-scale project on Environmental Measures (Assistance in the Development and Implementation of Environmental Measures in Civil Aviation) is under preparation.

2.3 Indonesia also participates in three Cooperative Programmes largely funded by Participating States, namely RAS/97/903: Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) South East Asia, RAS/97/901: Cooperative Aviation Security Programme –Asia Pacific; and the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA).

2.4 The experience of Indonesia with Technical Co-operation Bureau (TCB) projects and cooperative programmes has been positive. It is envisaged that its involvement will continue.

2.5 As Technical Assistance activities are funded by the Regular Budget and/or Voluntary Funds, the funding available for a given activity will in most cases be more limited than for Technical Cooperation Projects. Consequently, such activities will usually be of short-term nature or of very limited scope.

2.6 Due to the nature of their funding, Technical Assistance activities should be those where there is a significant global interest of the international civil aviation community in providing the assistance, in addition to the interest of the specific State receiving the assistance. For example,

the remedy of significant safety and security concerns (SSC or SSecC), in line with proposals of the Monitoring and Assistance Review Board (MARB), will usually satisfy this requirement. Further, when the funding comes from the Voluntary Funds for technical assistance activities, compliance with the provisions on use of funds under the ICAO Policy on Voluntary Contributions would be the main criterion that the requirement is fulfilled.

2.7 In the context of a triennial zero nominal growth budget, it will be increasingly difficult to find funding for Technical Assistance activities from the Regular Budget. There is no doubt that Technical Assistance activities should continue, in particular for the removal or remedy of significant safety or security concerns.

2.8 In order to ensure that funding of such activities will not dry up, new efforts should be made to obtain voluntary contributions. In particular, in line with paragraph 2.6 above, there is a significant global interest of the international civil aviation community in providing such assistance. In view of the global public interest in a safe and secure air transport system, the Secretariat should renew its efforts to obtain funding from international institutions, such as the World Bank and the regional Development Banks.

2.9 The World Bank, in particular, which has only started in recent years to fund civil aviation projects (presently in the Pacific area), should be requested to provide funding for this type of activity. While infrastructure upgrade projects including airport upgrades are very useful, the global funding of the remedy of significant safety and security concerns identified by the MARB and providing implementation support would provide on the whole an even higher leverage.

### **3. ACTION**

3.1 The Assembly is invited to request the Secretary General to renew and intensify his efforts to obtain funding from the World Bank and/or the regional Development Banks for Technical Assistance activities, in particular for the remedy of significant safety and security concerns identified by the MARB and for providing implementation support.

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