



**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 12 : Proposal to amend Article 50 a) of the Chicago Convention so as to increase the membership of the Council**

**PROPOSAL TO AMEND ARTICLE 50 a) OF THE  
CONVENTION ON INTERNATIONAL CIVIL AVIATION**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

During its 207th Session on 11 March 2016, the Council decided to recommend to the Assembly that the membership of the Council should be increased from 36 to 40 members. The last increase was decided 26 years ago in October 1990, when the ICAO membership stood at 162 States. Meanwhile, membership has increased by 29 States, or 17,9 %, and the size, structure and importance of international air transport for the national economies has significantly changed so as to become a major driver of national and international economic development and tourism. Indonesia therefore supports an increase of the Council from 36 to 40 members.

**Action:** The Assembly is invited to approve the recommendation to increase the seats on the Council from 36 to 40 members, and to approve the two draft Resolutions related thereto.

<i>Strategic Objectives:</i>	All Strategic Objectives and all Supporting Implementation Strategies.
<i>Financial implications:</i>	Some additional resources will be expended delivering services to additional Member State delegations.
<i>References:</i>	A39-WP/18 EX/6

## 1. BACKGROUND

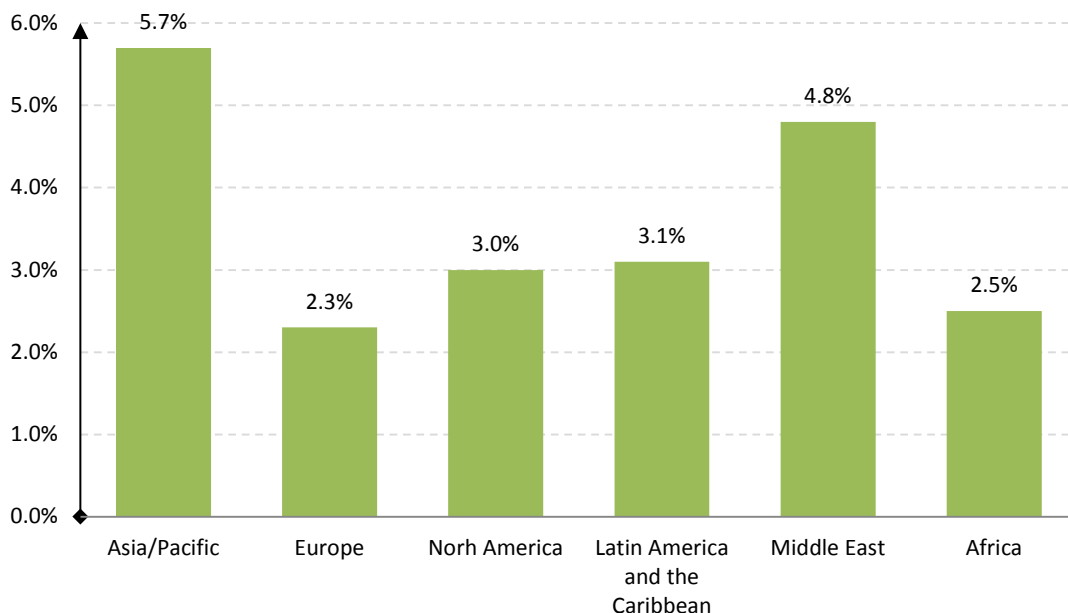
1.1 A proposal of Portugal and Saudi Arabia presented in C-WP/14345: *Proposal to Increase the Size of the Council from 36 to 39 seats by Amending Article 50 a) of the Convention*, advocated an increase of the ICAO Council in order to ensure adequate representation of the member States. Given that the last increase was decided 25 years ago in October 1990, when the ICAO membership stood at 162 States, it would be desirable and useful now that membership has increased to 191 States to increase the size of the Council from 36 to 39 seats.

1.2 As indicated in the summary of the Council's decision (C-DEC 206/9), the Council "... agreed, in principle, that the size of the Council be increased in view of the increased membership of ICAO, the expansion and increasing importance of international air transport for the national economies in many countries, and the need to ensure adequate representation of ICAO Member States thereon". In Assembly Working Paper A39-WP/18 EX/6, the Council now recommends to increase the size of the Council from 36 to 40 seats. The reasons for the decision of the Council are recorded in Appendix D to that paper.

## 2. DISCUSSION

2.1 Indonesia supports an increase of the Council in view of the fact that the last increase was decided 26 years ago in October 1990, when the ICAO membership stood at 162 States. Meanwhile, membership has increased by 29 States, or 17,9%, and the size, structure and importance of international air transport for the national economies has significantly changed so as to become a major driver of national and international economic development and tourism.

2.2 South-east Asia is one of the sub-regions of the world for which civil aviation has become a major driver of economic development. Indonesia, being the largest State in the sub-region, has a fast-developing travel and tourism industry. According to the World Economic Forum's Travel and Tourism Competitiveness Report on Indonesia (2015), the total contribution of travel and tourism to GDP was 9.3% of GDP in 2014. It is forecast to rise to 9.9% of GDP in 2025. In 2014 travel and tourism directly supported 3,326,000 jobs (2.9% of total employment). This is expected to rise by to 3,905,000 jobs in 2025. In 2014, the total contribution of travel and tourism to employment, including jobs indirectly supported by the industry, was 8.4% of total employment (9,814,000 jobs). This is expected to rise to 12,127,000 jobs in 2025 (8.9% of total employment). There are also other significant States in a similar situation, including in the Asia-Pacific region, for which air transport is an important economic driver.



Source: Annual Report of the Council (years 2000 to 2014): Average Annual Growth Rate Forecast (passenger aircraft movements): 2030 vs 2010

2.3 Due to the global nature of air transport, States with a fast growing travel and tourism sector have an interest in taking an active role in decisions affecting the global air transport system as well as their national economies. As stated in A39-WP/18 EX/6, it is advisable for the Organization to bring on board significant players to enable broad consensus on future challenges. The growth of civil aviation has led to creation of new sub-regions and hubs not sufficiently well represented on the Council, and forecasts show that air transport will continue to grow and so States concerned will play a greater role in the contribution to the provision of facilities for international civil air navigation.

2.4 An increase in the size of the Council would also cater for greater regional representation provided that the envisaged new Council seats will be fairly distributed in accordance with the principle of equitable geographical representation (EGR). The Assembly should make every effort to abide by the principle of EGR in electing States to fill the additional Council seats at the time of entry into force of the amendment protocol.

### 3. CONCLUSION

3.1 Indonesia supports an increase of the Council from 36 to 40 States. Since October 1990, when the last increase was decided, ICAO membership has considerably increased, and air transport has become a major driver of national and international economic development as well as of tourism in many countries. There is a need to ensure adequate representation of ICAO Member States on the Council. The Assembly is therefore invited to approve the recommendation to increase the seats on the Council from 36 to 40 members, and to approve the two draft Resolutions related thereto.