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(PERDANA MENTERI)

UPACARA: UPACARA MEMECAH TANAH PAKEJ 1 : BANGUNAN TERMINAL PENUMPANG
CONTACT PIER

TEMPAT: SEPANG, SELANGOR

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MASA:

Terlebih dahulu saya mengucapkan terima kasih kepada pihak Kuala Lumpur International Airport Berhad kerana menjemput saya untuk melakukan upacara memecah tanah bagi kontrak Pakej 1: Pembinaan Bangunan Utama Terminal Penumpang, 'Contact Pier' dan 'Baggage Handling System' pada hari ini. Saya difahamkan bahawa pakej ini merupakan kontrak yang terbesar daripada 56 pakej yang akan dilaksanakan di bawah projek Lapangan Terbang Antarabangsa Kuala Lumpur di Sepang. Pakej ini juga merupakan salah satu daripada kontrak yang terbesar yang pernah dilaksanakan oleh Kerajaan di bawah projek-projek infrastruktur. Oleh itu upacara hari ini sungguh bermakna di dalam usaha Kerajaan untuk memajukan lagi sektor infrastruktur di negara ini.

2. I am deeply honoured to be here today to officiate at the ground breaking ceremony for Package One comprising the Passenger Terminal Complex, Contact Pier and Baggage Handling System.

3. Malaysia has embarked on a programme of development of major infrastructures designed to accelerate the pace of economic growth as well as to propel the nation towards its stated aim of achieving developed nation status by the year 2020. The construction of the new Kuala Lumpur International Airport (KLIA) at Sepang is part of the Government's commitment to develop its infrastructure as an essential element of the modernisation and planned development of the nation. KLIA is designed to be an efficient, competitive and world-class hub airport for the Asia Pacific region. When the KLIA is completed by the end of 1997, it will replace the Subang International Airport as the main gateway to the nation.

4. During the past two decades, the Asia Pacific region has emerged as the most dynamic and fastest growing area in terms of economic performance. Malaysia itself has experienced tremendous economic growth. In 1994 Malaysia's real GDP grew at 8.7 per cent, maintaining the high growth path of an average of over eight per cent for seven consecutive years. This has been accomplished against a background of low inflation and prudent fiscal management, and all indications are that the economy can expand at eight per cent or higher this year.

5. The aviation industry in the Asia-Pacific region has similarly achieved a rate of growth significantly far higher than that in the rest of the world. Based on the traffic forecasts by International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) the Asia Pacific region will continue to record impressive growth rates in the next two decades. It is anticipated that by the year 2010 airlines of this region will account for 51 per cent of scheduled international air traffic. Passenger traffic throughput at Subang International Airport over the last five years has been phenomenal, experiencing an average growth rate of about 14 per cent per annum. For the year 1994 passenger movements totalled 11.3 million while the cargo movements handled by Subang International Airport totalled 252.6 thousand tonnes.

6. The construction of the new KLIA is in response to the increasing strain and pressure on the ability of the Subang International Airport to handle the increase in passenger and cargo traffic. Apart from fulfilling the objective of building an efficient, competitive and aesthetically attractive airport which would serve as a hub for the region, it is also the government's intention that the new airport be constructed in the most cost-effective manner consistent with achievement of the operating standards expected of a major international airport.

7. I wish to take this opportunity to congratulate all the contractors who have been successful in securing contracts related to the development of KLIA. As I have said this is one of our largest infrastructure projects and its timely completion is of paramount importance. We are very concerned about delays in the implementation of critical development projects which, apart from not meeting planned schedules, also inevitably incur substantial cost overruns. I need not emphasise the importance of ensuring that this project be completed on time as scheduled and within the budgetted cost. The Government will not entertain any unwarranted delays or cost overruns in the implementation of this project.

8. The development of this mega project would provide ample opportunities for both the Malaysian consultants and contractors to be directly involved in the construction of this new Airport. It is incumbent upon all parties concerned to ensure that no effort is spared to accelerate the process of transferring of technology and management expertise from foreign consultants and contractors to their Malaysian counterparts. The transfer should not be limited to any narrow segment of technical management skills but should encompass all levels, thus ensuring the worthwhile transfer of technology.

9. Every opportunity should also be given to Bumiputra contractors, sub-contractors and suppliers to actively participate and be directly involved in the construction of this new Airport. It is the government's hope that upon the

successful completion of the project in 1997 we will be successful in building up a reservoir of expertise of local professionals, technical personnel and established contractors who will play a leading role to strengthen further the Malaysian construction industry. I am confident that this can be achieved with the cooperation of all parties concerned.

10. The Government's decision to build a new airport at an alternative site was not only to accommodate the rapid increase in both passenger and cargo movements but also to create a new growth centre. The KLIA is expected to become a major regional gateway, offering direct services to all major cities in the world. As a major passenger and cargo centre, as well as being the national gateway for international trade and commerce, the Airport will be instrumental in attracting foreign and local investment and business to this new metropolitan region. Apart from reducing the congestion in the federal capital of Kuala Lumpur, the planning and development of Putra Jaya, the new administrative capital and the surrounding areas in close proximity to the new KLIA, will see significant changes taking place. Both the new KLIA and the new township of Putra Jaya will encompass features friendly to the environment while being equipped with the latest information technology. It is envisaged that the new Airport and the new intelligent township will be linked with Kuala Lumpur and other parts of the country by an excellent road system, high speed railway and information highway.

11. The new Airport will present a distinctive airport architecture incorporating the theme of symbiosis of high technology with Malaysian identity leading to the incorporation of forms and systems suggesting advancement and modernisation without negating Malaysia's cultural history. To reinforce a sense of pride and of local identity, the Airport's landscaping will use native Malaysian plant species to create a typically Malaysian environment generating ideas of an 'airport in the forest', thus evoking 'Malaysian' and 'tropical greenery' to visitors and 'home' to returning Malaysians.

12. The total Airport Management Systems (TAMS) to be implemented at the new KLIA is a very sophisticated and complex system that interfaces and integrates the various electronics systems within the airport environment. Though the TAMS systems to be implemented at KLIA is not the first airport management system in this region, however, the quantity of electronics systems and local area networks interfaced to TAMS, and their level of integration with each other through the TAMS, would put the KLIA in the forefront in the field of airport management systems.

13. Malaysia is not alone in embarking on the development of a new airport in this region. To meet the challenges of increased cargo and passenger traffic, airports all over the world are upgrading and expanding old and existing airports

and building new terminals and new airports. Airport developments in Asia abound with projects on line or in the planning stage in several countries including Japan, Singapore, Hong Kong, Thailand, Indonesia, China and India. It is, therefore, imperative that apart from the business of building a new airport, steps must also be taken to develop the KLIA as an efficient regional hub able to compete effectively with the other airports in the region.

14. While the responsibility for implementing policies that would contribute to the success of KLIA lies with a wide range of agencies, the major role of the airport operator and national airline cannot be understated. The economic cost of inefficient and ineffective management of airports can be detrimental to the success of KLIA as a regional hub.

15. It is crucial that the Airport should be operated with the concept of hub operations involving the provision of a wide range of facilities and systems which permit the rapid and efficient transfer of passengers and their baggage. To maintain the edge over other airports in the region, it is essential to develop specific niche marketing strategies for the promotion of the new KLIA as both a passenger and cargo hub. Until and unless we develop a competitive edge over the other airports in the region, we will be left far behind in our pursuit to develop KLIA as a regional hub.

16. The operations and management of a mega airport like KLIA will require a large pool of experienced managers and staff of all categories who should have the knowledge, skills and right attitude for the job. Without proper manpower planning there is always the fear that despite designing and building the best airport it could still be fraught with operational problems. It is therefore important that we develop our manpower requirements to ensure that we have a sufficiently trained personnel at all levels to manage efficiently the new Airport.