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SPEECH BY DR YEO NING HONG, MINISTER FOR COMMUNICATIONS AND
INFORMATION AND SECOND MINISTER FOR DEFENCE (POLICY),
AT THE FOUNDATION STONE LAYING CEREMONY FOR
CHANGI AIRPORT TERMINAL II AT THE TERMINAL II SITE
ON SATURDAY, 11 JULY 1987 AT 11.00 AM

I am happy to be here on this auspicious occasion. The laying of the foundation stone for Terminal II makes up another milestone in Changi Airport's short but eventful history.

Changi Airport began operations on 1 July 1981. In six short years, Changi Airport has earned for Singapore a world-class reputation in the field of civil aviation. Since 1984, Changi Airport had been consistently ranked the second best liked airport in the world by international business travellers. This achievement is due in no small measure to the people who manage and operate the airport. They make every effort to ensure that travellers have a pleasant time while at our airport. Credit also goes to the planners who designed Terminal I such that facilities are convenient for the traveller.

Timing for Terminal II

Terminal I was designed with a handling capacity of 10 million passenger movements a year. With experience, we were able to make productivity improvements in almost every aspect of our operations. So much so that with minor adjustment in operating procedures and some spreading out of peak loads, we are confident that we can accommodate up to 12 million passenger movements a year. This enabled us to time the start-up of our second terminal a couple of years

later than originally scheduled. As a result we were able to avoid the overheated construction peak in the early 1980's and hence obtained a good tender price for Terminal II in 1985. Such careful long-term planning, coupled of course with fortuitous timing, enabled Singapore to have an outstanding airport at the most economical cost. It also helped in the economy by providing construction activity in a period of slack in private construction.

Last year, the number of passengers using Changi Airport topped 10 million for the first time. If our projected growth rate of five to seven per cent per annum is on target, passenger traffic will grow to 12 million by 1990, when the second terminal building is expected to be operational. As with Terminal I, Terminal II is designed with a capacity of 10 million passenger movements. With Terminals I and II, Changi Airport will be the only airport with the largest handling capacity for international passengers in the Asia-Pacific Region.

Terminal II - A Better Terminal

In spite of Changi Airport's present reputation as the world's No. 2 best liked airport, we hope to improve on our performance. With Terminal II, we aspire to become the best liked airport in the world. To this end, prior to our finalisation of design for Terminal II, study teams were sent to airports in Europe, US, Canada, and Asia, to study the strengths and weaknesses of different functional layouts, security and immigration systems and operational procedures. International aviation organisations were also consulted.

Terminal II will therefore incorporate state-of-the-art facilities offering the latest in proven technology. It will be more spacious and hence more pleasant than Terminal I, and will surpass Terminal I with a higher degree of automation and a wider range of facilities and services.

Integration in a Two-Terminal Airport

The two Terminals will be carefully integrated. Passengers will continue to enjoy their time in Changi Airport free from hassle, inconvenience or anxiety just as it is now with our one-terminal airport. The needs of transfer passengers will be given special consideration. They will find that they can still connect their flights easily and quickly.

To achieve this, Changi Airport will install a high-speed automated passenger transit system commonly known as a people-mover system. It is like a mini MRT system serving the two terminals. Complementing this will be an equally efficient baggage transfer system. With these two systems, transfer passengers will be able to connect flights within 60 minutes, the same as the time now taken for flight connections within Terminal I.

Growing Air Hub

Terminal II will help Singapore to continue to grow as a major international air junction. When Changi Airport first commenced operations on 1 July '81, only 34 international scheduled airlines called at Singapore. Today, 45 of the world's major airlines fly here, linking Singapore to 90 cities in 51 countries with 1300 flights a week. We would like to see more airlines operate to Singapore and Singapore Airlines fly to more destinations. That would make it even easier and more convenient to fly from Singapore to any part of the world and vice versa. Every effort will be made in this direction. For example, a CAAS promotion mission will leave tomorrow for the United States to talk to several American carriers on the prospects of their operating to Singapore. Led by senior officials from the Ministry of Communications and Information, the mission will include members from CAAS, the Singapore Tourist Promotion Board, the Economic Development Board, Singapore

Airport Terminal Services and Changi International Airport Services. Its objective is to create greater awareness of Singapore's attractiveness as a base for airline operations.

Conclusion

In concluding, I would like to thank the planners, architects, engineers, contractors and all others involved in Changi Airport Terminal II project. I am confident that they will build a second passenger terminal that will make Singaporeans even prouder of their airport and enhance even further Changi Airport's international standing.

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