

**Indonesia Transport Safety Assistance Package (ITSAP) & the Australian Maritime Safety Authority Search and Rescue (AMSA SAR) Project  
Final Report**

**MANAGEMENT RESPONSE**

**Aid Activity Objective**

The Indonesia Transport Safety Assistance Package (ITSAP) was designed to contribute to improved transport safety in Indonesia. ITSAP assisted Indonesia to regulate and promote transport safety in accordance with applicable international standards and contemporary safety management practices. The program responded to requests from the Indonesian Government for technical assistance, capacity building, and advice on improved governance and safety management practices and procedures. Under ITSAP, the Australian Maritime Safety Authority Search and Rescue (AMSA SAR) worked to improve the capability and coordination of search and rescue activities in the region.

**Aid Activity Summary:**

Aid Activity Name	ITSAP & AMSA SAR		
AidWorks initiative no.	INL502 & INL162		
Commencement date	1 July 2014 & 18 July 2013	Completion date	30 June 2015
Total Australian \$	AUD4.6 million to ITSAP (2014-15) AUD4.417 million to AMSA SAR (2012-15)		
Total other \$	-		
Delivery organisation(s)	<ul style="list-style-type: none"> <li>• Australian Maritime Safety Authority (AMSA)</li> <li>• Airservices Australia</li> <li>• Australian Transport Safety Bureau; and</li> <li>• Civil Aviation Safety Authority (CASA)</li> <li>• Directorate General of Civil Aviation</li> <li>• Directorate General of Sea Transportation and</li> <li>• Directorate General of Land Transportation</li> </ul>		
Implementing Partner(s)	<ul style="list-style-type: none"> <li>• Department of Infrastructure and Regional Development; and</li> <li>• Government of Indonesia through Ministry of Transportation</li> </ul>		
Country/Region	Indonesia, Asia		
Primary Sector	Transport policy and administrative management [21010]		

## **Overview of the Aid Activity**

The first phase of ITSAP began in 2007 following the Garuda air crash in Yogyakarta. Since 2007, the Department of Infrastructure and Regional Development (“Infrastructure”) administered the ITSAP program.

Assistance was delivered by a number of Australian agencies to build the capacity of their Indonesian counterparts to meet international maritime, aviation and land safety standards.

Since its inception, 97 capacity building projects were approved under ITSAP and over 10,000 Indonesian transport officers received training through workshops, mentoring and officer exchange programs.

ITSAP projects focused on one or more of the following key components: transport safety policy and management; aviation safety; and maritime and surface transport safety.

## **Review of ITSAP and AMSA SAR Final Report**

### **Report Objective:**

The purpose of the review was to assess whether ITSAP and AMSA SAR activities had performed well and had resulted in the intended institutional and governance outcomes. The AMSA SAR activities were assessed for the period 2012-14 and other ITSAP activities for the 2014-15 financial year.

### **2015 Final Report Conclusions:**

The review found the program to be strategically relevant, to have been effective, and to have had a positive impact; though some sub-programs were assessed as being more sustainable than others. Generally, the program was judged to be well-conceived, but inevitably there are opportunities for further refinement, especially in light of future funding constraints.

## **Management Response**

DFAT welcomes the analysis and recommendations presented in the final report. The report has provided valuable opportunities for stakeholders to reflect on the achievements, challenges and future directions of the program. The review is particularly timely as ITSAP prepares to pursue the next phase of implementation through the Government Partnerships Fund (GPF).

The report provides eight practical recommendations to inform the implementation of the future ITSAP program. DFAT agrees with seven of the recommendations and partially agrees with one.

The report’s recommendations and DFAT’s management responses are set out below and have been made in consultation with DFAT’s Indonesia Economics and Trade Section (ITE). ITE manages the GPF through which future ITSAP funding is being considered. The management response will inform the design of the future ITSAP program and the assessment of Infrastructure’s proposal for GPF funding.

Recommendation	Management Response	Actions
<p><b>1</b></p> <p>The ITSAP program provides significant benefits and there is no need to fundamentally change the concept if it is continued.</p>	<p><b>Agree</b></p>	<p>The government to government approach ITSAP takes towards maritime and aviation transport safety in Indonesia remains relevant and the submission for the next phase of the program through the Government Partnerships Fund (GPF) is not expected to change this significantly.</p>
<p><b>2</b></p> <p>If funding is constrained, emphasis should be given to projects that support operational matters that routinely or occasionally involve participation by both Indonesia and Australia and to projects with activities in localities in Indonesia where Australians are most at risk.</p>	<p><b>Partially Agree</b></p>	<p>The recommended imperative to work in areas where existing collaboration between Australian and Indonesian agencies can be leveraged is sound. The notion that Australia's ODA should be focused on areas where Australians are most at risk is not. ODA is about supporting Indonesia's economic growth with Indonesia's welfare the main objective. It is not about directing funds to specifically support Australians overseas.</p> <p>DFAT will encourage Infrastructure to look at leveraging existing working relationships in prioritising future programming.</p>
<p><b>3</b></p> <p>A stronger thematic approach should be taken to sub-programs to give them more coherence and to make them more outcome oriented.</p>	<p><b>Agree</b></p>	<p>A theory of change for the next phase of ITSAP has been prepared. DFAT will ask that this reviewed in the future phase to support greater coherence of program activities. DFAT will work with Infrastructure to ensure that proposed activities and sub-programs are measurable and that their design demonstrates linkages to high level outcomes.</p>
<p><b>4</b></p> <p>An overview of the activities of other donors that may be related to ITSAP should be maintained to ensure coordination and complementarity are achieved where necessary.</p>	<p><b>Agree</b></p>	<p>A stakeholder analysis will be requested in the design of the next phase of ITSAP to pursue greater degrees of coordination with other donors' programs. ITSAP will be required to keep up-to-date with what others are doing and seek opportunities for collaboration where appropriate.</p>
<p><b>5</b></p> <p>Explicit consideration should be given to efficiency in project design to demonstrate that projects are as cost-effective as possible.</p>	<p><b>Agree</b></p>	<p>ITSAP will be delivered through the GPF in 2016. DFAT has agreed with Infrastructure that all ITSAP activities and deployment conditions will be in line with the GPF budget parameters and the Whole of Government Overseas Conditions of Service to achieve value-for-money and program efficiencies. In 2016, funding for ITSAP will be reduced to reflect budget conditions following the 40% cut in aid funding to Indonesia. Infrastructure has prioritised its activities on this basis for the 2016 funding cycle to achieve program efficiencies.</p>

Recommendation	Management Response	Actions
<p><b>6</b></p> <p>Lessons learned from past ITSAP projects should be built into future projects.</p>	<p><b>Agree</b></p>	<p>DFAT will request that lessons learned from ITSAP projects inform decisions and project selection in any further funding of activities and that this is adequately addressed in design documentation.</p>
<p><b>7</b></p> <p>The relationships developed to date should be sustained and reinforced to further develop the technical capacity of Indonesian agencies and to support Australia's interests.</p>	<p><b>Agree</b></p>	<p>In 2016, ITSAP will sustain existing relationships with the Ministry of Transport and Indonesian transport safety agencies and continue capacity building programs that build on existing achievements.</p>
<p><b>8</b></p> <p>The monitoring and evaluation framework for the program should be developed to more explicitly record and report the achievements of projects.</p>	<p><b>Agree</b></p>	<p>DFAT will work with Infrastructure to support improvements to the ITSAP reporting framework in the next phase of the program. We will seek more rigorous qualitative and quantitative measurement of results that demonstrate contribution to agreed outcomes.</p> <p>Furthermore, ITSAP has scored poorly on gender measures since being assessed against this criteria (from 2013). DFAT has committed through its management response to the 2015 GPF Aid Quality Check that gender training will be made available to all GPF agencies in 2016. We will also work with Infrastructure to ensure that the future M&amp;E framework reports on gender outcomes for the program.</p>
<p><b>9</b></p> <p>Consideration should be given to reducing the role and scale of the Project Review Group in favour of more formal coordination at the sub-program level.</p>	<p><b>Agree</b></p>	<p>The Project Review Group will cease in 2016 to align with GPF governance arrangements, specifically the submission and approval of activity proposals through the GPF Steering Committee.</p>