

Chapter 4

Assessment of the Implementation of ASEAN Transport Cooperation

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CHAPTER 4 ASSESSMENT OF THE IMPLEMENTATION OF ASEAN TRANSPORT COOPERATION

4.1 TRANSPORT SECTOR RELATED ON-GOING INITIATIVES OF ASEAN COOPERATION

The objective of this chapter is to review the earlier transport action plans, the assigned roadmaps, cooperation with dialogue partners and regional initiative that has been taken up under various programs in ASEAN region. Such review is important to understand the trend in general, the major projects that have been completed or ongoing and areas of cooperation program in ASEAN region. The understanding of all these ongoing or completed initiative will be able to provide a broad direction for the formulation of ASEAN Strategic Transport Plan, 2011-2015. The various roadmaps (Air, Maritime and Logistics) as adopted by ASEAN and the projects as described in it will be of immense importance and will be able to provide some focus area that needs to be considered for inclusion in ASTP, 2011-2015.

4.2 ASEAN TRANSPORT ACTION PLAN (ATAP)

The Association of South-East Asian Nations or ASEAN was established on 8 August 1967 in Bangkok by the five original Member States namely, Indonesia, Malaysia, Philippines, Singapore, and Thailand. Brunei Darussalam joined on 8 January 1984, Viet Nam on 28 July 1995, Laos and Myanmar on 23 July 1997, and Cambodia on 30 April 1999.

ASEAN Member States (AMSs) widely recognize that transport is among the key catalysts of economic development and international competitiveness, in view of its role as a critical logistics and service support sector. The improvement of transport and communications facilities is among the major aims of the Association of South-East Asian Nations. In the recent past, Member States closely engaged in the successful implementation of the ASEAN Plan of Action in Transport 1994-96, 1996-1998, 1999-2004 (in line with ASEAN Vision 2020) and 2005-2010. In addition to the actions plans, National and Regional Workshops on the Role of Transport and Communications in the ASEAN Region in the 21st Century were developed as "ASEAN Transport Cooperation Framework Plan" in 1998. ASEAN Transport Cooperation Framework Plan was developed to serve as the implementation road map for concerted cooperation in the transport sector in line with the transport priorities and action agenda set forth in the ASEAN Vision 2020 and the Hanoi Plan of Action. The Framework Plan specifically provides the overall policy and development framework to guide regional cooperation in the ASEAN transport sector.

4.2.1 CHRONOLOGY OF PREVIOUS PLANS

The following sections will briefly highlight the thrust areas of earlier Transport Action Plans:

(1) ASEAN Plan of Action in Transport and Communications (1994-1996)

The Singapore Declaration of 1992 and the Framework Agreement on Enhancing ASEAN Economic Cooperation direct that the AMSs "further enhance regional cooperation to provide safe, efficient and innovative transportation and communications infrastructure network" and "continue to improve and develop the intra-country postal and telecommunications system to provide cost-effective, high-quality and customer-oriented services. The following were the priority theme issues under this plan:

- 1) Development of Multimodal Transport and Trade Facilitation.

- 2) Development of ASEAN Inter- connectivity in Telecommunications, including Fixed and Mobile Voice and Data and EDI Services, for Trade and Business Communications, and to Enhance Land, Sea and Air Transport.
- 3) Harmonization of Road Transport Laws, Rules and Regulations in ASEAN.
- 4) Improvement of Air Space Management in ASEAN
- 5) Development of ASEAN Rules and Regulations for Carriage of Dangerous Goods and Industrial Wastes on Land and By Sea
- 6) Human Resources Development in Transport and Communications

(2) ASEAN Plan of Action in Transport (1996-1998)

During the First ASEAN Transport Ministers' Meeting held in Bali, Indonesia on 17-19 March 1996, the Ministers signed Ministerial Understanding on ASEAN' Cooperation in Transportation which identified priority areas for cooperation, mechanism for coordination and implementation pertaining to ASEAN cooperation in transport. With regard to the ASEAN Plan of Action on Transport and Communication 1996-1998, the Ministers agreed that Member States shall endeavour to complete the implementation of the Plan of Action which includes the following theme issues:

- 1) Development of Multimodal Transport and Trade Facilitation;
- 2) Development of ASEAN Interconnectivity in Telecommunications, including Fixed and Mobile Voice and Data and EDI Services for Trade and Business Communications, and to Enhance Land, Sea, and Air Transport;
- 3) Harmonization of Road Transport Laws, Rules and Regulations in ASEAN;
- 4) Improvement of Air Space Management in ASEAN;
- 5) Safety of Maritime Transport and Prevention of Pollution from Ships;
- 6) Human Resources Development in Transport and Communications;
- 7) Developing a Competitive Air Services Policy which may be a gradual step towards an Open Sky Policy in ASEAN.

(3) ASEAN Plan of Action in Transport (1999-2004)

The Successor Plan of Action in Transport 1999-2004 presents some 55 projects and activities to be implemented during the six-year period in five sectoral programme areas; namely: Transport Facilitation, Air Transport, Land Transport, Maritime Transport, and Integrated Transport Development to achieve, among others, a harmonized, coordinated and integrated transportation system in the ASEAN region, through the following broad-based strategies:

- 1) Development of infrastructure
- 2) Promotion of Complete Transport Services
- 3) Capacity Building Initiatives (Institutional and Human Resources Development)
- 4) Improving Transport Safety and Environment
- 5) Greater Private Sector Participation/Involvement

More specifically, the strategic thrusts for ASEAN cooperation in the transport sector for the period 1999-2004 are, as follows:

1) Transport Facilitation

Strategic Thrust - Intensify cooperation in the promotion and facilitation of an efficient, effective and reliable transport system for goods and peoples to support trade, investment and tourism in the ASEAN region.

2) Air Transport

Strategic Thrust - Institute enhanced regulatory and competition policy for the ASEAN civil aviation sector and improve the quality and breadth of aviation safety standards, to promote greater economic integration in the ASEAN region and strengthen external linkages.

3) Land Transport

Strategic Thrust - Enhance cooperation in the development of a harmonized and coordinated regional land transport infrastructure network and in the improvement of the interconnectivity and interoperability of land transport networks.

4) Maritime Transport

Strategic Thrust - Create a competitive policy environment for the ASEAN maritime transport sector, in which the private sector is encouraged to invest in infrastructure and in operating transport service; where ports have improved capacity, efficiency and productivity and shipping has a liberalized regime; and with due recognition to maritime safety and the environment.

5) Integrated Transport Development

Strategic Thrust - Enhance cooperation in the systematic planning, development and implementation of an integrated and coordinated transportation network in the ASEAN region.

4.2.2 OUTLINE OF ASEAN TRANSPORT ACTION PLAN (ATAP), 2005-2010

At the Ninth ASEAN Summit in Bali, Indonesia in October 2003, the ASEAN leaders signed the Declaration of ASEAN Concord II (Bali Concord II) to reaffirm ASEAN as a concert of Southeast Asian nations, bonded together in partnership, in dynamic development and in a community of caring societies. The leaders agreed to establish an ASEAN Community which would rest on the three pillars of “ASEAN Security Community”, “ASEAN Economic Community” and “ASEAN Socio-cultural Community”, as embodied in the Bali Concord II. The leaders pledged to achieve this ASEAN Community by the year 2020.

The following policy directions for intensified cooperation were adopted for the ASEAN transport sector for 2005-2010:

- 1) Promoting efficient door-to-door cargo transport and cross-border transport facilitation, through the simplification/harmonization of trade and transport documentation and procedures, establishing uniform and transparent transit and cargo clearance systems and procedures, developing an efficient and global/regional-minded freight forwarding industry, third party logistics services, and haulage industry and utilizing ICT applications;
- 2) Improving land transport network infrastructure for better connections and linkages with the national, regional and international maritime (seaports and inland waterways) and air gateways. The development of land transport trade corridors with an appropriate mix of modes—roads, rail and inland waterways, with an established hierarchy of modal interfaces such as inland terminals, container stations and cargo clearance facilities is desirable;

- 3) Developing responsive regional maritime transport policies to address the growing containerization in the region, improvement of the efficiency and productivity in ASEAN ports, rationalization of shipping services and the opportunities for increased multimodal transport services;
- 4) Promoting open-sky arrangements by building upon the Roadmap for Integration of ASEAN (RIA) for ASEAN Competitive Air Services Policy, including exploiting the potentials of full air freight services liberalization, through plurilateral or multilateral basis, to support increased intra-ASEAN travel, trade and investment;
- 5) Enhancing transport security and safety in the regional supply-chain networks, through capacity building initiatives, technical networking, and regular exchange of relevant technologies, best practices and information;
- 6) Pursuing environmentally sustainable regional transport strategies, including accession to the relevant international conventions and protocols, promotion of environmentally-friendly transportation technology and transportation modes, among others;
- 7) Creating enabling policy towards conducive environment for the increased private sector involvement and/or public-private partnerships in the provision and operation of transport infrastructure and transport and logistics facilities and services;
- 8) Intensifying cooperative bonds with dialogue partners like China, India and Japan, by way of policy consultations and joint programs and activities, as well as initiating new cooperative programs with the European Union, Korea, among others;
- 9) Intensifying cooperation with international and regional organizations such as International Civil Aviation Organization (ICAO), International Maritime Organization (IMO), United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), United Nations Conference on Trade and Development (UNCTAD) and the Asian Development Bank (ADB), among others, on mutually beneficial programs and activities as well as initiating new cooperation programs; and
- 10) Promoting greater involvement of the ASEAN Airlines Meeting (AAM), ASEAN Federation of Forwarders Associations (AFFA), ASEAN Ports Association (APA), Federation of ASEAN Shipowners' Associations (FASA) and Federation of ASEAN Shippers' Councils (FASC) by way of joint consultation, identification, formulation and implementation of ASEAN transport programs and activities.

The above mentioned Policy Agenda were carried out through 48 proposed actions, goals and strategic thrust which will be discussed in the following sections.

Goals and Strategic Thrust, ATAP 2005-2010

At the Ninth ASEAN Transport Ministers (ATM) Meeting in Yangon, Myanmar in October 2003, the Ministers in their commitment to realize the ASEAN leaders' goal of an ASEAN Economic Community reaffirmed that an efficient and integrated transport system is key for ASEAN to integrate with the global economy, improve competitiveness and enhance the inflow of foreign direct investment. They agreed to intensify regional activities to enhance multimodal transport linkages and interconnectivity, promote the seamless movement of peoples and goods, promote further liberalization in the air and maritime transport services, and further improve integration and efficiency of transport services and the supporting logistics systems. The Ministers also agreed to work towards developing a regional action plan for staged and progressive implementation of Open Sky arrangement in ASEAN.

The Table 4-2-1 highlights the 'Goals' and 'Strategic Thrust' areas for the four transport sectors in ATAP:

Table 4-2-1 Goals and Strategic Thrust Area in ATAP

	Goals	Strategic Thrust
Land Transport	<ul style="list-style-type: none"> Establishing efficient, integrated, safe and environmentally sustainable regional land transport (road and railway) corridors linking all members and neighbouring trading partners 	<ul style="list-style-type: none"> Improving land transport infrastructure integration and inter-modal interconnectivity, with principal airports, ports, and inland waterways, and ferry links Promoting concerted and coordinated efforts at policy and operation level to develop ASEAN land transport trade corridors.
Air Transport	<ul style="list-style-type: none"> Establishment of a regional open sky arrangement to support regional economic integration Achieving globally-acceptable standards in aviation security and safe 	<ul style="list-style-type: none"> Implementing the regional plan on the ASEAN Open Sky Policy, on a staged and progressive basis Promoting satellite-based air navigational and automatic sensing systems to effectively control air traffic and improve safety in airspace
Maritime Transport	<ul style="list-style-type: none"> Creating a more efficient and competitive regional maritime transport sector. Achieving globally-acceptable standards in maritime safety and security and protection of marine environment. 	<ul style="list-style-type: none"> Formulating and implementing a common regional shipping policy. Improving maritime safety and security and protection of the marine environment by enhancing cooperation amongst AMSs to facilitate the acceptance and implementation of IMO conventions
Transport Facilitation	<ul style="list-style-type: none"> Creating an integrated and efficient logistics and multi-modal transportation system, for cargo movement between logistics bases and trade centres within and beyond ASEAN 	<ul style="list-style-type: none"> Operationalising the ASEAN Framework Agreements on the Facilitation of Goods in Transit, Inter-State Transport and Multimodal Transport Enhancing capacity and skills development to further progress regional transport facilitation cooperation. Conceptual planning for an integrated inter-modal transport network in ASEAN.

Transport Actions in ATAP, 2005-2010

The Policy Agenda, Goals and Strategic Thrust as described in the prior sections were carried out through 48 proposed actions during 2005-2010. Out of these 48 actions, the Land Transport addressed 13 actions, Air Transport addressed 10 actions, Maritime Transport addressed 14 actions and Transport facilitation addressed 11 actions. The Table 4-2-2 below provides the description of these actions:

Table 4-2-2 Transport Actions in ATAP, 2005-2010

	Transport Actions in ATAP, 2005-2010
Land Transport	<ol style="list-style-type: none"> 1. Implement the Singapore–Kunming Rail Link (SKRL) sections, as follows: Poipet-Sisophon Railway Link Project (Cambodia); Ho Chi Minh City – Loc Ninh Railway Link Project (Viet Nam); and Spur Lines between Three Pagoda Pass and Thanbyuzayat (Myanmar) and Vientiane – Mu Gia – Tan Ap – Vung Ang (Lao PDR/Viet Nam) 2. Implement the priority road infrastructure projects for the ASEAN Highway including the Mawlamyine–Thanbyuzayat section in Myanmar; Attapeu–Phia Fai section in Lao PDR; and Quang Ngai–Kon Tum section in Viet Nam 3. Implement the ASEAN Highways route numbering system 4. Harmonize the ASEAN Highways’ road signage system, to include the requirements for tourism purposes and road safety 5. Implement the ASEAN Regional Road Safety Strategy and Action Plan 6. Adopt and implement the ASEAN Intelligent Transport System (ITS) Decision Support Framework 7. Formulate regional plan to guide cross-border movement of tourist, chartered and scheduled bus transport services, including the harmonization/standardization of technical and safety requirements 8. Enhance technical and human capacity for the development and planning of more effective, functioning and safer urban transport systems and facilities 9. Early implementation of the relevant ASEAN land transport agreements and their protocols 10. Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of land transport infrastructure and facilities 11. Conduct development studies on intra-ASEAN ferry links to connect the major ASEAN land transport/highways/corridors 12. Formulate regional policy framework for developing Inland Waterways Transport (IWT) services 13. Promote intra-ASEAN development of environmentally-friendly transport vehicles through the use of alternative fuels
Air Transport	<ol style="list-style-type: none"> 1. Adopt and implement the ASEAN open sky policy, for both passenger and cargo services by building on the approved Roadmap for Integration of ASEAN (RIA) for ASEAN Competitive Air Services Policy through plurilateral, multilateral or inter-sub-regional liberalization and cooperation arrangements. 2. Develop an airline industry liberalization roadmap/program for the ASEAN region 3. Promote safe, efficient and effective Air Traffic Management (ATM) through enhanced integrity and interoperability of ASEAN Communications, Navigation and Surveillance (CNS) Systems 4. Intensify aviation and airport security through HRD and application of IT 5. Enhance cooperation to ensure, among others, transfer of advanced civil aviation technologies 6. Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of air transport infrastructure and facilities 7. Further liberalize air transport ancillary services 8. Improve/reform the regulatory structure/framework of the air transport industry for better efficiency and performance of the air transport industry (airports, ground handling services, ownership /foreign equity rules, etc.) for better efficiency and performance 9. Enhance regional capacity for combined air and maritime search and rescue (SAR) operations 10. Adopt initiatives to increase air access with dialogue partners




Transport Actions in ATAP, 2005-2010	
Maritime Transport	<ol style="list-style-type: none"> 1. Identifying and designating the important maritime trade corridors/seaways for regional seaborne trade that are vital for the success of ASEAN Economic Community (AEC). 2. Promoting effective and competitive intra-ASEAN shipping in those trade corridors / seaways through (a) rationalization / synchronization of shipping services; b) expanded shipping services linking the 47 designated regional ports and secondary ports ; and c) Greater cooperation within ASEAN sub-regions , through improved sea linkages and in near-coastal shipping, including the implementation of the relevant recommendations of the ASEAN Maritime Transport Development Study 3. Achieve significant liberalization of intra-ASEAN maritime transport services 4. Support and promote the development of ASEAN-based shipping fleet for intra-ASEAN and international trade 5. Further study on expanding the agreement on common ASEAN near coastal voyage limits 6. Conduct studies on introduction of high-speed cargo and passenger vessels and intra-regional feeder services servicing the regional gateway and secondary ports 7. Enhance the activities of the ASEAN Forum on IMO Conventions to facilitate the accession and implementation of relevant IMO conventions by AMSs 8. Strengthen the institutional capacity, human resource base and cooperation linkages of AMSs for achieving improved maritime safety, security and preventing marine pollution (e.g., ISPS Code, STCW trainers' training, etc) 9. Pursue the "ASEAN Clean Seas Strategy" 10. Intensify maritime transport security through capacity building and IT-based programs 11. Pursue the Handling of Dangerous Goods in ASEAN Ports' Project and other APA-initiated mutually beneficial projects 12. Enhance regional capacity for maritime search and rescue (SAR) operations 13. Strengthen maritime transport human resource capacity 14. Regular exchange of information and best practices in maritime transport policy and development programs
Transport Facilitation	<ol style="list-style-type: none"> 1. Early implementation of the ASEAN transport facilitation agreements 2. Operationalise/enhance capacity for the National Transit Transport Coordinating Committees (NTTCCs) in all Member States 3. Regular implementation evaluation/monitoring meetings of regional Transit Transport Coordinating Board (TTCB) 4. Simplify/harmonize trade/transport procedures and documentation 5. Formulate uniform guidelines and requirements for the registration of Multimodal Transport Operators (MTOs) 6. Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS (International Commercial Terms) 7. Conduct training/skills upgrading programs (e.g., seminars, workshops, etc) to enhance institutional and human capacity in the implementation of the ASEAN transport facilitation agreements. 8. Promote ASEAN transport intermediaries such as freight forwarders, MTOs, logistics service providers, truck/haulage operators 9. Promote strategic logistics centres, e.g. inland clearance depots, regional warehouse and distribution centres linking the major regional trade centres 10. Promote ICT applications for seamless cargo transportation through the integration of surface, maritime and air cargo information systems and related information networks such as customs and trade-related systems. 11. Exchange of experiences/update of developments on multimodal transport operations in Member States

4.2.3 HISTORY OF SPECIFIC MEASURES BY SECTOR

The review of the transport actions by grouping them in specific sectors will be able to provide a concise “move forward” direction/progress of the transport actions. The review of actions by sectors will be comparatively easy to analyze and understand the development, continuation, progress and achievements in each transport sectors. The tables below highlights the progress or “move forward” of each specified sectors by grouping the transport actions and comparing them between 1999-2004 Plan and 2005-2010 Plan. Such comparison for land transport, air transport, maritime transport and transport facilitation is shown in Table 4-2-3 to Table 4-2-6.

Such comparison by sectors will be able to provide a broad framework of actions that need to be continued or included in ASEAN Strategic Transport Plan (ASTP), 2011-2015.





Table 4-2-3 Land Transport Actions/Measures by Sectors in the earlier Transport Plans

Land Transport Actions 1999-2004		Land Transport Actions 2005-2010
<p>ASEAN Highway</p> <p><u>LT1</u>- Adoption of a Ministerial understanding on the development of the ASEAN Highways.</p> <p><u>LT2</u> - Conduct of feasibility studies/analyses and /or detailed engineering studies of priority projects under the ASEAN Highway network project.</p> <p>Remarks ASEAN Highway network was adopted and studies were conducted.</p>		<p>ASEAN Highway</p> <p><u>LT2</u>- Implement the priority road infrastructure projects for the ASEAN Highway including the Mawlamyine–Thanbyuzayat section in Myanmar; Attapeu–Phia Fai section in Lao PDR; and Quang Ngai–Kon Tum section in Viet Nam</p> <p><u>LT3</u>- Implement the ASEAN Highways route numbering system</p> <p><u>LT4</u>- Harmonize the ASEAN Highways’ road signage system, to include the requirements for tourism purposes and road safety</p> <p>Remarks Certain projects were implemented. However, still Class-III and below grade road exists in some AMSs.</p>
<p>SKRL</p> <p><u>LT3</u>- Conduct of feasibility studies/analyses and/or detailed engineering studies of the missing links under the Singapore Kunming Rail Link Project</p> <p>Remarks SKRL network was adopted and feasibility studies were taken up.</p>		<p>SKRL</p> <p><u>LT1</u>- Implement the Singapore–Kunming Rail Link (SKRL) sections, as follows: Poipet-Sisophon Railway Link Project (Cambodia); Ho Chi Minh City – Loc Ninh Railway Link Project (Viet Nam); and Spur Lines between Three Pagoda Pass and Thanbyuzayat (Myanmar) and Vientiane – Mu Gia – Tan Ap – Vung Ang (Lao PDR/Viet Nam)</p> <p>Remarks Feasibility studies were carried out with limited construction/implementation.</p>
<p>Road Safety</p> <p><u>LT12</u>- Development of ASEAN Road Safety Audit system</p> <p>Remarks Some initiative taken up on Road Safety audit system.</p>		<p>Road Safety</p> <p><u>LT5</u>- Implement the ASEAN Regional Road Safety Strategy and Action Plan</p> <p>Remarks Initiatives were taken to formulate MRSSWG at national and ASEAN level.</p>

Land Transport Actions 1999-2004		Land Transport Actions 2005-2010
Intelligent Transport System (ITS)		Intelligent Transport System (ITS)
LT9- Policy development for an ASEAN Intelligent Transport System	⇒	LT6- Adopt and implement the ASEAN Intelligent Transport System (ITS) Decision Support Framework
Remarks Policy were formulated for ITS.		Remarks Study for ITS has been completed.
Cross Border Movement		Cross Border Movement
LT4-Instituting a liberalized ASEAN wide policy for road transport services (for both passengers and cargoes) e.g., enhancing market access for transit and interstate transport services, tourist and/or chartered buses, etc.		LT7- Formulate regional plan to guide cross-border movement of tourist, chartered and scheduled bus transport services, including the harmonization/standardization of technical and safety requirements
LT5- Expansion of inter-railway agreements to facilitate cross-border movement of goods and peoples and provide opportunities for multi modal transport operations, by way of access and transit rights to railway infrastructure.	⇒	
LT8- Awareness and accession to international conventions relating to land transport cross-border facilitation.		
Remarks		Remarks Regional Plan not yet formulated/initiated.
Inland Waterways Transport		Inland Waterways Transport
LT11-Adoption of common guidelines and procedures for the inland transport of dangerous goods.	⇒	LT11-Conduct development studies on intra-ASEAN ferry links to connect the major ASEAN land transport/highways/corridors LT12- Formulate regional policy framework for developing Inland Waterways Transport (IWT) services.
Remarks		Remarks IWT Regional Plan not yet formulated/initiated
Environment		Environment
LT10- Conduct of development study for sustainable urban transport and road safety planning in the ASEAN region.	⇒	LT13- Promote intra-ASEAN development of environmentally-friendly transport vehicles through the use of alternative fuels
Remarks		Remarks Limited efforts were made in selected AMSs.

Land Transport Actions 1999-2004		Land Transport Actions 2005-2010
Agreements		Agreements
<u>LT6</u> - Implementation of the ASEAN agreements on the mutual recognition of driving licenses and commercial vehicle inspection certificates.		<u>LT9</u> - Early implementation of the relevant ASEAN land transport agreements and their protocols
<u>LT7</u> - Coordination/harmonization of laws, rules and regulations on motor vehicle administration, traffic rules and regulations on motor vehicle administration, traffic law and road safety enforcement e.g. those relating to registration and licensing, pricing, insurance coverage, franchising procedures of vehicles used for cross-border and transit movements.	⇒	
Remarks		Remarks Not all agreements are yet ratified.
	⇒	Technical & Human Capacity Dev. <u>LT8</u> - Enhance technical and human capacity for the development and planning of more effective, functioning and safer urban transport systems and facilities. <u>LT10</u> - Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of land transport infrastructure and facilities. Remarks Exchange of practices is a common feature during LTWG meetings. Workshops/Seminars were conducted to enhance capacity.

Table 4-2-4 Air Transport Actions/Measures by Sectors in the earlier Transport Plans

Air Transport Actions 1999-2004		Air Transport Actions 2005-2010
<p>Open sky</p> <p><u>AT-1</u> Development of the priority ASEAN-wide airports system to cater to the expanded opportunities in inter-regional trade, investment and tourism.</p> <p><u>AT-3</u> Development of the liberalization policy for air freight services</p> <p><u>AT-4</u> Adoption of more liberal and flexible air services arrangements in ASEAN, initially for ASEAN's sub regional groupings like BIMP-EAGA and the CLMV Countries.</p> <p>Remarks Preparation for ASEAN Open sky policy.</p>		<p>Open sky</p> <p><u>AT-1</u>-Adopt and implement the ASEAN open sky policy, for both passenger and cargo services by building on the approved Roadmap for Integration of ASEAN (RIA) for ASEAN Competitive Air Services Policy through plurilateral, multilateral or inter-sub-regional liberalization and cooperation arrangements</p> <p><u>AT-2</u> Develop an airline industry liberalization roadmap/ program for the ASEAN region</p> <p><u>AT-7</u> Further liberalize air transport ancillary services</p> <p>Remarks Promotion for ASEAN Open sky policy</p>
<p>Aviation safety</p> <p><u>AT-2</u> Coordination and contingency planning amongst AMSs for the Year 2000 (Y2K) problem.</p> <p><u>AT-8</u> Development of a detailed and coordinated plan for the implementation of the CNS/ATM system within ASEAN</p> <p><u>AT-9</u> Monitoring implementation of the reduced vertical separation minimum (RVSM) above FL290, with the end in view of achieving a coordinated regulatory framework for regional implementation in ASEAN</p> <p><u>AT-10</u> Strengthening the airworthiness and flight safety oversight capabilities of AMSs</p> <p><u>AT-11</u> Continuing HRD programs on aviation management, air traffic services and CNS/ATM applications</p> <p>Remarks Upgrading conventional CNS/ATM</p>		<p>Aviation safety</p> <p><u>AT-3</u> Promote safe, efficient and effective Air Traffic Management (ATM) through enhanced integrity and interoperability of ASEAN Communications, Navigation and Surveillance (CNS) System</p> <p>Remarks Promotion for satellite based CNS/ATM system.</p>
<p>Aviation security</p> <p><u>AT-7</u> Strengthening regional cooperation in the implementation of the ASEAN Multilateral Aeronautical Search and Rescue Agreement</p> <p>Remarks Not yet been considered for aviation security. It is before terrorism attack in USA.</p>		<p>Aviation security</p> <p><u>AT-4</u> Intensify aviation and airport security through HRD and application of IT</p> <p><u>AT-9</u> Enhance regional capacity for combined air and maritime search and rescue (SAR) operations</p> <p>Remarks Acknowledgment for importance of aviation security</p>
<p>Institutional, Regulatory</p> <p><u>AT-12</u> Enhanced networking and cooperation amongst national civil aviation training institutes</p>		<p>Institutional, Regulatory</p> <p><u>AT-5</u> Enhance cooperation to ensure, among others, transfer of advanced civil aviation technologies</p> <p><u>AT-8</u> Improve the regulatory framework of the air transport industry for better efficiency and performance</p>








Air Transport Actions 1999-2004		Air Transport Actions 2005-2010
Remarks		Remarks
Dialogue partner <u>AT-5</u> Engaging effective cooperation, dialogue and partnership between and amongst ASEAN aviation administrations, national airlines and national tourism organization (NTOs) in areas of common interest <u>AT-6</u> Strengthening cooperation and coordination with the association of ASEAN national airlines and international organization like IATA and ICAO		Dialogue partner <u>AT-10</u> Adopt initiatives to increase air access with dialogue partner
Remarks		Remarks
		PPP <u>AT-6</u> Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of air transport infrastructure and facilities
		Remarks

Table 4-2-5 Maritime Transport Actions/Measures by Sectors in the earlier Transport Plans

Maritime Transport Actions 1999-2004		Maritime Transport Actions 2005-2010
<p>Enhancement of Network</p> <p><u>MT-1</u> Development of the priority ASEAN-wide Ports system. <u>MT-2</u> Development of a regional policy and development framework for competitive Maritime transport system</p>		<p>Enhancement of Network</p> <p><u>MT-1</u> Identify and designate the important maritime trade corridors/seaways for regional seaborne trade. <u>MT-2</u> Promote effective and competitive intra-ASEAN shipping in those trade corridors / seaways <u>MT-6</u> Conduct studies on introduction of high-speed cargo and passenger vessels and intra-regional feeder services servicing the regional gateway and secondary ports.</p>
<p>Remarks</p>		<p>Remarks MT-1 and 2 have been conducted as measurement of Maritime Roadmap</p>
<p>Liberalization</p> <p><u>MT-5</u> Simplification and harmonization of port documentation and procedures, relating to vessel and cargo movements</p>		<p>Liberalization</p> <p><u>MT-3</u> Achievement of significant liberalization of intra-ASEAN maritime transport services.</p>
<p>Remarks</p>		<p>Remarks It has been conducted as measurement of Maritime Roadmap</p>
<p>Technical Improvement</p> <p><u>MT-4</u> Development of port EDI network among ASEAN ports and the global port community.</p>		<p>Technical Improvement</p> <p><u>MT-4</u> Support and promote the development of ASEAN-based shipping fleet for intra-ASEAN and international trade.</p>
<p>Remarks</p>		<p>Remarks It has been conducted as measurement of Maritime Roadmap</p>
<p>Human and Institutional development</p> <p><u>MT-12</u> Strengthening regional capacity for maritime search-and-rescue (SAR) operations</p>		<p>Human and Institutional development</p> <p><u>MT-8</u> Strengthen the institutional capacity, human resource base and cooperation linkages of AMSs for achieving improved maritime safety, security and preventing marine pollution <u>MT-12</u> Enhance regional capacity for maritime search and rescue (SAR) operations. <u>MT-13</u> Strengthen maritime transport human resource capacity <u>MT-14</u> Regular exchange of information and best practices in maritime transport policy and development programs</p>
<p>Remarks</p>		<p>Remarks</p>
<p>Cooperation with IMO</p> <p><u>MT-7</u> Progressive implementation and/pr adoption of IMO conventions</p>		<p>Cooperation with IMO</p> <p><u>MT-7</u> Enhance the activities of the ASEAN Forum on IMO Conventions to facilitate the accession and implementation of relevant IMO Conventions by AMSs</p>
<p>Remarks</p>		<p>Remarks</p>







Maritime Transport Actions 1999-2004		Maritime Transport Actions 2005-2010
Safety and Security		Safety and Security
<p><u>MT-9</u> intensified cooperation on Port State Control (PSC) activities for substandard ships and errant shipmasters, among others</p> <p><u>MT-11</u> Development of an EDI-based information system for dangerous of goods in selected ASEAN ports.</p>		<p><u>MT-10</u> Intensify maritime transport security through capacity building and IT-based programs</p> <p><u>MT-11</u> Pursue the Handling of Dangerous Goods in ASEAN Ports' Project and other APA-initiated mutually beneficial projects.</p>
Remarks		Remarks
Environment		Environment
<p><u>MT-10</u> Cooperation in transportation oil spill prevention and preparedness</p>		<p><u>MT-9</u> Pursue the "ASEAN Clean Seas Strategy".</p>
Remarks		Remarks
Agreement		Agreement
<p><u>MT-8</u> Common ASEAN near coastal voyages</p>		<p><u>MT-5</u> Further study on expanding the agreement on common ASEAN near coastal voyage limits</p>
Remarks		Remarks
Tourism		
<p><u>MT-6</u> Promotion of regional cruise tourism</p>		
Remarks		
Cooperation with Dialogue Partner		
<p><u>MT-3</u> Engaging effective cooperation, dialogue and partnership between and among ASEAN port authorities, ship-owners, freight forwarders and shippers' councils</p>		
Remarks		

Table 4-2-6 Transport Facilitation Actions/Measures by Sectors in the earlier Transport Plans

Transport Facilitation Actions 1999-2004	Transport Facilitation Actions 2005-2010
<p>ASEAN Framework Agreements</p> <p><u>TF1</u> Operationalisation of the Framework Agreement on the Facilitation of Goods in Transit</p> <p><u>TF2</u> Implementation of the Framework Agreement on Multimodal Transport.</p> <p><u>TF3</u> Implementation of the Framework Agreement on the Facilitation of Inter-State Transport.</p> <p><u>TF6</u> Establishment / institutionalization of the National Transit Transport Coordinating Committees</p> <p><u>TF7</u> Establishment / institutionalization of the Regional Transit Transport Coordinating Board</p> <p>Remarks</p>	<p>ASEAN Framework Agreements</p> <p><u>TF1</u> Early implementation of the ASEAN transport facilitation agreements.</p> <p><u>TF2</u> Operationalise/enhance capacity for the National Transit Transport Coordinating Committees (NTTCCs) in all Member States.</p> <p><u>TF3</u> Regular implementation evaluation/monitoring meetings of regional Transit Transport Coordinating Board (TTCB).</p> <p>Remarks</p>
<p>Transport Infrastructure Development</p> <p><u>TF4</u> Development study for improved land transport facilitation and transport logistics in ASEAN, e.g. freight corridor demonstration projects; establishment of Inland Trucking Depots (ITDs), improvement of cross-border facilities, etc.</p> <p>Remarks</p>	<p>Transport Infrastructure Development</p> <p><u>TF9</u> Promote strategic logistics centres e.g. inland clearance depots, regional warehouse and distribution centres linking the major regional trade centres.</p> <p>Remarks</p>
<p>Logistics Facilitation</p> <p><u>TF8</u> Harmonization of terminologies and codes used in multimodal and transit transport operations</p> <p>Remarks</p>	<p>Logistics Facilitation</p> <p><u>TF4</u> Simplify/harmonize trade/transport procedures and documentation.</p> <p><u>TF5</u> Formulate uniform guidelines and requirements for the registration of Multimodal Transport Operators (MTOs).</p> <p><u>TF6</u> Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS (International Commercial Terms).</p> <p>Remarks</p>
<p>Institutional and Human Resource Development</p> <p><u>TF9</u> HRD programs on EDI and other IT applications (e.g. e-commerce, bar coding) and on Intermodal / Multimodal Transport System.</p> <p><u>TF10</u> Training of Trainers for Multimodal Transport Operators</p>	<p>Institutional and Human Resource Development</p> <p><u>TF7</u> Conduct training/skills upgrading programs (e.g., Seminars, workshops, etc) to enhance institutional and human capacity in the implementation of the ASEAN transport facilitation agreements.</p> <p><u>TF8</u> Promote ASEAN transport intermediaries such as freight forwarders, MTOs, logistics service providers, truck/haulage operators.</p> <p><u>TF11</u> Exchange of experiences/update of developments on multimodal transport operations in Member States.</p>

Transport Facilitation Actions 1999-2004		Transport Facilitation Actions 2005-2010
Remarks		Remarks Collaborated with Japan Initiated APSL.
Application of Advanced Technology and management		Application of Advanced Technology and management
<u>TF5</u> Developing or implementing Information Technology (IT) solutions in the management of transit transport and multimodal transport systems, e.g. Electronic Interchange (EDI); electronic networking with customs authorities, the port community, etc .,cargo/container transport tracking/monitoring systems.		<u>TF10</u> Promote ICT applications for seamless cargo transportation through the integration of surface, maritime and air cargo information systems and related information networks such as customs and trade-related systems.
Remarks		Remarks

4.3 ROADMAPS

4.3.1 ROADMAP FOR INTEGRATION OF AIR TRAVEL SECTOR (RIATS)

(1) Objective

The objective of this initiative is to advance the full liberalisation of air transport services in ASEAN, to achieve the ASEAN Leaders' vision of Open Sky in the ASEAN region. This Roadmap will build upon the Roadmap for ASEAN Competitive Air Services Policy adopted by the Ninth ATM Meeting in Yangon, Myanmar in October 2003. The Roadmap will complement the overall policy goals of the Action Plan for ASEAN Air Transport Integration and Liberalisation to be adopted at the Tenth ATM in Phnom Penh, Cambodia in November 2004.

(2) Measures

This Roadmap provides concrete actions that AMSs shall pursue to achieve greater and significant air transport liberalisation in ASEAN, through a staged and progressive implementation. This roadmap includes issues specific to a) Liberalisation of air freight services; and b) Liberalisation of scheduled passenger services.

In the implementation, two or more AMSs who are ready can negotiate, conclude and sign implementing agreements/arrangements in line with the ASEAN-X Formula, on a plurilateral, multilateral or sub-regional basis. The other Member States could join in the implementation when they are ready. AMSs can also conclude more liberal bilateral arrangements for air services liberalisation.

AMSs shall be provided flexibility with regard to the implementation of the proposed timeline for the specific measures.

(3) Coverage

The liberalization measures will cover the movement/ carriage of both passengers and cargo or freight by air transport.

(4) Progress of specific issues

The progress of specific issues of RIATS as well as related Agreements and their progress is shown below Table 4-3-1.

Table 4-3-1 Progress of Specific Issues of RIATS

NO.	MEASURES /Timeline	Related Agreement	PROGRESS
SPECIFIC ISSUES			
I	Liberalisation of Air Freight Services		
	Full liberalisation of ASEAN air freight services /Dec.2008	Protocol to Implement the Sixth Package of Commitments on Air Transport Services under the ASEAN Framework Agreement on Services	Signed on 10 Dec. 2009 Ratified Myanmar: 04/05/10 Viet Nam:
		ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS)	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 15/12/09 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
		Protocol 1 on Unlimited Third, Fourth and Fifth Freedom Traffic Rights among Designated Points in ASEAN	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10
		Protocol 2 on Unlimited Third, Fourth and Fifth Freedom Traffic Rights among All Points with International Airports in ASEAN	Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09

NO.	MEASURES /Timeline	Related Agreement	PROGRESS
II	Liberalisation of Scheduled Passenger Services	ASEAN Multilateral Agreement on Air Services (MAAS)	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 15/12/09 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
3	Liberalisation of scheduled passenger services with no limitations on third and fourth freedom traffic rights for all designated points within the ASEAN sub-regions <i>/Dec.2005</i>	Protocol 1 on Unlimited Third and Fourth Freedom Traffic Rights within the ASEAN Sub-Region	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
4	Liberalisation of scheduled passenger services with no limitations on third and fourth freedom traffic rights for at least two designated points in each country between the ASEAN sub-regions <i>/Dec.2006</i>	Protocol 2 on Unlimited Fifth Freedom Traffic Rights within the ASEAN Sub-Region	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
5	Liberalisation of scheduled passenger services with no limitations on fifth freedom traffic rights for all designated points within the ASEAN sub-regions <i>/Dec.2006</i>	Protocol 3 on Unlimited Third and Fourth Freedom Traffic Rights between the ASEAN Sub-Regions	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
6	Liberalisation of scheduled passenger services with no limitations on fifth freedom traffic rights for at least two designated points in each country between the ASEAN sub-regions <i>/Dec.2008</i>	Protocol 4 on Unlimited Fifth Freedom Traffic Rights between the ASEAN Sub-Regions	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
7	ASEAN-wide liberalisation of scheduled passenger services, with no limitations on third and fourth freedom traffic rights for the capital city in each AMSs <i>/Dec.2008</i>	Protocol 5 on Unlimited Third and Fourth Freedom Traffic Rights between ASEAN Capital Cities	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
8	ASEAN-wide liberalisation of scheduled passenger services, with no limitations on fifth freedom traffic rights for the capital city in each ASEAN Member State <i>/Dec.2010</i>	Protocol 6 on Unlimited Fifth Freedom Traffic Rights between ASEAN Capital Cities	Signed on 20 May 2009 Ratified Brunei Darussalam: 30/03/10 Malaysia: 23/01/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09

4.3.2 ROADMAP TOWARDS AN INTEGRATED AND COMPETITIVE MARITIME TRANSPORT IN ASEAN

(1) Objectives

The objective of this roadmap is to promote the progressive liberalization of maritime transport services in AMSs. This is consistent with and supportive of the ASEAN leaders' commitment in the Bali Concord II of October 2003, to develop ASEAN as a single market and production base. Specifically, it furthers the goals enunciated in the Vientiane Action Programme (VAP) 2004-2010 and ASEAN Transport Action Plan (ATAP) 2005-2010, and the ASEAN leaders' call to institute new mechanisms and measures to strengthen the implementation of its existing economic initiatives.

(2) Measures

The roadmap provides a time-bound action plan for concrete actions that AMSs shall pursue in order to achieve a more open, efficient and competitive ASEAN maritime transport system. In keeping with the Bali Concord II, the roadmap includes both cooperation and liberalization measures.

(3) Coverage

The specific measures will cover the movement/carriage of both passengers and cargo or freight by maritime transport, and the provisions of the port and related services necessary for the safe, efficient, secure and reliable operation of maritime transport services. Implementation of the specific measures is subject to conformance with international conventions and/or the relevant national laws and regulations.

(4) Specific Measures and Progress

Specific measures and respective progress reported at 19th MTWG Meeting on 20-22 April 2010 is summarized in Table 4.3.2.

Table 4-3-2 Specific Measure and Progress of Roadmap for Maritime Transportation

No.	Action	Target Date 1)	Progress
Developing a single ASEAN Voice			
1	Adopt the general principles and framework for a common shipping policy	12/31/07	<u>Completed.</u>
2	Establish mechanism for the consultation, coordination and consensus of ASEAN responses to emerging maritime issues, which may have an impact on the interest of AMSs	12/31/08	<u>On-going</u> Malaysia has updated on IMO-related developments and MTWG requested AMSs to provide Malaysia with suggestions on issues and concerns requiring discussion by the consultation group. MTWG encouraged Member States to utilize the consultation group to discuss common issues and concerns to achieve a single ASEAN voice.
Infrastructure			
3	Review list of ports in the ASEAN transport network to ensure that all ports of regional significance are included	12/31/07	<u>Partially completed and partially on-going.</u>
4	Compile a database on ASEAN network ports. This could include inventory of the facilities available, shipping services, port tariffs, and other indicators	12/31/08	<u>On-going</u> APA is on the progress of the development of the Database on ASEAN Network Ports. Forty-three (43) ports out of the forty-seven (47) ports included in the ASEAN-Wide Port Network have submitted the accomplished survey forms. Survey matrices for these ports are available at the APA website. The Meeting encouraged the data on four (4) remaining ports from Malaysia (Port Klang, Penang, Bintulu (Sarawak) and Kemaman) to be transmitted to APA to ensure the database completion by December 2010.
5	Develop a database of maritime trade movements to and from within ASEAN	12/31/09	<u>Almost completed</u> The system development for the Database of Maritime Trade Movements to and from within ASEAN was completed in December 2009 and testing completed in April 2010. The data collection for the period up to December 2008 for the ASEAN network ports has also been completed. MTWG requested AMSs to provide their final comments/inputs on the said project report, if any, to Malaysia no later than 7 May 2010. Should there be no comments, the final draft project report is considered adopted. The AMSs could explore the database at http://www.aseandb.net

No.	Action	Target Date 1)	Progress
6	Develop guidelines for assessing port development priorities, including acceptable performance levels	12/31/09	<u>Almost completed</u> Brunei Darussalam and JICA completed the Final Report on the Study on Guidelines for Assessing Port Development, including Acceptable Performance Levels. The Report covers the cargo throughput capacity of ports, assessment of port development priorities, and the application of the guidelines regarding the classification of network ports and their expected roles, proposed methodology for estimating container terminal performance and procedures for assessing port development priorities. Should there be no comments by 7 May 2010, the final draft project report is considered adopted.
7	Identify required improvement areas in ASEAN network port performance and capacity, based among others, on regular forecasts of maritime trade and requirements	12/31/09	<u>On-going</u> The progress report has submitted by Malaysia. The Workshop on Measure no. 7 will be convened in late July 2010 and the expected submission of the draft Final Report of Measure No.7 in the end of August 2010. Because Measures 5, 6 and 7 are linked to Measure No. 8 and cognizant of the timelines for the latter, the MTWG encouraged Malaysia/ROK to consider extending the July 2010 Workshop for Measure No. 7 for an additional day in order to assist Viet Nam and Japan with preparatory project activities for Measure No. 8.
8	Develop project priorities, based on the guidelines for assessing port development, to raise performance and capacity levels towards bridging such gaps in ASEAN network ports	12/31/10	<u>In preparation</u> According to the presentation paper by Viet Nam at 19th MTWG Meeting, the study is scheduled to be executed from June 2010 to January 2011 in cooperation with JICA, however, MTWG encouraged Viet Nam/JICA to revisit its proposed study methodology to help ensure achievement of the timeline for the measure's completion by December 2010.
9	Explore funding mechanisms, where necessary, to support the implementation of identified projects in the ports of AMSs	12/31/12	<u>No action for present</u>
10	Ensure that all ASEAN network ports meet the acceptable performance and capacity levels	12/31/15	<u>No action for present</u>

No.	Action	Target Date 1)	Progress
Market Integration			
11	Confirm the principle of open access to the international maritime trade of all AMSs, as per the decisions of the other relevant ASEAN sectoral bodies, such as the ASEAN Coordinating Committee on Services (CCS), and ASEAN Maritime Transport Sectoral Negotiation Working Group	12/31/09	<u>On-going</u> Indonesia updated Principles and Strategy Paper for the ASEAN Single Shipping Market. MTWG agreed to request AMSs to provide their comments/inputs to Indonesia on the proposed principles and strategies, no later than 24 May 2010, after which Indonesia shall finalize and circulate a revised the Paper for consideration and adoption at the next MTWG meeting.
12	Develop the strategies for an ASEAN Single Shipping Market	12/31/09	
13	Implement the ASEAN Single Shipping Market	12/31/11	<u>No action for present</u> It is not implemented for the present, and it will start after completion on Measure No.11 and No.12
Harmonization			
14	Develop guidelines on acceptable practices in the provision of fiscal support for shipping operations	12/31/09	<u>On-going</u> Philippines proposed concept paper on the proposed approach to developing the guidelines on acceptable practices in the provision of fiscal support for shipping operations in ASEAN, including the comparative matrix of current practices in AMSs. MTWG requested AMSs to submit their further comments/inputs on the concept paper, if any, to Philippines by 24 May 2010. Furthermore, MTWG requested Philippines to prepare a Draft Guidelines for circulation to AMSs by 24 June 2010, for eventual consideration and adoption at the next MTWG meeting.
15	Harmonies ship registration practices	12/31/09	<u>On-going</u> Philippines summarized draft paper consolidating matrices on the conditions precedent and related documentary requirements for the registration of ships in AMSs. After thorough deliberation, MTWG concluded that harmonizing ship registration processes will be difficult to achieve at this point considering the respective domestic laws and procedures of AMSs and that such harmonization needs further study and deliberation. MTWG agreed that the output for Measure No. 15 will consist of a Directory of Ship Registration Practices in ASEAN for the consideration and adoption of the next MTWG. MTWG also agreed to give AMSs one month until 24 May 2010 to revert to Philippines with their respective comments/updates on the matrices and other relevant information for the said directory.

No.	Action	Target Date ¹⁾	Progress
16	Develop guidelines for structure of port tariffs in ASEAN transport network ports	12/31/09	<u>On-going</u> Revised Questionnaire for Measure No. 16 made by Thailand, has been circulated to AMSs and that responses are being awaited from remaining seven AMSs. Based on the AMSs' responses, Thailand will prepare the Draft Report and the Draft Guidelines for the Structure of Port Tariffs in ASEAN transport network ports to AMSs and circulate the said drafts by 24 June 2010 for eventual consideration and adoption in the next MTWG.
Human Resources and Capacity Development			
17	Establish centres of logistics excellence at selected tertiary institutions within ASEAN	12/31/09	<u>On-going</u> MTWG has encouraged Member States to provide their information on the available maritime education and training courses. Singapore received said information from some AMSs and is awaiting feedback from the remaining six Member States. MTWG agreed to give the remaining Member States one month until 24 May 2010 to provide Singapore with said feedback. As agreed upon in the 17th MTWG, the information shall subsequently be uploaded onto the ASEAN website.
18	Develop strategy, including encouraging private sectors, for enhanced shipboard placements	12/31/09	<u>On-going</u> Indonesia and Philippines has circulated the concept paper on the "Development of a Strategy for Enhanced Shipboard Placement". MTWG requested the Member States to submit their inputs/comments on the concept paper no later than 24 May 2010. MTWG agreed to subsequently consider the Final Draft Strategy Paper for adoption at the next MTWG meeting.
19	Establish regional centres of maritime excellence to provide advanced training in high technology aspects of maritime operations and specialized courses in areas such as port and shipboard security.	12/31/11	<u>On-going</u> MTWG requested AMS to provide inputs/comments on the information shared by Singapore. Singapore will report to the 20 th MTWG Meeting on the progress of activities under the Measure towards timely implementation.
20	Implement single labour market for ASEAN seafarers.	12/31/13	<u>No action for the Present</u>

4.3.3 ROADMAP FOR THE INTEGRATION ON LOGISTICS SERVICES

The TFWG is the responsible body for coordinating and implementing the transport related measures of the ASEAN Roadmap for the Integration of Logistics Services¹. Those measures relates to enhancing multimodal transport infrastructure development, intensifying transport facilitation program, upgrading of human competencies of ASEAN logistics services providers, and in the progressive liberalization of the related transport services.

¹ The 25th ASEAN Senior Transport Officials Meeting Document, The ASEAN Secretariat's Discussion Paper

(1) Objectives

The objectives of this initiative are to:

- Create an ASEAN single market by 2015 by strengthening ASEAN economic integration through liberalisation and facilitation measures in the area of logistics services; and
- Support the establishment and enhance the competitiveness of an ASEAN production base through the creation of an integrated ASEAN logistics environment.

(2) Measures

This Roadmap provides concrete actions that AMSs shall pursue to achieve greater and significant integration of logistics services in ASEAN, through progressive implementation of the measures, which include the liberalisation of logistics services, enhancing competitiveness of ASEAN logistics services providers through trade and logistics services facilitation, expanding capability of ASEAN logistics service providers, human resource development, and enhancing multi-modal transport infrastructure and investment.

(3) Coverage

The scope of the measures will cover freight logistics and related activities. The implementation of the specific measures shall be subject to the relevant national laws and regulations.

Table 4-3-3 shows the Roadmap and progress the specific measures only tasked to STOM or TFWG.

Table 4-3-3 Specific Measure and Progress of Roadmap for the Integration of Logistics Services (1)

No.	Specific Measure	Progress	IMPLEMENTING BODY
I	Member country shall endeavour to achieve substantial liberalization of logistics services in the following sectors		
1	Liberalize Maritime cargo handling services		CCS
2	Liberalize Storage and warehousing services		CCS
3	Liberalize Freight transport agency services		CCS
4	Liberalize Other auxiliary services		CCS
5	Liberalize Courier services		CCS
6	Liberalize Packaging services		CCS
7	Liberalize Customs clearance services		CCS & CCC
	Maritime transport services		
8	International Freight Transportation excluding Cabotage		CCS
	Air freight services		
9	Implement ASEAN Multilateral Agreement of the Full Liberalization of Air Freight Services	See Table 4-3-1 for the detail	STOM
	Rail freight transport services		
10	International rail freight transport services	See Chapter 3 section 2 for the detail	CCS, relevant STOM WG
	Road freight transport services		
11	International road freight transport services	See Chapter 3 section 2 for the detail	CCC CPTFWG
II (a)	Trade and Customs Facilitation		
12	Implement provisions in the WTO Agreement on Customs Valuation.		CCC/CPTFWG
13	Implement the WCO Immediate Release Guidelines and review, as appropriate, the de minimis levels (value thresholds) for express delivery of air shipments and implement/introduce EDI to speed up customs clearance.		CCC/CPTFWG
14	Promote the implementation of the WCO Framework of Standards to Secure and Facilitate Global Trade.		CCC/CPTFWG
15	Identify suitable standards to secure the interoperability and interconnectivity in facilitating trade within customs jurisdiction, including those of Information and Communication Technology.		CPTFWG
16	Enact domestic legislation to provide legal recognition of electronic documents/ transactions.		TELSOM/CPTFWG
17	Encourage application of standardized trade data and documents for trade facilitation through the adoption of International standards like WCO data model, United Nations Trade Data Elements Directory (UNTDDED), UN-eDocs and the electronic submission of document.		CPTFWG and SEOM
18	Adopt service commitments (Client Service Charters) by ASEAN customs authorities.		CCC

Table 4-3-4 Specific Measure and Progress of Roadmap for the Integration of Logistics Services (2)

No.	Specific Measure	Progress	IMPLEMENTING BODY
19	Encourage implementation of 24x7 customs operations to accelerate the cargo customs clearance as requested by the industry and subject to the relevant national regulations.		CPTFWG and SEOM
20	Promote relevant technologies for advanced information systems to be shared among governmental agencies, shippers, and industry, in advancing supply-chain security initiatives.	ASEAN ITS Policy Framework has developed by Japan. Exchanging best practices is the Regular feature of four WGs. To share their technologies, Inviting other WG special participant from energy or trades WG were invited to share the information and knowledge.	CEWG/STOM /TELSOM
21	Develop the Single Window approach for customs clearance.		ASW-SC / CPTFWG /SEOM
22	Promote the use of RFID (Radio Frequency Identification) applications to facilitate cross-border use of RFID in trade and customs as well as cross border tracking of goods.		TELSOM / CPTFWG / ASW-SC
23	Facilitate cross border electronic transactions, information sharing, electronic payment and electronic signatures.		TELSOM WG ALL / CPTFWG
24	Encourage enterprises to adopt/develop interoperable supply chain management systems in ASEAN to link up planning solutions, automated storage and retrieval systems and wireless tracking technologies.		TELSOM WG ALL / CPTFWG
25	Enhance cooperation and communications between customs and the business sector including through electronic means.		CCC/CPTFWG / AFFA / ASEAN Shippers Council
26	Implement risk management practices to facilitate trade, while maintaining effective customs control.		CPTFWG
27	Enhance transport security and safety in the regional supply-chain networks, through capacity building initiatives, technical networking, and regular exchange of relevant technologies, best practices and information.	AFFA proposed the logistics-related courses for capacity development in 19 th TFWG. (See Chapter 3 section 5.2 for the detail.) CLMV countries are requesting training program by other country such as Singapore and Thailand as well as assistant by Dialogue partners.	STOM / CPTFWG / ASW-SC
28	Conduct regular formal dialogues between private sectors, relevant associations and government related bodies.		CCC/CPTFWG / ASW-SC

Table 4-3-5 Specific Measure and Progress of Roadmap for the Integration of Logistics Services (3)

No.	Specific Measure	Progress	IMPLEMENTING BODY
II (b) Logistics Facilitation			
29	Enhance the transparency of domestic regulation for logistics related regulation through timely publication of investment regulation, licensing criteria, licensing decisions by the Governments and facilitate consultation with the private sector.		<i>CCI / CCS / STOM Working Groups</i>
30	Conclude and sign the ASEAN Framework Agreement on Facilitation of Inter-State Transport.	Signing of the AFAFIST by all AMS following the signing by Myanmar during the 15th ATM. See Chapter 3 section 5.2. (3) for the detail.	<i>STOM</i>
31	Operationalise the ASEAN Framework Agreement on the Facilitation of Goods in Transit and the ASEAN Framework Agreement on Multimodal Transport to promote efficient door-to-door cargo transport and cross-border transport facilitation.	These ASEAN Framework Agreements are being implemented with support study by APRIS II Program. NTTCCs have established in each AMS and inaugural TTCB meeting was held proposing Overall Work Plan for operationalisation of three agreements. (See Chapter 3 section 5.1.(1) and (2))	<i>STOM/CCC</i>
32	Improve land transport network infrastructures and services to achieve better inter-connectivity, inter-operability and inter-modality with the national, regional and international maritime and air transport gateways.	This has been addressed under ASEAN Highway (AH) network and Singapore Kunming Railway (SKRL) project which are planned for completion by 2020 and 2015 respectively.	<i>STOM</i>
33	Strengthen intra-ASEAN maritime and shipping transport services.	The Study on Promoting Efficient and Competitive Intra-ASEAN Shipping Services has been done in March 2005 by Australia.	<i>STOM</i>
34	Establish enabling and conducive policy environment for increased private sector involvement and/or public-private partnerships in the development of transport logistics infrastructure and the provision and operation of transport logistics facilities.	No concrete step has been taken up for Public-Private Partnership in the development of transport logistics infrastructure and the provision and operation. The experience and best practices are exchanged continuously to share the information.	<i>STOM</i>
35	Identify and develop other mechanisms to further facilitate the movement of natural persons involving logistics services.		<i>CCS</i>

Table 4-3-6 Specific Measure and Progress of Roadmap for the Integration of Logistics Services (4)

No.	Specific Measure	Progress	IMPLEMENTING BODY
III	Expanding Capability of ASEAN Logistics Service Providers		
36	Adopt best practices in the provision of logistics services and support the development of SMEs in the sector, including the formation of SME networks.	Developing logistics training centres in	<i>SEOM / STOM</i>
37	Promote regional cooperation to assist CLMV countries especially least developed countries.	In capacity building, ASEAN and AFFA offered logistics training programs. Also, trainers can be sent with request from CLMV countries.	<i>STOM</i>
38	Develop and update an ASEAN database on logistics services providers with a view to enhance the development of networking activities.	No database was developed or updated on logistics services providers. Remark: Thailand is responsible for developing and updating database for AH. In 17 th LTWG meeting Thailand presented 2004 data and 2008 data.	<i>ASEC with inputs from STOM and AFFA</i>
IV	Human Resource Development		
39	Develop and upgrade skills and capacity building through joint trainings and workshops.	Some dialogue partners such as Japan and UNESCAP have been offering capacity building programs. See Chapter 3 section 5.2 for the detail.	<i>STOM CCCAFFA and other related body</i>
40	Encourage the development of national skills certification system for logistics service providers.	Not much progress in ASEAN Framework but each AMS have developed national skills certification system for service providers. See Chapter 3 section 5.2 for the detail.	<i>AFFA and other related bodies</i>
41	Encourage the development of an ASEAN common core curriculum for logistics management.	AFFA proposed the logistics-related courses for capacity development in 19 th TFWG. See Chapter 3 section 5.2 for the detail.	<i>AFFA and other related bodies</i>
42	Encourage the establishment of national /sub-regional centre of excellence (training centre).	AMS have established their national training centres for logistics, except for Cambodia, Lao PDR, Myanmar and Viet Nam. See Chapter 3 section 5.2 (2) for the detail.	<i>STOM and AFFA</i>

Table 4-3-7 Specific Measure and Progress of Roadmap for the Integration of Logistics Services (5)

No.	Specific Measure	Progress	IMPLEMENTING BODY
v	Enhance Multi-Modal Transport Infrastructure and Investment.		
43	Identify and the ASEAN transport logistics corridor network and formulate the necessary infrastructure development requirements to support the improvement of inland transport network infrastructure, the inter-modal linkages between connecting modes of transport, to match inland with maritime transport infrastructure and to improve connectivity between ASEAN logistics gateways, among others.		<i>STOM</i>
44	Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS (International Commercial Terms).	There is an ongoing regional effort to promote but it is still under preparation.	<i>STOM / AFFA</i>

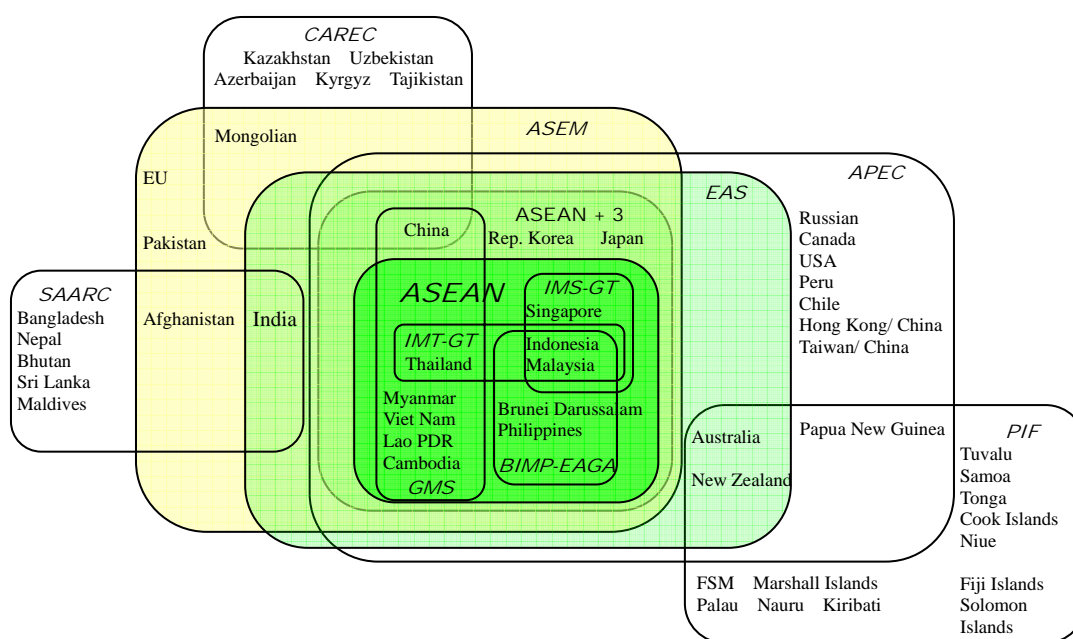
Source: ASEAN Logistics Development Study, Record of 15th – 19th TFWG Meeting, and ASEAN Economic Score Card

4.4 TRANSPORT SECTOR COOPERATION WITH DIALOGUE PARTNERS

In recent years, various regional initiatives have been proposed by dialogue partners such as China, Japan, India, the European Union and Republic of Korea. Regional cooperation in East Asia is in progress as of ASEAN + 1 or ASEAN + 3 with their comprehensive and / or independent themes to obtain initiatives for investment and support from dialogue partners.

Their cooperation is beneficial and actually saw results for ASEAN to achieve AEC.

Sector-wise specific programs in cooperation with Dialogue Partners - China, Japan and the Republic of Korea are mentioned below. On-going ASEAN’s internal/external regional cooperation in East Asia and Asia Pacific area are summarized as shown in Figure 4-4-1, which ASEAN has provided a forum to related countries for negotiations in order to work towards maintaining ‘ASEAN Centrality’.



Note:

- GMS : Greater Mekong Subregion
- IMS-GT : Indonesia, Malaysia, Singapore - Growth Triangle
- IMT-GT : Indonesia, Malaysia, Thailand - Growth Triangle
- BIMP-EAGA : Brunei, Indonesia, Malaysia and Philippines - East ASEAN Growth Area
- EAS : East Asia Summit
- APEC : Asia Pacific Economic Cooperation
- ASEM : Asia European Meeting
- CAREC : Central Asian Regional Economic Cooperation
- SAARC : South Asian Association for Regional Cooperation
- PIF : Pacific Islands Forum

Source: ERIA Study Team

Figure 4-4-1 Regional Cooperation Framework

(1) Land Transport**Table 4-4-1 Present Status of Cooperation with Dialogue Partner on Land Transport**

Dialogue Partner	Project Name	Outline/Status
China	Strategic Plan for ASEAN-China Transport Cooperation	<ul style="list-style-type: none"> • Establishing China-ASEAN Strategic Plan Working Group, which aims to discuss important issues concerning the implementation of the Strategic Plan. • Identifying short-term priority projects by 2010 based on the list of priority projects identified in the Strategic Plan. • Initiating implementation of the priority projects by 2010. • AMSs and China will hold negotiation on jointly approved initiative funds for implementation of the Strategic Plan; • Actively seeking diversified financing channels. • Enhancing business cooperation; • Holding workshops or forum on the priority projects. • Enhancing cooperation between research institutes and relevant transport associations through information and personnel exchange.
	Workshop on Highway Plan, Design, Construction, Maintenance and Management between China and AMSs	<ul style="list-style-type: none"> • Promoting the technical exchanges and cooperation between China and ASEAN by strengthening the common understanding between the officials concerned.
	ASEAN-China Strategic Plan	<ul style="list-style-type: none"> • Facilitating the development of an integrated transport infrastructure system connecting the Southeast Asian Nations and the East Asian Nations. • Four north-south and three east-west transport corridors be developed, linking China and AMSs' major cities.
Japan	ASEAN-Japan Transport Partnership Project (AJTP)	<ul style="list-style-type: none"> • Facilitating Cargo Transportation and Logistics • Promoting Safe and Sustainable Shipping • Enhancing Air Transport Safety and Efficiency • Cooperation by Mutual Exchange of Information, Experience and Best Practices
	ASEAN-Japan Action Plan on Environment Improvement in Transport Sector (AJ-APEIT)	<ul style="list-style-type: none"> • Developing national implementation plans in a certain AMS • Capacity development for government officials • Promote certification system for environmentally-friendly businesses • Introduce Japanese case for government officials
	ASEAN-Japan information platform	<ul style="list-style-type: none"> • Collecting and analyzing current environmental data and data monitoring
Republic of KOREA	ASEAN-ROK Transport cooperation Projects	<ul style="list-style-type: none"> • Cooperating in the areas, inter alia, planning, designing, construction and maintenance of road, bridge, tunnel, railway and intelligent transport system • ROK requested AMS to submit detailed project proposal with regards to items bellow at 17th LTWG Meeting: <ul style="list-style-type: none"> - Human Resources Development and Education - Institutional and Technical Assistances - Infrastructure Feasibility Studies

Source: ERIA Study Team

(2) Maritime Transport**Table 4-4-2 Present Status of Cooperation with Dialogue Partner on Maritime Transport**

Dialogue Partner	Project Name	Objectives/Outline
China	Strategic Plan for ASEAN-China Transport Cooperation	Refer to Land Transport
	ASEAN-China Maritime Consultation Mechanism (ACMCM)	<ul style="list-style-type: none"> • Providing necessary technical assistance for marine pollution prevention and maritime security in the areas of maritime safety and security • Establishing cooperation mechanism for maritime rescue and salvage, marine environmental protection, and port state control.
Japan	ASEAN-Japan Transport Partnership Project (AJTP)	<ul style="list-style-type: none"> • Facilitating Cargo Transportation and Logistics • Promoting Safe and Sustainable Shipping • Enhancing Air Transport Safety and Efficiency • Cooperation by Mutual Exchange of Information, Experience and Best Practices
	ASEAN-Japan Action Plan on Environment Improvement in Transport Sector (AJ-APEIT)	<ul style="list-style-type: none"> • Developing national implementation plans in a certain AMS • Capacity development for government officials • Promoting certification system for environmentally-friendly businesses • Introducing Japanese case for government officials
	ASEAN-Japan Transport Statistics Database	<ul style="list-style-type: none"> • Providing framework for the operation of database by consolidating the useful findings and learning gained from the various initiatives under ASEAN-Japan Transport Information Platform project. • Capacity development for government officials of maritime transport sector to utilize the database
	ASEAN-Japan Seafarers Policy Cooperation	<ul style="list-style-type: none"> • Deepening mutual understanding and developing policy cooperation with regard to seafarers among AMSs and Japan
	ASEAN-Japan Maritime Transport Security program	<ul style="list-style-type: none"> • Improving maritime security level in the ASEAN-Japan • Promoting cooperation for training of security officers
	ASEAN-Japan Port technology Joint Research Project	<ul style="list-style-type: none"> • Advance port related technology in ASEAN-Japan through joint researches on port technology issues, such as overage port structures, improvement and environmental preservation.
	ASEAN Mega-Float Promotion Project	<ul style="list-style-type: none"> • Conducting research to find needs for the Mega-Float, a very large floating structure, in the ASEAN-Japan water area.
Republic of KOREA	ASEAN-ROK development Cooperation in Port Sector	<ul style="list-style-type: none"> • Guidelines for assessing port development priorities (Measure 6) <ul style="list-style-type: none"> - Forecasting the maritime trade and demand for port development based on measure 5 and economic indicators (Measure 7) - Clarifying the gap between demand forecasted and current supply capacity of port service (Measure 7) - Identifying the required improvement area and projects (Measure 7) • Developing project priorities listed in measure 7 based on guidelines of measure 6 (Measure 8)
	ASEAN-ROK Transport Cooperation Roadmap	<ul style="list-style-type: none"> • Identifying the Required Improvement Areas (Measure 7) of ASEAN Maritime Transport Roadmap

Source: ERIA Study Team

(3) Air Transport**Table 4-4-3 Present Status of Cooperation with Dialogue Partners on Air Transport**

Dialogue Partner	Project Name	Objectives/Outline
China	Strategic Plan for ASEAN and China Transport Cooperation	Refer to Land Transport
	ASEAN-China Air Transport Agreement	<ul style="list-style-type: none"> • Removing restrictions on air services with a view of achieving full liberalization between and beyond ASEAN and China
Japan	ASEAN-Japan Transport Partnership Project (AJTP)	<ul style="list-style-type: none"> • Facilitating Cargo Transportation and Logistics • Promoting Safe and Sustainable Shipping • Enhancing Air Transport Safety and Efficiency • Cooperation by Mutual Exchange of Information, Experience and Best Practices
	ASEAN-Japan Air Transport Project (AJAT)	<ul style="list-style-type: none"> • ASEAN-Japan New Air Navigation System • ASEAN-Japan Aviation Security Project
	ASEAN-Japan Transport Information Platform Project (AJOA2)	<ul style="list-style-type: none"> • Updating of the Common Data Templates • Data encoding, validation and updating • Formulating the network: country focal points and online discussion forum • Access to the database • Security of the database/backup for recovery • Monitoring and evaluation/Promotion of awareness
	ASEAN-Japan Eco-Airport Guidelines	<ul style="list-style-type: none"> • Realizing and creating an environmentally-friendly airport • Establishment of Eco-Airport Council • Preparation and implementation of the airport environmental plan • Evaluation of the airport environmental plan • Evaluation and public disclosure of airport environmental plan
	ASEAN-Japan New Air Navigation System	<ul style="list-style-type: none"> • Follow up the Action Plan / Recommendation for the New Air Navigation System (CNS/ATM).
	ASEAN-Japan Aviation Security Project	<ul style="list-style-type: none"> • Enhancing aviation security in the whole region, making the most of shared information and experience on relevant policies and security measures through a survey, workshop, and expert meeting, etc.
	ASEAN-Japan Airport Study Project	<ul style="list-style-type: none"> • Enhancing policies and measures that are critical for improvement of operation and environment quality of airports in ASEAN-Japan region
	ASEAN-Japan Action Plan on Environment Improvement in Transport Sector	<ul style="list-style-type: none"> • Developing national implementation plans in a certain AMS • Capacity development for government officials • Promote certification system for environmentally-friendly businesses • Introduce Japanese case for government officials
	Operational Guideline of the ASEAN-Japan Transport Statistics Database	<ul style="list-style-type: none"> • Providing framework for the operation of database by consolidating the useful findings and learning gained from the various initiatives under ASEAN-Japan Transport Information Platform project.
Republic of KOREA	ASEAN-ROK Transport Cooperation	<ul style="list-style-type: none"> • Cooperate in the areas of air services arrangements, airline cooperation, air transport safety and security and airport construction.
	ASEAN-ROK Air Transport Agreement	
India	ASEAN-India Air Transport Agreement	<ul style="list-style-type: none"> • Establishing integrated, efficient and competitive international air transportation between ASEAN and

Dialogue Partner	Project Name	Objectives/Outline
		India to enhance trade, the welfare of consumers, and economic growth; <ul style="list-style-type: none"> • Contributing to the progress of regional and international civil aviation by gradual liberalization of air transport between ASEAN and India • Concluding an agreement for the purpose of operating air transport between ASEAN and India
European Union (EU)	ASEAN Air Transport Integration Project (AATIP)	Financing Agreement between ASEAN and the European Community

Source: ERIA Study Team

(4) Transport Facilitation

Table 4-4-4 Present Status of Cooperation with Dialogue Partner on Transport Facilitation

Dialogue Partner	Project Name	Objectives/Outline
China	Strategic Plan for ASEAN and China Transport Cooperation	Refer to Land Transport
Japan	ASEAN-Japan Action Plan on Environment Improvement in the Transport Sector (AJ-APEIT)	<ul style="list-style-type: none"> • Developing national implementation plans in a certain AMS • Capacity development for government officials • Promote certification system for environmentally-friendly businesses • Introduce Japanese case for government officials
	Operational Guidelines for ASEAN-Japan Transport Statistics Database	<ul style="list-style-type: none"> • Providing framework for the operation of database by consolidating the useful findings and learning gained from the various initiatives under ASEAN-Japan Transport Information Platform project.
	ASEAN-Japan Transport Information Platform project	<ul style="list-style-type: none"> • Collecting and analyzing current environmental data and data monitoring
	Program for Improving Efficiency of Logistics and Distribution of the East-West Corridor and the Southern Economic Corridor	Part A : On-going <ul style="list-style-type: none"> • Function enhancement project for customs clearance • Improvement project for physical distribution base • Development project for roadside station and appurtenant facilities • Human resource development project Part B : To be prepared (under F/S) <ul style="list-style-type: none"> • Establishment of logistics training centre <ul style="list-style-type: none"> - Sub-regional logistics training centre (Viet Nam)
	ASEAN-Japan Logistics Capacity Building Program (AJTLCP)	<ul style="list-style-type: none"> • Improvement of logistics-related infrastructure, institutions for logistics, and transport activities by logistics service providers
	ASEAN-Japan Transport Partnership Project (AJTP)	<ul style="list-style-type: none"> • Facilitating Cargo Transportation and Logistics • Promoting Safe and Sustainable Shipping • Enhancing Air Transport Safety and Efficiency • Cooperation by Mutual Exchange of Information, Experience and Best Practices
Republic of KOREA	ASEAN-ROK Transport cooperation	<ul style="list-style-type: none"> • Strengthen cooperation in different modes of transport and develop a network of road, water, railway and air services to facilitate transportation to meet the future demands generated by ASEAN-Korea free trade agreement.
	ASEAN-ROK Transport cooperation Roadmap	<ul style="list-style-type: none"> • ROK requested for AMS to submit new project proposal for inclusion in the Roadmap at 17th TFWG Meeting:

Source: ERIA Study Team

4.5 SUB-REGIONAL INITIATIVES

Since the early 1990s, several sub regional initiatives have been launched to narrow the economic gap among AMSs especially in rural areas of the countries. In this section, three major initiatives, the GMS, BIMP-EAGA and IMT-GT, are introduced their outline of the program and actions especially focus on transport sector.

4.5.1 GMS: THE GREATER MEKONG SUB-REGION ECONOMIC COOPERATION PROGRAM²

(1) Background and Outline of the GMS

Most of the region along with the Mekong still remains in poverty and their GDP per capita is under USD 2. Each member country of ASEAN has been experienced significant economic development however the poverty has not been solved especially in the rural area in the region. Under such situation, the Greater Mekong Sub-region (GMS) Economic Cooperation Programs established in 1992 with the ADB's assistance to enhance economic relations among the countries along with the Mekong. The member countries are Cambodia, the People's Republic of China (PRC), Lao People's Democratic Republic (Lao PDR), Myanmar, Thailand, and Viet Nam which covers about 325 million people and 2.6 million km² of land.

According to the ADB, the GMS challenges following five issues.

- the disparities between urban and rural communities
- a growing gap between rich and poor
- inadequate attention to the special needs of ethnic minorities
- gender inequities, lack of access to basic health and education
- inadequate protection of the environment on which traditional livelihoods depend

Transportation is one of the nine priority sectors in the GMS program, others are agriculture, energy, environment, human resource development, investment, telecommunications, tourism and trade.

(2) Goal and Strategy of the GMS

At the first summit held on November 2002, the six GMS leaders endorsed the ten-year strategic framework with five strategic thrust. The goals of the framework are "a well-integrated and prosperous Mekong sub-region – free of poverty and committed to protecting the environment that is vital to the sub-region's future wellbeing" which will be achieved through the following five development thrust.

- i) Strengthen infrastructure linkages through a multi-sectoral approach
- ii) Facilitate cross-border trade and investment
- iii) Enhance private sector participation in development and improve its competitiveness
- iv) Develop human resources and skill competencies, and
- v) Protect the environment and promote sustainable use of the sub-region's shared natural resources.

The GMS initiative expects the enhancement of connectivity within the sub region, improvement of competitiveness and greater sense of community. Especially in terms of the

² Source: <http://www.adb.org/GMS/>

connectivity, upgrading and expanding infrastructures in the GMS such as road, rail, water and air transport systems will strengthen network not only among the GMS countries but also with other Asian countries. It is expected that enhancing connectivity in a physical way will contribute to improve the GMS competitiveness which induce upgrading of income and quality of life in the GMS.

(3) GMS Plan of Action

At the 13th GMS Ministerial Conference in Vientiane, Lao PDR on December 2004, the Plan of Action (POA) was compiled as the midterm action road map for cooperation in the nine priority sectors. After reviewing and endorsing the POA by the second GMS Leaders summit on July 2005, the five-year Vientiane POA for GMS Development was agreed in the third GMS Joint Summit Declaration to accelerate economic development, poverty reduction, social development and environment protection in the GMS.

The Table 4-5-1 shows the outline of the POA 2008-2012 in number of projects and its budget by the priority sectors. There are three groups which categorized by the situation of the projects.

- Group 1: Projects that are ongoing or for immediate implementation and with identified financing
- Group 2: Projects for implementation later within the plan period and/or projects requiring financing
- Group 3: Projects with no definite timeline and/or cost estimate and financing

Table 4-5-1 Number of Projects and Budget for Plan of Action 2008-2012

Sector	No. of Projects				Estimated Total Cost (\$M)	Financing (\$M)
	Group 1	Group 2	Group 3	Total		
Transport	25	11	33	69	14,985.85	13,111.50
Energy	17	4	11	32	5,269.30	3,180.70
Telecommunications	14	5	2	21	354.49	331.79
Agriculture	9	6	18	33	79.29	59.79
Environment	14	6	0	20	345.40	337.25
Tourism	8	11	10	29	429.90	264.05
Human Resource Development	10	3	13	26	144.56	142.06
Trade Facilitation	12	17	0	29	160.37	66.40
Investment	2	0	0	2	NA	NA
Total	111	63	87	261	21,769.16	17,493.54

Source: Summarized by ERIA Study team using data from "GMS Vientiane Plan of Action 2008-2012" January 2008, ADB Website (<http://www.adb.org/GMS/projects/adb-projects.asp>)

In the nine priority sectors, the transport sector is planned to have totally 69 projects out of 261 projects and its estimated total cost is around USD 15,000 million which is nearly 70% of the POA. The energy sector follows to the transport with 32 projects and around USD 5,270 million in estimated total cost.

In terms of the transport sector, there are six strategic thrusts mentioned at the Plan of Action (POA) 2008-2012 as follows;

- i) Strategic Thrust I: Complete key parts of the GMS transport network and improve links with other regions and sub region,
- ii) Strategic Thrust II: Transform transport corridors into economic corridors,

- iii) Strategic Thrust III: Mobilize private sector participation in transport sector activities,
- iv) Strategic Thrust IV: Promote the development of modes other than road transport and competition between transport modes,
- v) Strategic Thrust V: Facilitate implementation of transport-related training programs,
- vi) Strategic Thrust VI: Address transport-related negative impacts.

Looking at the detail of transport projects, the total financing for the Group 1 is allocated around USD 11,065 million and all of the projects of the Group 1 targets to the Strategic Thrust except projects in Group 2 and Group 3 since they have not launched yet or defined their timeline and budget.

(4) Transport Programs Supported by ADB

ADB has taken a strong initiative to promote GMS cooperating with other donors such as OPEC, World Bank, JICA, China Development Bank, etc. Since the GMS cooperation established in 1992, it has been contributed to achieve infrastructure development in the sub region. Implemented or on-going projects in infrastructure reaches USD 11 billion especially including improvement of highway between Phnom Penh, Cambodia and Ho Chi Minh, Viet Nam, and expansion of the East-West Corridor Project from Andaman Sea to Da Nang.

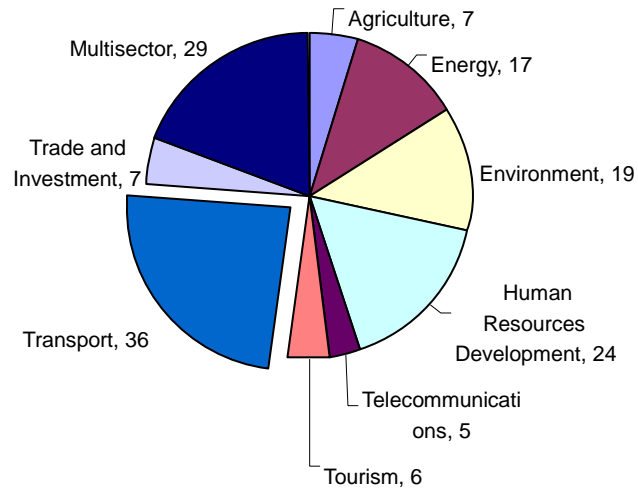
According to the ADB, it has supported the GMS programs by loans and Technical Assistances (TAs). In terms of the loans, totally 38 loans has been implemented since 1992 reaching USD 10,997 million. Road development or improvement is the most priority sector in the loans with 23 projects and followed by eight projects in energy, two projects in each maritime and tourism and only one project in air transport.

Table 4-5-2 ADB Loan Projects

No.	Project Title	Country	Approval Year	Total Project Cost (\$M)
Land				
1	Yunnan Expressway	PRC	1994	461.4
2	Champassak Road Improvement	Lao PDR	1995	60.1
3	Phnom Penh-Ho Chi Minh City Highway	Cambodia	1998	52.7
4	Phnom Penh-Ho Chi Minh City Highway	Viet Nam	1998	144.8
5	Southern Yunnan Road Development	PRC	1999	770.3
6	East-West Corridor Project	Lao PDR	1999	205.0
7	East-West Corridor Project	Viet Nam	1999	387.0
8	Guangxi Roads Development	PRC	2001	455.2
9	Cambodia Road Improvement	Cambodia	2002	77.5
10	Northern Economic Corridor	Lao PDR	2002	95.8
11	Western Yunnan Roads Development Project	PRC	2003	582.0
12	Guangxi Roads Development II	PRC	2004	726.0
13	Dali-Lijang Railway Project (Yunnan Province)	PRD	2004	548.0
14	GMS Kunming-Haiphong Transport Corridor Noi-Bai-Lao Cai Highway Technical Assistance	Viet Nam	2005	8.0
15	GMS Kunming-Haiphong Transport Corridor: Yen Vien-Lao Cai Railway Upgrading Project	Viet Nam	2006	160.0
16	GMS Rehabilitation of the Railway in Cambodia	Cambodia	2006	73.0
17	Western Guangxi Roads Development Project	PRD	2007	1566.0
18	Northern GMS Transport Network Improvement	Lao PDR	2007	88.5
19	GMS Southern Coastal Corridor	Cambodia	2007	18.7
20	GMS Southern Coastal Corridor	Viet Nam	2007	208.7
21	Greater Mekong Subregion: Kunming - Hai Phong Transport Corridor - Noi Bai - Lao Cai Highway Project	Viet Nam	2007	1216.0
22	Central Yunnan Province	PRC	2008	745.0
23	Greater Mekong Subregion: Ha Noi-Lang Son, GMS: Ha Long-Mong Cai, and Ben Luc-Long Thanh Expressways Technical Assistance (ADF)	Viet Nam	2008	30.8
Air				
24	Siem Reap Airport	Cambodia	1996	17.0
25	Second Road Improvement	Viet Nam	1996	237.0
Maritime				
26	Saigon Port	Viet Nam	1995	40.0
27	Fangcheng Port Project	PRC	1996	135.0
Energy				
28	Theun Hinboun Hydropower	Lao PDR	1994	270.0
29	Nam Leuk Hydropower Development	Lao PDR	1996	112.6
30	Greater Mekong Subregion Transmission Project	Cambodia	2003	95.0
31	Nam Theun 2 Hydroelectric Project	Lao PDR	2005	1250.0
32	Regional Communicable Diseases Control	Cambodia	2005	11.2
33	Regional Communicable Diseases Control	Lao PDR	2005	7.5
34	GMS Regional Communicable Diseases Control	Viet Nam	2005	20.0
35	Second Power Transmission and Distribution	Cambodia	2006	52.4
Tourism				
36	Mekong Tourism Development	Cambodia, Lao PDR, Viet Nam	2002	47.1
37	Greater Mekong Subregion: Sustainable Tourism Development	Lao PDR	2008	10.9
38	Greater Mekong Subregion: Sustainable Tourism Development (ADF)	Viet Nam	2008	11.1
TOTAL				10997.3

Source: Summarized by the consulting team using data from the ADB Website (<http://www.adb.org/GMS/projects/adb-projects.asp>)

On the other hand, in the nine priority sectors totally 150 TA projects have been conducted by the ADB. The following table 4.5.3 shows the breakdown of the number of TA projects by priority sectors. TAs in the transport sector is 36 projects at the first place, and TAs for the trade and investment is seven projects.



Source: Summarized by the ERIA Study Team using data from the ADB Website (<http://www.adb.org/GMS/projects/adb-projects.asp>)

Figure 4-5-1 ADB's TA Projects by Sector for GMS

The details of the TAs projects for Transport are indicated by Table 4-5-3 as follows.

Table 4-5-3 TA Projects for Transport

No.	Technical Assistance	Year Approved
1	Greater Mekong Subregion Ha Noi-Lang Son and Ha Long-Mong Cai Express Projects	2008
2	Second Northern Greater Mekong Subregion Transport Network Improvement	2008
3	Development Study of GMS Economic Corridors (Supplementary)	2008
4	Greater Mekong Subregion Highway Expansion (Supplementary)	2008
5	Enhancing Transport and Trade Facilitation in the Greater Mekong Subregion	2008
6	Greater Mekong Subregion Highway Expansion	2008
7	Western Yunnan Roads Development II (PPTA-PRC) (Supplementary)	2008
8	Western Yunnan Roads Development II (formerly [Ruili-Longlin] Expressway)	2007
9	GMS Luang Prabang Airport Improvement	2006
10	Guangzi Longlin-Baise Expressway	2006
11	Central Yunnan Roads Development (Wuding-Kunming)	2006
12	Development Study on the GMS North-South Economic Corridor	2006
13	GMS Northern Transport Network	2005
14	Preparing the Railway Development Project (Yunnan-Yuxi Mengzi Railway)	2005
15	Restructuring of the Railway in Cambodia	2005
16	GMS Rehabilitation of the Railway in Cambodia	2005
17	GMS Southern Coastal Corridor	2005
18	Coordinating for GMS: North-South Economic Corridor Bridge Project (formerly Third Mekong Bridge)	2004
19	GMS Infrastructure Connections in Northern Lao (SSTA)	2004
20	GMS Transport Sector Strategy Study	2004
21	GMS Southern Coastal Corridor (SSTA)	2003
22	Preparing the Kunming-Haiphong Transport Corridor Project-Viet Nam	2002
23	GMS: Cambodia Road Improvement Project Engineering Design Update	2002
24	GMS: Cambodia Road Improvement Project- Small-Scale Technical Assistance for Resettlement Study and Social Impact Assessment	2002
25	GMS: Cambodia Road Improvement Project – Small-Scale Technical Assistance for Environmental Assessment	2002
26	GMS: Cambodia Road Improvement Project – Small-Scale Technical Assistance for Economic Analysis	2002
27	Preparing the Northern Economic Corridor Project – Lao PDR	2001
28	Preparing the Western Yunnan Roads Development Project – PRC	2001
29	East-West Corridor Coordination – Lao PDR and Viet Nam	1999
30	Cross-Border Movement of Goods and People in the GMS	1997
31	Chiang Rai-Kunming Road Improvement via Lao PDR	1997
32	Study of the Lao-Thailand-Viet Nam East-West Transport Corridor	1996
33	Thailand-Cambodia-Viet Nam Southern Coastal Road Corridor	1996
34	Mitigation of Non-physical Barrier to Cross-Border Movement of Goods and People	1996
35	GMS Infrastructure Improvement: Ho Chi Minh City to Phnom Penh	1995
36	Study of the Lao-Thailand-Viet Nam East-West Transport Corridor	1994

Source: ADB Website (<http://www.adb.org/GMS/projects/adb-projects.asp>)

4.5.2 BIMP-EAGA: BRUNEI, INDONESIA, MALAYSIA, PHILIPPINES, EAST ASEAN GROWTH AREA³

(1) Background and Outline of the BIMP-EAGA

The BIMP-EAGA initiative launched at 1994 as the cooperation of four countries especially targeted the economic development to reduce disparities in ASEAN. The area of BIMP-EAGA is characterized as the common culture and ethnic therefore it has potential to develop an economy; however, it has also been faced lack of essential infrastructure which becomes large constraint for economic development in the sub region.

³ Source: <http://www.bimp-eaga.org/index.php> , <http://www.adb.org/BIMP/default.asp>

To overcome such situation, the four countries, Brunei, Indonesia, Malaysia and Philippines took initiatives for cooperation on the sub region coordinated with the private sector. The Initiative covers 57.5 million people and 1.6 million km² of the land consisted of following areas;

- Brunei: Full territory
- Indonesia: East, West, Central and South Kalimantan; Central, Couth and Southeast Sulawesi; Irian Jaya; and Maluku
- Malaysia: Labuan and Sabah and Sarawak
- Philippines: Mindanao and Palawan

The BIMP-EAGA initiative prioritizes four sectors as infrastructure including transport and ICT, natural resources, tourism and SME development which compiled as the clusters. Outline of the four clusters is indicated in the Table 4-5-4.

Table 4-5-4 Major Four Sectors (Clusters)

Cluster	Lead Country	Working Groups Covered
Transport, Infrastructure and ICT Development Working Group (TIICTD) Cluster	Brunei Darussalam	Air Linkages, Sea Linkages, Construction and Construction Materials, Telecommunications/ICT
Natural Resource Development (NRD) Working Group Cluster	Indonesia	Agro-Industry, Fisheries Cooperation, Forestry and Environment, Energy
Joint Tourism Development (JTD) Working Group Cluster	Malaysia	Joint Tourism Development
SME Development (SMED) Working Group Cluster	Philippines	Capital Formation and Financial Services, TF on Customs, Immigration, Quarantine and Security (CIQS) Initiatives

Source: ADB <http://www.adb.org/BIMP/bimp-eaga.asp>

(2) Goal and Strategy of the BIMP-EAGA

According to the BIMP-EAGA Roadmap 2006-2010, the ultimate goal of BIMP-EAGA is to narrow the development gap across and within the EAGA member countries as well as across the ASEAN-6 countries. Its immediate goal is to increase trade, investments and tourism within EAGA. In the Roadmap, following three targets were specified:

- Increase intra- and extra-trade among EAGA focus areas by 10% by 2010
- Increase investments in the EAGA sub region by 10% by 2010
- Increase tourism movement in the EAGA sub region by 20% by 2010.

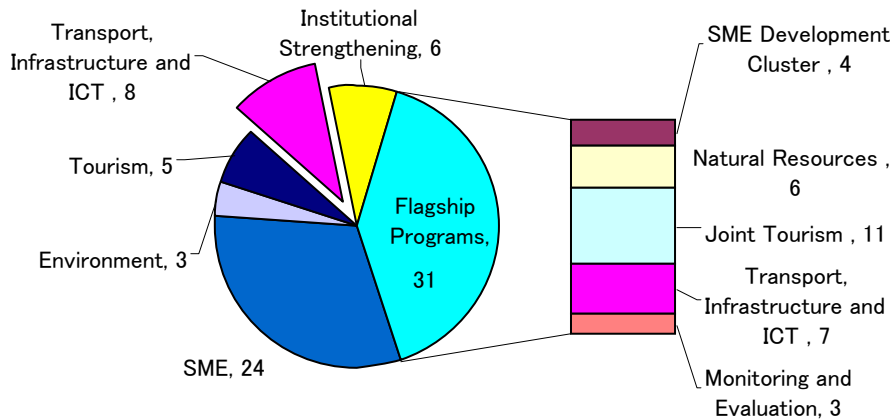
After the Midterm Review (MTR) of the Roadmap, the clusters and working groups re-prioritized the projects by expected impact, feasibility and remaining period of each projects and identified action plans which were expected to contribute directly to the development goals of the initiative. Identified action plans were as follows;

- Transport, Infrastructure, and ICT Development
- Natural Resources Development
- Small Medium Enterprises Development
- Joint Tourism Development
- Trade Facilitation/Customs, Immigration, Quarantine, Security (CIQS)

- BIMP-EAGA Business Council (BEBC)

(3) BIMP-EAGA Action Plan

The BIMP-EAGA initiative has been implemented 77 projects as its action plan for 2006-2010 (Figure 4-5-2). Projects for SME development are totally 28 with the flagship programs out of 77 projects followed by 16 tourism development projects and 15 projects for transport, infrastructure and ICT development.



Source: Summarized by the consulting team using data from BIMP-EAGA Website (<http://www.bimp-eaga.org/about.php>)

Figure 4-5-2 Number of Projects by the BIMP-EAGA Action Plan 2006-2010

The next table 4-5-5 indicates the breakdown of the project for transport and infrastructure development. Totally 14 projects has been conducted for three related categories, such as improvement of the EAGA air, sea and land connectivity, basic infrastructure development and flagship projects for transport, infrastructure and ICT Development.

Table 4-5-5 Projects for Transport and Infrastructure

No.	Projects	Timeframe
Improvement of EAGA Air, Sea and Land Connectivity		
1	Prepare a study on improving inter-modal transport services in EAGA	2006
2	Expedite the development of integrated, multi-modal transport logistics services within EAGA	2006-2010
3	Provide incentives and support for increased private sector involvement and/or public-private partnerships in the development of transport infrastructure and the provision of transport services in priority routes especially those presently underserved	2006-2010
4	Promote the possibility of setting up EAGA transport consortiums to service EAGA routes	2006-2008
5	Support initiatives to establish, through bilateral agreements, liberalized transport arrangements in BIMP-EAGA within the framework of ASEAN agreements	2006-2008
6	Establish an inland clearance depot for trade and transshipment at EAGA borders.	2006-2007
Basic Infrastructure Development		
7	Promote and facilitate public and private sector initiatives in providing more cost-effective basic infrastructure facilities through joint cooperation in resource mobilization	2006-2010
Transport, Infrastructure and ICT Development (TIID) Cluster under Flagship Projects		
8	Complete the EAGA road infrastructure projects	2006-2010
9	Develop new and improve existing ports/ wharves in EAGA	2006-2010
10	Promote shipping line services in the Greater Sulu-Sulawesi Sea Ring (GSSR)	2006-2008
11	Promote the establishment and sustainability of priority EAGA air, sea and land routes for trade, travel and tourism connections	2006-2008
12	Establish an inter-city bus express service in EAGA.	2006-2010
13	Implement agreements on cross-border movement of goods and people, such as the ASEAN Framework Agreement on Goods in Transit, across EAGA focus areas	2007 onwards
14	Improve ICT facilities and services in EAGA, especially at the border areas, to facilitate greater cross-border economic interaction	2006-2010

Source: Summarized by the consulting team using data from BIMP-EAGA Website (<http://www.bimp-eaga.org/about.php>)

(4) ADB Assistance in the BIMP-EAGA

ADB has supported the BIMP-EAGA initiative since 1996 and assigned as Regional Development Advisor (RDA) from 2001 to play a leading role of its development. The next table shows the breakdown of completed projects by ADB assistance from 1996-2006 with totally USD 5.47 million by 10 projects. On-going five projects in 2007-2008 are supported by USD 7.55 million and approved three projects for 2010 with USD 16.5 million.

Table 4-5-6 Completed Projects by ADB

No.	Technical Assistance	Year Approved	Amount (USD million)
1	Study of the Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area	1996	1.8
2	SME Development Strategy in BIMP EAGA	1999	0.3
3	Strengthening Sub regional Cooperation in the Transport Sector of the EAGA and IMT-GT Regions	2002	0.13
4	Expanding the Strategy for SME Development in EAGA	2002	0.24
5	Prioritizing Strategic Directions for BIMP-EAGA	2002	0.4
6	Facilitating Business Information Exchange for SMEs in BIMP-EAGA	2002	0.5
7	Coordinating the Revival of Cooperation Activities in BIMP-EAGA	2002	0.6
8	Strengthening SMEs Regional Networking in BIMP-EAGA	2002	0.7
9	Developing a Database on Cross-Border Trade and Investment in BIMP-EAGA	2004	0.3
10	Enhancement of Sub regional Cooperation in BIMP-EAGA and IMT-GT	2006	0.5
Total			5.47

Source: Summarized by the consulting team using data from ADB Website (<http://www.adb.org/BIMP/assistance.asp>)

Table 4-5-7 On-going Projects by ADB

No.	Technical Assistance	Year Approved	Amount (USD million)
1	Support for Customs, Immigration, Quarantine, and Security Harmonization in BIMP-EAGA	2007	0.6
2	Efficiency Improvement and Connectivity Strengthening in ASEAN	2007	2.75
3	Comprehensive Midterm Review of the BIMP-EAGA Roadmap to Development	2008	0.3
4	Supporting Sound Environmental Management in BIMP-EAGA	2008	2.2
5	Institutional Development for Enhanced Sub regional Cooperation in the aSEA	2008	1.7
Total			7.55

Source: ADB Website (<http://www.adb.org/BIMP/assistance.asp>)

Table 4-5-8 Proposed Projects by ADB

No.	Technical Assistance	For Approval	Amount (USD million)
1	Support for Trade Facilitation in the Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area	2010	1.5
2	Establishing a Sub regional Project Development Facility for BIMP-EAGA and IMT-GT	2010	2
3	Coastal and Marine Resources Management in the Coral Triangle: Southeast Asia	2010	13
Total			16.5

Source: Summarized by the consulting team using data from ADB Website (<http://www.adb.org/BIMP/assistance.asp>)

In addition to these projects, it has been agreed to focus on infrastructure development in the EIMP-EAGA initiative which identified 12 priority projects especially in transport and environment sector for 2010-2011 with total cost reaching USD 1 billion.

Table 4-5-9 Priority Infrastructure Projects for 2010-2011

Year	Brunei	Indonesia	Malaysia	Philippines	Total Cost (USD Million)
2010		-Tarakan-Serudong Road	-Sarawak-Kalimantan Power Interconnection	-Expansion of Mindanao Ports Program I	429.2
		-Sarawak-Kalimantan Power Interconnection	-Lahud Datu Palm Oil Industrial Cluster	-Palawan Ports Development Program	
2011	-Kuala Lurah Border Crossing Facility	-Pontianak-Entikong Transport Link		-Expansion of Mindanao Ports Program II	525.7
	-Pandaruan Bridge (between Brunei and Malaysia)	-Enhancing the Manado-Bitung Link		-Rehabilitation of the Davao-General Santos Road	
Total	15.2	632.7	206.0	101.0	954.9

Source: ADB Website (<http://www.adb.org/BIMP/assistance.asp>)

4.5.3 INDONESIA, MALAYSIA, THAILAND GROWTH TRIANGLE⁴ (IMT-GT) INITIATIVE

(1) Background and Outline of the IMT-GT Initiative

The IMT-GT was launched in 1993 as sub regional cooperation initiative by three member countries, Indonesia, Malaysia and Thailand, to accelerate economic integration in less developed areas in the countries. In the initiative the private sector expected to play a significant role, however, investment for infrastructure from the private sector was not facilitated as expected. To overcome the situation, the IMT-GT has been re-organized its programs to vital the initiatives since 2002 and it was positioned as the Initiative for ASEAN Integration (IAI) in 2004.

The Initiative covers 72 million people and 602,293 km² in land which consist of following area;

- Thailand: 14 provinces in Southern Thailand
- Malaysia: 8 states in Peninsular Malaysia
- Indonesia: 10 provinces in Sumatra

According to ADB, it restarted to support the IMT-GT Initiative in 2006 to develop a new Roadmap of the Initiative. Moreover ADB was appointed as development partner of the IMT-GT cooperation at the second leaders' summit in January 2007.

(2) Goal and Strategy oh the IMT-GT Initiative

The development goal of the Initiative is to achieve a seamless, progressive, prosperous and peaceful sub region with improved quality of life. And it is expected to contribute in establishing the ASEAN Economic Community (AEC) by 2020. To realize this goal, economic development leading by the private sector is emphasized in the Roadmap for Development 2007-2011 through increasing trade and investment intra- and inter- IMT-GT. Physical improvement of connectivity within the sub region is expected to be completed through projects for road, airport and port by 2011.

⁴ Source: IMT-GT's Secretariat (CIMT) website, <http://www.imtgt.org/index.htm>

There are six working groups in the Initiatives along with priority sectors as follows;

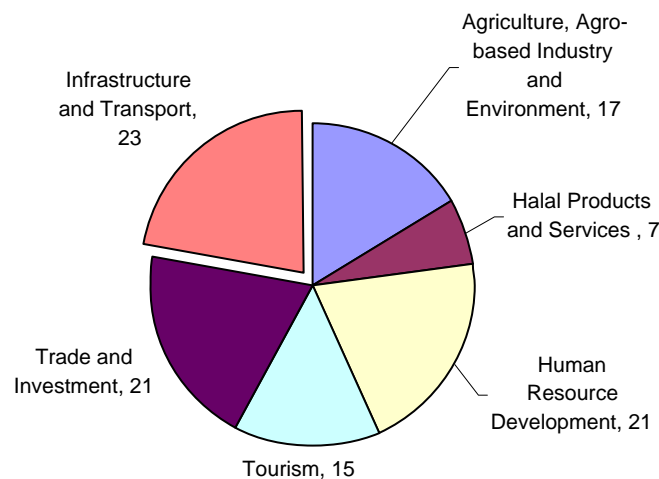
- Infrastructure and Transport (WGIT)
- Trade and Investment (WGTI)
- Human Resource Development (WGHRD)
- Agriculture, Agro-Based Industry, and Environment (WGAAE)
- Tourism (WGT)
- Halal Products and Services (WGHAPAS)

Strategic Thrust defined in the Roadmap are:

- i) Facilitate and promote intra- and inter-IMT-GT trade and investments
- ii) Promote the growth of agriculture and agro-industry and tourism
- iii) Strengthen infrastructure linkages and support to the integration of the IMT-GT sub region
- iv) Address cross-sectoral concerns such as HRD, labour and environment issues
- v) Strengthen institutional arrangements and mechanisms

(3) IMT-GT Action Plans for 2007-2011

Totally 104 projects has been conducted in the Initiative under the Action Plan for 2007-2011. Among six priority sectors, the infrastructure and transport have 23 projects out of 104 projects as the first place followed by 21 projects for the trade and investment sector, and halal products and services.



Source: Summarized by the consulting team using data from IMT-GT's Secretariat website (<http://www.imtgt.org/index.htm>)

Figure 4-5-3 Number of Projects by Sectors for IMT-GT Action Plans for 2007-2011

In terms of infrastructure and transport, the detail of the projects is indicated in the Table 4-5-10 along with its strategic thrust to strengthen infrastructure linkages and support to the integration of the IMT-GT sub region. Breakdown of the projects are 10 projects for land transport, seven (7) for maritime, three (3) for each energy, air transport and PPP, and one for trade facilitation. That is to say, land and marine transport have been focused in the IMT-GT.

Table 4-5-10 IMT-GT Projects for Infrastructure and Transport

No	Title	Country	Timeframe
1	ASEAN Highway Route 25 (AH 25) between Banda Aceh and Palembang in Sumatra (north-south link)	Indonesia, Malaysia, Thailand	2007-2011
2	ASEAN Highway Route 151 East-West Feeder Link between Pekanbaru-Bukittinggi-Padang; Tebing Tinggi-Pematang Siantar; Jambi-Sarolangun; and Bengkulu-Lubuk Linggau-Lahat; Baturaja-Bandang Lampung	Indonesia, Malaysia, Thailand	2007-2011
3	Cooperation in use of alternative and clean sources of energy, such as bio-fuel	Indonesia, Malaysia, Thailand	2007-2011
4	Cooperation in Mini-Hydro: Independent Power Producer in West Sumatera, Indonesia	Indonesia	2007-2011
5	Development of Mainline Trans Sumatera Railway	Indonesia, Malaysia, Thailand	2007-2011
6	Development of new Kantang Coastal Port at Naklua	Thailand	2007-2010
7	Development of Ro-Ro Ferry Services in the IMT-GT	Indonesia, Malaysia, Thailand	2007-2011
8	Formulation of Program for Cooperation in Energy in IMT-GT	Indonesia, Malaysia, Thailand	2007-2008
9	Harmonization and reduction of tariffs in the IMT-GT region	Indonesia, Malaysia, Thailand	2007-2009
10	Improvement of Belawan Port	Indonesia	2007-2010
11	Improvement of Dumai Port	Indonesia	2009
12	Improvement of Existing Tammalang Port, Satun Province	Thailand	2007-2008
13	Improvement of Existing Tammalang Port, Satun Province	Thailand	2006-2007
14	Nathawi-Prakob/Durian Burong-Alor Setar	Malaysia, Thailand	2008
15	Padang Besar-Bukit Kayu Hitam Highway	Malaysia	2008
16	Pattani-Yala-Betong-Penang	Thailand	2008
17	Provide incentives and support for increased private sector involvement and/or public-private sector partnerships in the development of transport infrastructure and provision of transport services in priority routes	Indonesia, Malaysia, Thailand	2007-2010
18	Rehabilitation of Aceh Ports (Lhokseumawe, Sabang and Kuala Langsa)	Indonesia	2007
19	Road transport facilitation through mutual recognition of: road vehicle registration; transport operating license; vehicle inspection certificates	Indonesia, Malaysia, Thailand	2007-2011
20	Satun-Wang Prachan/Wang Kelian-Perlis Highway Development	Malaysia, Thailand	2008
21	Southern Thailand-Northern Malaysia Railway	Malaysia, Thailand	2007-2009
22	Support to initiatives to establish through MOU on Air Linkages, liberalized transport arrangements in IMT-GT within the framework of ASEAN Agreements	Indonesia, Malaysia, Thailand	2007-2010
23	Toll Roads Projects: (i) Binjai-Medan-Tebing Tinggi (AH 25, partial toll road); and (ii) Medan-New Kualanamu Airport	Indonesia	2007-2008

Source: Summarized by the consulting team using data from IMT-GT's Secretariat website (<http://www.imtgt.org/index.htm>)

(4) Progress in the Trade Sector and the Transport Sector

The Midterm Review was reported on July 2009 for the IMT-GT Roadmap. In the MTR dialogue “Building a Dynamic Future: A Roadmap for Development 2007-2011” (IMT-GT Roadmap), 16-17 July 2009 Bangkok, Thailand, several sector specific findings were shared⁵.

For the infrastructure and transport sector, following major findings were indicated in the presentation;

- Pre-FS or FS to develop variety of transport links in the sub region is required.
- Road development for the connectivity corridors have to be reviewed.
- Less progress in air transport
- Less potential for PPP in tollgate, etc.

For the trade and investment sector, mainly three issues were updated as follows;

- One-stop investment centres have been working order.
- The private sector has less interest in Plaza and Townships
- Coordination with other initiatives in ASEAN is required

4.6 REVIEW OF IMPLEMENTATION OF ASEAN TRANSPORT ACTION PLAN (ATAP)

The objective of this chapter is to review the progress made to the specified 48 actions in ASEAN Transport Action Plan, 2005-2010 by AMSs. The first four sections of the chapter review the actions related to land transport, air transport, and maritime transport and transport facilitation. This is followed by the summarized progress and trend analysis of 48 actions. The trend analysis of 48 actions is an attempt to highlight the key elements/areas of ATAP by grouping the relevant actions. Such trend analysis draws attention to some of the actions that have not been addressed in ATAP, 2005-2010.

4.6.1 REVIEW OF LAND TRANSPORT ACTION MEASURES

(1) Action-No.1

Implement the Singapore – Kunming Rail Link (SKRL) sections, as follows:

1) Poipet – Sisophon Railway Link Project (Cambodia)

- Construction of the missing links, guided by the Inter-Ministerial Committee for SKRL, is ongoing.
- SKRL Line involving US\$148 million is supported by the ADB, the Governments of Australia and Malaysia and counterpart resources from Cambodia.
- A Rehabilitation Project funded by the Asian Development Bank (ADB) is in progress (started in 2008), which also includes the 48 km of missing link from Sisophon to Poipet, and is planned to be completed by 2013.

⁵ “Highlights of the Review of the Sectors of Cooperation in the IMT - GT Road Map 2007 - 2011 (Appendix7 of the MTR Dialogue Bangkok, July 2009)”

2) Ho Chi Minh City – Loc Ninh Railway Link Project (Viet Nam)

- Feasibility study of 129 km is completed in 2005. In 2009, the updated study was completed (by a joint venture between China National Machinery Import and Export Corporation (CMC) and China Railway Construction Corporation (CRCC)) to seek ODA from the Government of China.
- The construction is expected to be completed by 2020.
- The agreement between Viet Nam and Cambodia on the railway connection point has been signed and came into force on 4 November 2008.
- Viet Nam has sent the summary project plan and will coordinate the rail connection point with Cambodia.
- Chinese government dispatched the team in July 2009 to undertake the feasibility study on the missing link section from Batdoeung to Trapeang-Sre, railway connectivity point between Cambodia and Viet Nam in the SKRL project.

3) Section between Nam Tok (Thailand) - Three Pagoda Pass -Thanbyuzayat (Myanmar)

- The final feasibility study for Thailand – Myanmar Rail Link was done by Korea International Cooperation Agency (KOICA) in April 2007.
- As per the study, the construction of the missing link from Namtok – Three Pagodas Pass in Thailand and from Three Pagodas Pass – Thanbyuzayat in Myanmar would cost about US\$ 491 million and US\$ 246 million respectively.
- For operational compatibility, Myanmar has yet to fulfil the requirements as laid down in the target standard of SKRL.
- Myanmar has been implementing the upgrading with its limited resources, which may not be enough to implement the SKRL project.
- It has been proposed to Korea Transport Institute (KOTI) under the ASEAN – Korea cooperation to conduct further study and develop detailed designs of the missing link as the continuation of the earlier study.

4) Spur Lines between Vientiane – Mu Gia – Tan Ap – Vung Ang (Lao PDR/Viet Nam)

- Commencement of the construction is not yet determined.
- Viet Nam Railway Administration (VNRA) in coordination with Lao PDR, completed the "Pre-Feasibility Study" of Vung Ang – Tan Ap – Mu Gia section in 2007 and Mu Gia – Tha Khek section in 2008.
- By 2015, Viet Nam expects to finish the feasibility study of the entire Vientiane – Tha Khek – Mu Gia – Tan Ap – Vung Ang section.
- A technical support will be jointly called from Korea to implement the feasibility study and to seek fund for construction.

Remarks: Due to financial constraint the progress of Singapore-Kunming Railway Link (SKRL) project has been slow during ATAP duration. To achieve the target of completion of SKRL project by 2015, the efforts to mobilize financial resources need to be accelerated.

(2) Action No. 2**Implement the priority road infrastructure projects for the ASEAN Highway:****1) Projects for ASEAN Highway (AH)**

- Myanmar
 - AH-1: Kalay – Gangaw (150 km): upgrading of this road section is on going.
 - AH-2: Tachileik – Kyaingtone – Meikhtila (243 km of road section): upgraded to Class 3 standard in 2006.
 - AH-3: Kyaingtone (Keng Tung) – Mongla (93 km; BOT): upgrading completed in the end of 2006.
 - AH-14: Mandalay, Thibaw – Muse (453 km): upgraded to Class 3 standard in 2006.
- Lao PDR
 - AH-3: Nam Lang (Luang Namtha) – Houayxai (Lao PDR/Thailand border) (144 km): upgrading completed in July 2007.
 - AH-15: Namphao (Lao PDR/Viet Nam border) – Ban Lao (J.R.AH.11) (86 km): the rehabilitation of this road section was completed in April 2006. Improvement of seven Bailey bridges is pending funding approval from SIDA.
- Philippines
 - AH-26: Pan Philippine Highway, Surigao (Lipata) – Davao City; and Pan Philippine Highway, Calbiga – Tacloban: upgrading of these road sections started in 2008.
- Cambodia
 - AH-1: Poipet – Sisophon (48 km; ADB loan): the road construction was completed in 2008.
 - AH-11: Kratie – Stung Treng to Cambodia/Lao PDR border (198 km): the road construction was completed in May 2007.
- Viet Nam
 - Many routes upgraded to ASEAN Class 1, some are upgraded to express, especially transit corridors, e.g., Lao Cai – Hai Phong (AH-14), Bien Hoa – Vung Tau (AH-17), Gie – Ninh Binh (AH-1), Da Nang – Quang Ngai (AH-1)
- China agreed to support feasibility studies in Cambodia, Lao, Myanmar, Viet Nam (CLMV) nations to connect the road network to the ASEAN Highway
- China along with Thailand will finance the construction of Houei Sai – Chiang Khong Mekong
- Bridge of Kn Man Road (Kunming-Bangkok Highway via Lao PDR)

2) Mawlamyine – Thanbyuzayat Section in Myanmar

- The infrastructure upgrading work has been completed for a stretch of 20 km (out of 60 km on AH-112) through Myanmar self-financing.

3) Attapeu – Phia Fai Section in Lao PDR

- No Information available.

4) Quang Ngai – Kon Tum Section in Viet Nam

- Feasibility study has been completed and approved. Detail design preparations are in progress.

Remarks: Till date, the ASEAN Highway is not able to meet the target as set for the year 2004 i.e. all designated routes to be upgraded to at least Class 3 standards by 2004. As per 17th LTWG meeting held in April 2010, 2069.5 km of highways still exists below Class 3 standards on Transit Transport Routes (TTR). There is a need to upgrade all the missing links and below Class 3 roads with a priority to the up gradation of Transit Transport Routes.

(3) Action No. 3

Implement the ASEAN Highway route numbering system :

- Route numbers have been assigned.
- Singapore and Malaysia have yet to resolve the issue related to "Route Numbers" on the routes linking both countries and need to confirm the "Transit Transport Routes" details.
- In Viet Nam, AH route numbering implementation is in progress and schedule of completion will be last Quarter of 2010.
- In Myanmar, route numbering signs have been installed on AH-1, AH-2, AH-3 and AH-14 (also a part of Asian Highway Network) of Myanmar section.
- In Thailand, the installation of route numbering signs has been completed.

Remarks: The route numbers has been assigned and it is likely that the route numbering system on the entire ASEAN Highway will be completed by 2012 or so.

(4) Action No. 4

Harmonize the ASEAN Highways road signage system to include the requirements for tourism purposes and road safety:

- The 21st STOM endorsed the recommendations of the 10th ASEAN Highway Sub-working Group Meeting.
- In Viet Nam, Circular No. 09/2005/TT-BGTVT is adjusting road signage to comply with Vien Convention of 1968.
- Viet Nam completed adjusting road signage in Moc Bai – Vung Tau and Lao Bao – Tien Sa corridors.
- Signage in Cau Treo - Cua Lo route in Viet Nam is being adjusted and will be completed by July 2010.

Remarks: The harmonized traffic signage system has been endorsed by STOM and adopted by AMS. However, not significant progress has been realized during the ATAP duration. It has been recommended by 17th LTWG held in April 2010, to install the harmonized route numbering signages on the ASEAN Highways in stages, with the first phase focusing on the designated Transit Transport Routes (TTR).

(5) Action No. 5

Implement the ASEAN Regional Road Safety Strategy and Action Plan:

- During the 1st MRSSWG, it was agreed that all member states will develop the regional strategy and action plan for 2011-2020 through the consolidation of national plans on road safety and using the strategic framework identified in the 2005-2010

ASEAN Road Safety Action Plan and aligning this with the UN Declaration on the Global Decade of Action on Road Safety 2011-2020.

- There is a need to generate fund from international agencies for its realization.
- Brunei notes the UN Decade Road Safety Declaration and will evaluate ways to implement the same.
- Cambodia is preparing the Decade of National Road Safety Action Plan 2011-2020 that is aligned with the UN Decade Road Safety Declaration. The National Road Safety Committee has established a task force specifically for Phnom Penh. Since then, the task force has already met thrice. It expects to complete its National Road Safety Plan by end of 2010 and has completed one road safety seminar.
- Indonesia has completed its review of the Road Traffic and Transport Act, resulting in a separate chapter on road safety. It expects to finalize its Government Regulation for implementation by July 2010.
- Lao PDR plans to evaluate first the implementation of its existing national Road Safety Strategies and Action Plan and hopes to complete a new road safety action plan for 2011-2015 corresponding to UN Resolution calling for the Global Decade of Action for Road Safety.
- Malaysia is currently implementing its five-year road safety plan, 2006-2010. In addition, Malaysia has started sectoral consultation with its road safety stakeholders as initial preparation for its second ten-year road safety plan 2011-2020 to respond to the Global Decade of Action and expects to finish it by November 2010.
- Philippines has completed its assessment of its road safety action plan 2007-2010, which serves as the basis for the 2011-2020 action plan. This new plan shall be aligned with the ASEAN Declaration and also support the UN Resolution calling for the Global Decade of Action for Road Safety, Moscow Declaration and the UNESCAP-Bangkok Declaration.
- Singapore cited its ongoing road safety initiatives which include, among others, road safety improvement around school zones, target areas with high incidence of road accidents, improvement of road safety infrastructure such as concrete bollards at selected bus stops, and enhanced safety of pedestrians.
- Thailand completed its road safety master plan for 2009-2012. The action plan for the subsequent period up to 2020 will be worked out later since the implementation of the current plan has just started. In Thailand, 2010 has been declared as the year for transport safety with road safety activities throughout the year to support this.
- Viet Nam is working on its transport safety strategy covering the period until 2020, identifying its vision for road safety up to 2030, and preparing a road safety action plan covering the period 2011-2020 to correspond with the Global Decade of Action.

The following 5 sub-working groups with the country coordinators were agreed in principle:

- Safety Management – Philippines
- Safety Systems – Malaysia
- Safer Roads – Thailand
- Safer Vehicles – Indonesia
- Safer Road Users – Malaysia

Remarks: In the absence of any regional/master/action plan, the implementation of safety program during the ATAP duration didn't able to progress as anticipated. However, during

the 17th LTWG and 1st MRSSWG (Multi-sectoral Road Safety Special Working Group) meeting held in April 2010, it was recommended to accelerate this initiative and develop 'Regional Strategy' and 'Action Plan' for 2011-2020 through the consolidation of national plans on road safety and using the strategic framework identified in the 2005-2010 ASEAN Road Safety Action Plan. These plans should align with the UN Declaration on the Global Decade of Action on Road Safety 2011-2020. The formulation of recommended plans needs to be formulated during ASTP duration.

(6) Action No. 6

Adopt and implement the ASEAN Intelligent Transport System (ITS) Decision Support Framework:

- Completed in December 2005 with support from Japan.
- Japan Government under the Japan ASEAN Integration Fund (JAIF) is considering a proposal about "ITS Capacity Building Program" submitted by the Land Transport Authority of Singapore.
- Thailand has implemented automatic systems integration of data from ITS and utilized computerized transport and traffic management information system.

Remarks : The study with support from Japan has been completed. The study suggested certain tasks for ASEAN and individual nations. As a first step, the following tasks are recommended for ASEAN:

1. Set up an ITS Task Group and Working Groups
2. Formulate concrete goals
3. Design an ITS System Architecture
4. Determine standards that should be followed by all AMSs
5. Support human resource development needed for ITS.

After accomplishment of the above tasks, the individual AMSs will have to take certain specific tasks at national level to develop and implement and ITS system in their nation.

As a first step, it is suggested to undertake these suggested measures by 'Formulation of ITS Master Plan' and implementing in parallel the capacity development program in AMS with a focus on CLMV nations.

(7) Action No. 7

Formulate regional plan to guide cross-border movement of tourist, chartered and scheduled bus transport services, including the harmonization/standardization of technical and safety requirements:

- LTWG in consultation with TFWG will prepare the draft agreement taking into account the various existing bilateral and multilateral agreements among ASEAN members.
- On 2nd November 2007, an arrangement has been signed among Thailand, Lao PDR and Viet Nam on the operation of the tourism road transport.

Remarks: This action could not be initiated during ATAP duration.

(8) Action No. 8**Enhance technical and human capacity for the development and planning of more effective, functioning and safer urban transport systems and facilities:**

- There is on-going assistance from Japan.
- ASEAN Japan Workshop-cum-Seminar on Automobile Technical Cooperation and Urban Public Transport Studies has been conducted in AMSs and Japan. (Recent ones were held in 2008 in Myanmar, Lao PDR and Cambodia.)

Remarks: This is the ongoing initiative in assistance from Japan and proposed to be continued in ASTP too. However, it is suggested to focus more on CLMV nations.

(9) Action No. 9**Early implementation of the relevant ASEAN land transport agreements and their protocols:**

- The study on 'Implementing the Transport Protocols 3, 4, and 5 under the ASEAN Framework Agreement on the Facilitation of Goods in Transit' funded by EU-ASEAN Programme for Regional Integration Support (APRIS) is being conducted and interim report has identified some remaining legal administrative or practical issues which need to be resolved.
- Ratification Status
 - ASEAN Framework Agreement on the Facilitation of Goods in Transit:
 - Protocol 1: Ratified by Philippines, Brunei and Cambodia.
 - Protocol 3: Ratified by ASEAN members except Thailand.
 - Protocol 4: Ratified by ASEAN members except Thailand and Philippines.
 - Protocol 5: No member state has ratified yet.
 - Protocol 8: Ratified by ASEAN members except Brunei, Philippines and Malaysia.
 - Protocol 9: Ratified by ASEAN members except Thailand and Malaysia.
 - ASEAN Framework on Multimodal Transport: Only Thailand, Cambodia and Philippines have ratified.
- Viet Nam and Thailand have reported that the agreements/protocol's ratification is in process and will be ratified in 2010.

Remarks: The ratification dates and other details are described earlier in the section 3.4.2 of Chapter-3. As the land transport agreements/protocols is same as of transport facilitation agreements/protocols and to avoid the duplication with Action No 1 of Transport Facilitation, it is proposed to shift this action from 'Land Transport' sector to 'Transport Facilitation' sector in ASTP.

(10) Action No. 10**Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of land transport infrastructure and facilities:**

- It is a continuous process and a regular feature of LTWG where member states share their best practices.

Remarks: This is one of the regular feature of LTWG where AMSs exchange their experiences and best practices. However, if possible, it is suggested to introduce relevant best

practices from European Union (EU) and other parts of the world that may facilitate in improving the land transport system in AMSs.

(11) Action No. 11

Conduct development studies on intra-ASEAN ferry links to connect the major ASEAN land transport/highways/corridors:

- Studies are ongoing.
- During 11th ASEAN Highway Sub-Working Group Meeting in 2007, Indonesia proposed 15 intra-ASEAN ferry link routes connecting to highways/corridors for study purposes.
- As a part of BIMP-EAGA maritime transport framework, it is to promote EAGA seaborne trade and tourism.

Remarks: The information about ongoing development studies on ferry links and their current status is very limited. However, based on the review and updates from AMSs, relevant ferry link studies that connect ASEAN Highways will be proposed in ASTP.

(12) Action No. 12

Formulate regional policy framework for developing Inland Waterways Transport (IWT) services:

- During the 14th LTWG, it was discussed that STOM Expert Group on ATAP will further consider this initiative. In the 17th LTWG, it was proposed to take this initiative under ASTP 2011-2015.
- Earlier during the 13th LTWG meeting, it was discussed to support the revised project proposal of China for the Development Study for the Inland Waterway Improvement in CLMV countries.

Remarks: This action could not be initiated during the ATAP duration. The 17th LTWG noted the ERIA team's recommendation to include this action 'Formulation of Regional Master Policy Plan for IWT in ASEAN Region' in ASTP. As IWT has many advantages over other modes of transport especially related to climatic and environmental benefits, it is strongly recommended to include this as an action in ASTP. It is also to be noted that currently very limited and integrated information is available related to IWT in ASEAN region.

(13) Action No. 13

Promote intra-ASEAN development of environmentally-friendly transport vehicles through the use of alternative fuel:

- It is a continuous process.
- During LTWG, invited colleagues from ASEAN energy sectoral bodies shared their works/projects.
- Viet Nam's progress:
 - Carried out research on utilizing liquefied petroleum gas (LPG) for gasoline and diesel automobiles
 - Operating about 1,000 LPG taxis in Ho Chi Minh City, Da Nang and Ha Noi
 - Piloting the operation of compressed natural gas (CNG) public buses in Ho Chi Minh City and Dong Nai province
 - Carried out experiment on the use of E5 for gasoline automobiles

- Government issued Decision No. 177/2007/QD-TTg dated 20th November 2007 approving the “Work plan to promote bio-diesel by the year 2015 with visibility in 2020”.

Remarks: This is a continuous process and during LTWG meetings, colleagues from specialized organizations/agencies are invited to share their experiences and projects related to promotion of environmentally-friendly vehicles and fuels to AMSs. It is suggested to continue and include this action in ASTP too. However from the perspective of progressing ahead, it is suggested to adapt and implement few practices at least as a pilot projects to understand the viability and benefits of the promotion of environmentally-friendly vehicles and fuels in AMSs.

4.6.2 REVIEW OF AIR TRANSPORT ACTION MEASURES

(1) Action-No.1

Adopt and implement the ASEAN open sky policy, for both passenger and cargo services by building on the approved Roadmap for Integration of ASEAN (RIA) for ASEAN Competitive Air Services Policy through plurilateral, multilateral or inter-sub-regional liberalization and cooperation arrangements

- The Roadmap for Integration of Air Travel Sector (RIATS) including Agreement and Protocol for Air Passenger Services and the Air Freight Services, as well as the Multilateral Agreement on the Full Liberalization of Passenger Air Services (MAFLPAS) are described present status below Table.

Remarks: Agreements and Protocols of RIATS have signed and some countries have ratified. Next ASTP activity is focused on the full implementation of the Multilateral Agreement on Air Services, the Multilateral Agreement on the Full Liberalization of Air Freight Services and the MAFLPAS.

Table 4-6-1 Progress of RIATS and Related Agreements and Protocols

Name	Progress or Expected date
Memorandum of Understanding (MOU) on Air Freight Services	Signed on 19 Sep. 2002
Protocol to Implement the Fourth Package of Commitments on Air Transport Services under the ASEAN Framework Agreement on Services	Signed on 23 Nov. 2004
ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS)	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 15/12/09 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 1 on Unlimited Third, Fourth and Fifth Freedom Traffic Rights among Designated Points in ASEAN	Signed on 20 May 2009 Ratified
Protocol 2 on Unlimited Third, Fourth and Fifth Freedom Traffic Rights among All Points with International Airports in ASEAN	Brunei: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
ASEAN Multilateral Agreement on Air Services (MAAS)	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 15/12/09 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 1 on Unlimited Third and Fourth Freedom Traffic Rights within the ASEAN Sub-Region	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 2 on Unlimited Fifth Freedom Traffic Rights within the ASEAN Sub-Region	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10 Myanmar: 07/08/09 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 3 on Unlimited Third and Fourth Freedom Traffic Rights between the ASEAN Sub-Regions	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10

Name	Progress or Expected date
	Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 4 on Unlimited Fifth Freedom Traffic Rights between the ASEAN Sub-Regions	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10 Philippines: 12/05/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 5 on Unlimited Third and Fourth Freedom Traffic Rights between ASEAN Capital Cities	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Protocol 6 on Unlimited Fifth Freedom Traffic Rights between ASEAN Capital Cities	Signed on 20 May 2009 Ratified Brunei: 30/03/10 Malaysia: 23/01/10 Singapore: 03/07/09 Thailand: 13/10/09 Viet Nam: 22/12/09
Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS)	
Protocol 1 on Unlimited Third and Fourth Freedom Traffic Rights between Any ASEAN Cities	Will be signed in November 2010 Timeline of 30 June 2010
Protocol 2 on Unlimited Fifth Freedom Traffic Rights between Any ASEAN Cities	Will be signed in November 2010 Timeline of 30 June 2013

Source: ATWG

(2) Action-No.2**Develop an airline industry liberalization roadmap/ program for the ASEAN regions**

- This TOR (prepared by Viet Nam) was submitted at ATWG-13 and was endorsed in-principle by ATWG-13.

Remarks: Develop an airline industry liberalization roadmap/ program for the ASEAN region. This action is necessary to achieve ASAM. This shall be continued under ASTP till 2015.

(3) Action-No.3**Promote safe, efficient and effective Air Traffic Management (ATM) through enhanced integrity and interoperability of ASEAN Communications, Navigation and Surveillance (CNS) System**

- This activity has been conducted under the ASEAN-Japan Transport Partnership Programme (ASEAN-Japan New Air Navigation System - AJAT-1).

Remarks: ICAO planed the roadmap for CNS/ ATM system for Asian countries including AMSs which shall be followed as shown below.

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
ICAO (Asia/Pacific)	Route-Oceanic	RNP(RNAV10)*					RNP2, RNP40 (RNAV10)*					GNSS								
	Route-Remote Continental	RNP(RNAV10)*					RNP2 (RNAV2/RNP4/RNAV10)*													
	Route-Continental en-route	RNAV2, RNAV5					RNAV1, RNP2 (RNAV2/RNAV5)*													
	TMA	RNAV1 (with RADAR) Basic RNP1 (no RADAR)					Expand RNAV1 or RNP 1 application Mandate RNAV1 or RNP1 approval in high density APO													
	Approach	RNP APCH with Baro-VNAV					Expansion of RNP APCH (wz Baro-VNAV) and APV					GNSS Landing								
RNP ARAPCH					Expansion of RNP AR APCH															

Source: ICAO

Figure 4-6-1 PBN Roadmap in Asian/ Pacific Region

(4) Action-No.4

Intensify aviation and airport security through HRD and application of IT

- This activity has also been integrated under the ASEAN-Japan Transport Partnership Programme (ASEAN-Japan Aviation Security Project - AJAT-2).

Remarks: This action is necessary to harmonize and integrate of ASAM. This shall be continued under ASTP till 2015.

(5) Action-No.5

Enhance cooperation to ensure, among others, transfer of advanced civil aviation technologies

- Training programme by SAA is on-going.

Remarks: This action is necessary to enhance civil aviation technology essentially. This shall be continued under ASTP till 2015.

(6) Action-No.6

Regular exchange of best practices on public-private partnerships in the development, commercialization, construction and operation of air transport infrastructure and facilities

- Member states are encouraged to provide relevant country reports.

Remarks: This action is necessary to consideration of development infrastructure of air transport sector especially CLMV. This shall be continued under ASTP till 2015.

(7) Action-No.7

Further liberalize air transport ancillary services

- "Guidelines for Liberalization of the ASEAN Air Transport Ancillary Services" have been established and AMSs have continuously made commitments to liberalizing ancillary services.

Remarks: This action is necessary to achieve ASAM. This shall be continued to ASTP till 2015. This shall be continued under ASTP till 2015.

(8) Action-No.8**Improve the regulatory framework of the air transport industry for better efficiency and performance**

- ATWG envisioned this action item to liberalize market access, ownership rules and competition and consumer protection policies, subsidies and state aid.

Remarks: This action is integral to the establishment of ASAM. This shall be continued under ASTP till 2015.

(9) Action-No.9**Enhance regional capacity for combined air and maritime search and rescue (SAR) operations**

- ASEAN Search and Rescue Directory has been completed and uploaded on the ASEAN website.

Remarks: This action is enhances regional integration under ASAM. This shall be continued under ASTP till 2015.

(10) Action-No.10**Adopt initiatives to increase air access with dialogue partner**

- ASEAN has commenced formal negotiations with China and will proceed to start similar processes with India and Republic of Korea.

Remarks: This action is enhances regional integration within ASEAN and with ASEAN's Dialogue Partners. This shall be continued under ASTP till 2015.

Among the ten (10) air transport actions as specified in ATAP 2005-2010, the major activities during 2005-2010 related to the liberalisation of air services such as the conclusion of multilateral air agreements and protocols. While only one action is completed, i.e. ASEAN Search and Rescue Directory on ASEAN website, the remaining actions relating to the enhancement of safety, security, human resource development, environmental consideration and regular exchange of best practices Are either on-going or not followed up. The recommendation is for these actions to continue under the ASTP 2011-2015.

4.6.3 REVIEW OF MARITIME TRANSPORT ACTION MEASURES**(1) Action No. 1****Identify and designate the important maritime trade corridors/seaways for regional seaborne trade that are vital for the success of the ASEAN Economic Community (AEC)**

- A study on "Promoting efficient and competitive intra-ASEAN shipping services" funded by the ASEAN-Australia Development Cooperation Program (AADCP) was completed in March 2005 to identify measures that could be initiated by AMSs in improving efficiency and competitiveness of shipping services between ASEAN ports. As a result, the "Roadmap towards an Integrated and Competitive Maritime Transport in ASEAN" was developed and subsequently adopted during the 13th ATM Meeting in Singapore in November 2008. In the roadmap, 20 measures were adopted from the viewpoint of i) developing a single ASEAN voice, ii) development of infrastructure, iii) market integration, iv) harmonization, and v) human resources and capacity development. Action No.1 has been implemented by Measure No.3 to No.10 as shown below in said Roadmap. Measure No.3 to No.10 were adopted from the viewpoint of development of infrastructure, are deemed to specify measures for Action No.1: Identifying and designating the important maritime trade

corridors/seaways for regional seaborne trade that are vital for the success of the AEC.

Measure No. 3: Review list of ports in the ASEAN transport network to ensure that all ports of regional significance are included.

Measure No. 4: Compile a database on ASEAN network ports, which could include an inventory of the facilities available, shipping services, port tariffs, and other indicators.

Measure No. 5: Develop a database of maritime trade movements to and from within ASEAN.

Measure No. 6: Develop guidelines for assessing port development priorities, including acceptable performance levels.

Measure No. 7: Identify required improvement areas in ASEAN network port performance and capacity based on regular forecasts of maritime trade and requirements, among others.

Measure No. 8: Develop project priorities based on the guidelines for assessing port development, to raise performance and capacity levels towards bridging such gaps in the ASEAN network ports.

Measure No. 9: Explore funding mechanisms, where necessary, to support the implementation of identified projects in the ports of AMSs.

Measure No. 10: Ensure that all ASEAN network ports meet acceptable performance and capacity levels.

- As to the progress of each measure, Measure No. 3 is partially completed and remains in progress; Measure No. 4 is on progress; Measures No. 5 and No.6 have been almost completed; Measure No.7 is on progress; Measure No. 8 is under preparation. Meanwhile, no actions have been taken for Measures No. 9 and No. 10.

Remarks: Action No.1 covers comprehensive measures, and thus, the above mentioned measures in the roadmap were adopted to achieve said action. Regarding implementation of these measures, a timeline and lead country coordinator was designated for each measure. The lead country coordinators explain the progress of the measures during every MTWG meeting.

(2) Action No. 2

Promote effective and competitive intra-ASEAN shipping in trade corridors/seaways through the following actions, including the implementation of the relevant recommendations of the ASEAN Maritime Transport Development Study

Sub-Action No.1 **Rationalization/synchronization of shipping services**

- Action No.2/Sub-Action No.1 has been implemented by the measures defined in the Roadmap. Measures No. 1 and No. 2, which are adopted from the viewpoint of developing a single ASEAN voice and Measures No. 11, No. 12 and No. 13, which are adopted from the viewpoint of market integration, are deemed to specify measures for Action No.2/Sub-Action No.1: promote rationalization/synchronization of shipping services. These measures are mentioned below.

Measure No. 1: Adopt the general principles and framework for a common shipping policy

Measure No. 2: Establish mechanism for the consultation, coordination and consensus of ASEAN responses to emerging maritime issues, which may have an impact on the interest of AMSs

Measure No. 11: Confirm the principle of open access to the international maritime trade of all AMSs, as per the decisions of the other relevant ASEAN sectoral bodies, such as the ASEAN Coordinating Committee on Services (CCS), and ASEAN Maritime Transport Sectoral Negotiation Working Group.

Measure No. 12: Develop the strategies for an ASEAN single shipping market.

Measure No. 13: Implement the ASEAN single shipping market.

- As to the progress of these measurements, Measure No. 1 has been completed. Measure No. 2, No. 11 and No. 12 are on progress, and No. 13 will be executed after the completion of Measures No.11 and No.12.

Sub-Action No.2) **Expanded shipping services linking the 47 designated regional ports and secondary ports**

- Action No.2/Sub-Action No.2 has been also implemented by the measures defined in the Roadmap. Measure No.3 to No.10, which are adopted from the viewpoint of development of infrastructure, are deemed to specific measure for Action No.2/Sub-Action: Expanded shipping services linking the 47 designated regional ports and secondary ports.
- As to contents and progress of these Measures are mentioned in (1) Action No.1.

Sub-Action No.3) **Greater cooperation within ASEAN sub-regions, through improved sea linkages and near coastal shipping**

- It is observed that specific measure focus on this action has not been implemented yet.

Remarks: Action No.2 is also comprehensive measure including various issues. Measure No.1, No.2 and No.11 to 13 in the Roadmap cover Sub-Action No.1 in ATAP 2005-2010, Measure No.3 to No.10 cover Sub-Action No.2, Meanwhile, not specific measure has been implemented for Sub-Action No.3.

(3) Action No. 3

Achieve significant liberalization of intra-ASEAN maritime transport services

- Action No. 3 has also been implemented through the measures in the roadmap. Measures No. 14, No. 15 and No. 16, as shown below, which were adopted from the viewpoint of harmonization, are deemed to specify measures for achieving significant liberalization of intra-ASEAN maritime transport services.

Measure No.14: Develop guidelines on acceptable practices in the provision of fiscal support for shipping operations.

Measure No.15: Harmonize ship registration practices.

Measure No.16: Develop guidelines for the structure of port tariffs in ASEAN transport network ports.

- All measures under this action have been implemented mainly by the lead country coordinator and are on progress.

Remarks: Action No. 3 also involves comprehensive and fundamental issues, thus, Measure No.14 to No.16 in the Roadmap was adopted to achieve this action.

(4) Action No. 4

Support and promote the development of ASEAN-based shipping fleet for intra-ASEAN and international trade

- Action No. 4 has also been implemented by the measures in the roadmap. Measures No.17 to No. 20 shown below aim to support and promote the development of ASEAN-based shipping fleet for intra-ASEAN and international trade through human resources and capacity development:

Measure No. 17: Establish centres of logistics excellence at selected tertiary institutions within ASEAN.

Measure No. 18: Develop strategy, including encouraging private sectors, for enhanced shipboard placements.

Measure No. 19: Establish regional centres of maritime excellence to provide advanced training in high technology aspects of maritime operations and specialized courses in areas such as port and shipboard security.

Measure No. 20: Implement single labour market for ASEAN seafarers (in accordance with the decisions of the other relevant ASEAN sectoral bodies, such as the ASEAN CCS, and ASEAN Maritime Transport Sectoral Negotiation Working Group).

As to the progress of these measurements, Measure No.17, No.18 and No.19 has been implemented and on the progress. Measure No.20 has not yet started.

Remarks: Action No.4 is fundamental issues to support the development of ASEAN shipping fleet, and Measure No.17-No.20 in Roadmap was adopted as a specific measure to execute this action.

(5) Action No. 5

Further study about expanding the agreement on common ASEAN near coastal voyage (NCV) limits

- Singapore drafted common ASEAN NCV limits based on the questionnaire inputs previously submitted by the member states. As a general rule, the MTWG agreed that the common ASEAN NCV should be in-line with the existing and amended Standards of Training, Certification and Watch-keeping (STCW) NCV principles. IMO has been currently reviewing the STCW Convention, including principles covering NCV limits, and is due to be completed on June 2010. To put the proposed common ASEAN NCV limits in perspective, MTWG agreed that the NCV limits should, as far as possible, encompass only ports of AMSs. However, each member state could have its own definition of NCV limits that allows ships to ply in ports beyond their boundaries, so as to determine the standard of competence for the issuance of certificates to seafarers engaged on such voyages. IMO is presently undertaking a review of the STCW Convention and the STCW Codes. Taking this into account, MTWG agreed that member states should continue to comply and be guided by the training and certification standards of seafarers and other guidance concerning NCV limits prescribed under the SCTW Convention, upon approval by the IMO.

Remarks: Through the assistance and cooperation of IMO, this action has been executed and will be continued until the signing and ratifying of the STCW Convention by AMSs.

(6) Action No. 6**Conduct studies on introduction of high-speed cargo and passenger vessels and intra-regional feeder services servicing the regional gateway and secondary ports**

- This study was executed under the scheme of ASEAN-Japan Partnership (AJMT-4: ASEAN-Japan High Speed Maritime Network) from 2004-2006. Feasibility of the network between Japan and Viet Nam for high-speed vessels was examined. Corresponding report was summarized and conveyed to Thailand. Based on the study, it was found that the introduction of high-speed cargo and passenger vessels was not feasible due to high cost of high-speed vessels, namely “Techno Super Liner”. In Japan, this vessel was temporarily entered the existing shipping route, but now it is no prospect of commercial use due to considerable operating costs alike an aircraft.

Remarks: Thailand has recommended conducting a preliminary survey, which assesses the requirement for high-speed maritime transport services and identifies the viable shipping route. This survey should be conducted by other scheme of action such like a study on regional and coastal shipping.

(7) Action No. 7**Enhance the activities of the ASEAN Forum on IMO Conventions to facilitate the accession and implementation of relevant IMO conventions by AMSs**

- Four IMO-ASEAN projects have been successfully implemented from 2005-2007. Presently, a draft MOU for the IMO-ASEAN partnership is under consideration by IMO Headquarters and is expected to be transmitted to the ASEAN Secretariat for circulation to AMSs and eventual consideration in the next MTWG Meeting. Draft IMO-ASEAN MOU incorporates activities covered under the IMO Integrated Technical Cooperation Programmed (ITCP) for the biennium 2010-2011, i.e., ASEAN-Oil Spill Response Action Plan (OSRAP) meeting, regional workshop on preparedness for and response to HNS Incidents in port areas, workshops on marine casualty investigation and application of AFS Convention (the introduction of environmentally sound measures to collect, handling and disposal of waste generated in applying and removing AFS), as proposed by Indonesia.

Remarks: In order to enhance and improve safety and security, and to preserve environment, ASEAN states are required to conduct the IMO initiative conventions and take effective measures based on the results of the conventions. Enhancement of IMO-ASEAN partnership is vital for maritime transportation, thus, this action should be constantly continued.

(8) Action No. 8**Strengthen the institutional capacity, human resource base and cooperation linkages of ASEAN Member countries/States for achieving improved maritime safety, security and preventing marine pollution (e.g., ISPS Code, STCW trainers’ training, etc)**

- Regarding the ISPS code, trainees were sent to Japan under the scheme of ASEAN-Japan Maritime Transport Security Program (AJMT-2), and four joint exercises were executed. As mentioned above, IMO is presently undertaking a review of the STCW Convention and the STCW Codes. Meanwhile, MTWG agreed that member states should continue to comply and be guided by the training and certification standards of seafarers and other guidance concerning NCV limits prescribed under the STCW Convention, upon approval by the IMO.

Remarks: Institutional enhancement and development of human resources are fundamental measures to enhance safety and security, and to preserve environment. Thus, this action will be continued in cooperation with dialogue partners and IMO.

(9) Action No. 9**Pursue the “ASEAN Clean Seas Strategy”**

- Member states await the official proposal from Denmark on possible funding support.

Remarks: Little progress has been made with this Action, and it is required to procure funding from dialogue partners or international organizations.

(10) Action No. 10**Intensify maritime transport security through capacity building and IT-based programs**

- This action has been executed by IMO and Japan’s 4th ASEAN-Japan Maritime Security Joint Exercise and 7th ASEAN-Japan Port Security Experts Meeting under AJMT-2 scheme. In order to enhance the maritime security through capacity building, AJMT-2 is being held as the seminar on maritime security and security expert conference, and to provide communication training on security information since 2003.

Remarks: Threat of piracy and armed robbery has been currently rising. The measure to control these illegal acts requires overall cooperation. Accordingly, this action will be continued in cooperation with dialogue partners and IMO.

(11) Action No. 11**Pursue the “Handling of Dangerous Goods in ASEAN Ports” Project and other APA-initiated mutually beneficial projects**

- “Handling of Dangerous Goods in ASEAN Ports” was completed by APA in 2006, and “Sustainable Port Development in the ASEAN Region”, which is a three-year extension of the said project, has officially started in August 2009. It is being implemented by the German Technical Cooperation (GTZ) in cooperation with the Partnership in Environmental Management for Seas of East Asia (PEMSEA). The project consists of six phases. Phase 1 is currently on-going (Initial review/2009-2012), and the participating ports are Iloilo, Bangkok, Laem Chabang, Sihanoukville, Phnom Penh, Saigon, Tanjung Priok, Cagayan de Oro and Tanjung Perak.

Remarks: APA has implemented the Project: “Sustainable Port Development in the ASEAN Region” which focuses on; i) Capacity development through application of proven tools, systems and best available practices, ii) Adapting national legislation to international regulations, codes of practice and standards, iii) Cooperation with other organizations and programmes: PEMSEA, EPA, ECOPORTS, etc, and iv) Development and implementation of modular training program on Port Safety, Health and Environment (SHE) Management.

(12) Action No. 12**Enhance regional capacity for maritime search and rescue (SAR) operations**

- The existing program on ASEAN Search and Rescue Exercise (SAREX) involves participation of both air and maritime SAR agencies. The SAR activities usually come under the responsibility of a single SAR agency of each member state. MTWG agreed to play a supporting role to the ATWG in the implementation of this action, with Brunei Darussalam as the Lead Coordinator. An ASEAN SAR Directory has been completed and uploaded to the ASEAN website.

Remarks: ASEAN SAR Directory has been completed and uploaded to the ASEAN website; however, the SAREX should be maintained and activated in cooperation with member states.

(13) Action No. 13**Strengthen maritime transport human resource capacity**

- In order to strengthen maritime transport human resource capacity, the International Cooperative Training Program for Asian Seafarers under the ASEAN-Japan Transport Partnership (ASEAN-Japan Seafarer Policy Cooperation) as well as Measures No.17 and No.18 of the maritime Roadmap as shown below have been implemented.

Measure No.17: Establish centres of logistics excellence at selected tertiary institutions within ASEAN

Measure No.18: Develop strategies, including encouraging private sectors, for enhanced shipboard placements

Remarks: The project of ASEAN-Japan Seafarer Policy Cooperation will be continued. Meanwhile, Measures No.17 and No.18 have been executed and are in progress.

(14) Action No. 14**Regular exchange of information and best practices in maritime transport policy and development programs:**

- This action has already been a regular item in the MTWG agenda. Member states are encouraged to provide relevant country reports under this action.

Remarks: This action has been implemented during MTWG Meeting which is held twice a year, and it is desirable to continue the MTWG Meeting as well as the present.

4.6.4 REVIEW OF TRANSPORT FACILITATION ACTION MEASURES**(1) Action-No.1****Early implementation of the ASEAN transport facilitation agreements.**

- The ASEAN transport facilitation agreements are corresponded to three agreements, AFAFGIT, AFAMT and AFAIST which signed by all AMS respectively. The detailed status is shown in Chapter 3.4.1.
- In AFAFGIT, the protocol 2 and 7 have been finalized and reviewed in 2009. Protocol 6 will be in process after SKRL completion.
- The first joint meeting of TFWG and CPTFWG for implementation of has been held in November 2009 to expedite the ratification and implementation of the agreements and Protocols.
- The AFAMT required 7 years to prepare and negotiate after the first official draft.
- The implementation time line of three agreements is proposed in 2009 by TTCB Overall Work Plan which is currently reviewed by each member state.

Remark: To accelerate the implementation of all the agreements, proactive approaches to concerned implementation body such as CPTFWG are recommended. Implementation of AFAFGIT also addressed in action No. 9 of land transportation. It can be merged to this action. The three agreements have to be fully implemented by 2015.

(2) Action-No.2**Operationalise / enhance capacity for the National Transit Transport Coordinating Committees (NTTCCs) in all Member States.**

- All AMS has established NTTCCs or identified an organization which undertakes a role of NTTCCs currently.
- The activation of the NTTCCs and the TTCB meeting will provide a mechanism to ensure that future progress is accelerated and harmonized.
- NTTCCs have not yet functioned well.

Remarks: Nevertheless the NTTCCs and TTCB have just started so far. Further enhancement of the committees is expected. This action needs to be continued to follow the three agreements enhancing the capacity of NTTCCs but can be merged to No.3.

(3) Action-No.3**Regular implementation evaluation/monitoring meetings of regional Transit Transport Coordinating Board (TTCB).**

- An inaugural TTCB meeting has been held on November 2009 and proposed an overall work plan 2010-2015 under reviewing by the TTCB members. The TTCB shall meet once a year.
- The overall work plan table by the TTCB currently contains 55 main deliverables and 144 measures in total.

Remarks: Updating the overall work plan annually before the TTCB meetings and this action is necessary to be continued for ASTP to follow the implementation of three agreements.

(4) Action-No.4**Simplify/harmonize trade/transport procedures and documentation.**

- ASEAN Customs Transit System (ACTS), which is specified by protocol 7 of AFAFGIT, is under development with support by APRIS.
- Under measures in II (a) Trade and Customs facilitation of Roadmap for the Integration of Logistics Services, the action above is mainly tasked to CPTFWG, CCC, CCS and TELSOM.
- The development status of protocol 7 (ACTS) of the AFAFGT was discussed in the first joint TFWG and CPTFWG Coordination Meeting in October 2009.

Remarks: Simplified/harmonized procedures and documentation is very critical to introduce multimodal transport but it necessitates cooperation with authorities managing customs. This action above, however, can not easily measure the progress with any indicator. It is necessary to clarify and specify the target of the action to ASTP

(5) Action-No.5**Formulate uniform guidelines and requirements for the registration of Multimodal Transport Operators (MTOs).**

- AFAMT set the minimum requirement, for example, article 29 describes "A multimodal transport operator of any member country shall be registered with the competent national body of his country" and article 30 defined "minimum requirements for registration of multimodal transport operators," i.e. minimum asset equivalent to 8,000 SDR.

- Thailand has already initiated its Multimodal Transport Operator's license. Singapore has issued MTO certification through the Singapore Logistics Association.
- Brunei Darussalam has prepared the draft guidelines and requirements. She would like to share them with AMS once it is endorsed.
- Viet Nam has promulgated a new decree on multimodal transport. It includes provisions on requirements for the registration of MOTs.

Remark: Minimum requirement for multimodal operators has been set by AFAMT. While AFAMT were mainly derived from UN Convention on Multimodal Transport and the UNCTAD / ICC Rules, neither action above nor signed AFAMT can not satisfy the requirement of issues. ASEAN Logistics Development study proposed an action, as such, "Develop a practical, simple, and uniform liability framework for multimodal transport through regional operation in line with global MT regime development." That liability framework will greatly help to clarify the definition and function of MTO and enhance the AFAMT.

(6) Action-No.6

Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS (International Commercial Terms).

- This action is ongoing.
- This action is corresponded to measure No. 44 of Roadmap for the Integration of Logistics Services. Those measures are asked to STOM and AFFA and targeted by 2013.

Remark: These trade terms are important to achieve seamless multimodal transport operation and necessary to be continued in ASTP. Viet Nam addressed her needs to more seminars and trainings to give information about trade terms. Training and seminars about trade terms might be very helpful.

(7) Action-No.7

Conduct training/skills upgrading programs (e.g., Seminars, workshops, etc) to enhance institutional and human capacity in the implementation of the ASEAN transport facilitation agreements.

- AFFA proposed capacity building programs under the Roadmap of the Integration of Logistics Services.
- Under A-JTLIP, national transport logistics seminars and workshops were held in each AMS from 2007-2009.
- UNESCAP has conducted surveys of logistics HRD needs and provided training manuals to enhance the professional competence and skills of LSPs and freight forwarders in ASEAN from 2000 to today
- In IAI work Plan Phase II, there is an action to provide training by 2011 in multimodal transport, logistics, and supply chain management.

Remark: The detailed progress of HRD was explained in section 5.2 in Chapter 3. Actions for capacity building are still highly demanded especially from CLMV countries. This development requires continuous and long-term approach, which needs to be accelerated in the next plan. As partially mentioned in section 5.2 in Chapter 3, the Roadmap of the Integration of Logistics Services has measures related to capacity building in No.36 – 42. Those are essential for the capacity building and need more effort on it with detailed plan.

(8) Action-No.8**Promote ASEAN transport intermediaries such as freight forwarders, MTOs, logistics service providers, truck/haulage operators.**

- Capacity building for transport intermediaries has been conducted shown in (7) above.
- ASEAN Logistics Development Study has been conducted by Japan-ASEAN General Exchange Fund (JAGEF) on 2008. The study proposed policy and development framework plan for logistics in ASEAN
- The MoU among BIMP-EAGA countries on transit and transport of goods has been signed and the Standard Operating Procedure (SOP) has been discussed.
- Number of AFFA council member has increased year by year and currently consist of 10 countries and 11 Associations; Brunei Freight Forwarders Association (BRUFA), Cambodian Freight Forwarders Association (CAMFFA), Indonesian Freight Forwarders Association (INFA), Lao International Freight Forwarders Association (LIFFA), Federation of Malaysian Freight Forwarders (FMFF), Myanmar International Freight Forwarders Association (MIFFA), Federation of Freight Forwarders Associations of Philippines (FEDFAP), Singapore Air cargo Agents Association (SAAA), Singapore Logistics Association (SLA), Thailand International Freight Forwarders Association (TIFFA), Viet Nam International Freight Forwarders Association (VIFFAS).
- AFFA is surveying the location with Singapore and/or Thailand as possible locations in establishing the logistic centre.
- MIFFA conducted in-house training to promote Freight Forwarders and MTOs.⁶
- Brunei will have industry training on multimodal transport by fourth quarter 2010.⁷

Remark: Varied intermediaries are rapidly growing now. More concrete and measurable action is required to achieve the promotion whole of freight forwarders, MTOs, logistics service providers, and truck/haulage operators.

(9) Action-No.9**Promote strategic logistics centres, e.g. inland clearance depots, regional warehouse and distribution centres linking the major regional trade centres.**

- Each country has developed their training centres, sometimes with dialogue partners or ASEAN cooperation framework.

Remark: It is necessary to consider the board-based infrastructure development for efficient and integrated logistics. Logistics centres are not enough for the infrastructure development in logistics. More concrete and measurable actions with strategically comprehensive view are required.

(10) Action-No.10**Promote ICT applications for seamless cargo transportation through the integration of surface, maritime and air cargo information systems and related information networks such as customs and trade-related systems.**

- The status of ICT application varies a great deal in ASEAN.

⁶ Answer from the questionnaire for EG meeting on February 2010

⁷ Answer from the questionnaire for EG meeting on February 2010

- Each AMS has progress on this action respectively. As of 2007, only Malaysia and Singapore have achieved paperless customs clearance.
- This action corresponds to measure No. 13, 15, 22, 23 of Roadmap for the Integration of Logistics Services. These measures shall be implemented under the CCC, CPWG, TELSOM and/or ASW-SC.

Remark: In terms of trade/transport procedure and documentation in action No.4, application of electronic documentation and electronic signature remarkably contributes to efficient multimodal transport operation and will be important challenges for the next plan. To establish safety, secure and efficient logistics network in ASEAN, this will be proposed as a new action in the next plan.

(11) Action-No.11

Exchange of experiences/update of developments on multimodal transport operations in Member States.

- It is a continuous process and a regular feature of TFWG, where member states also share their best practices.

4.7 SUMMARY

4.7.1 SUMMARY OF TRANSPORT SECTOR RELATED ON-GOING INITIATIVES OF ASEAN COOPERATION

The chapter reviewed the earlier transport action plans and highlighted the general trend and linkages between the specific actions especially between the last two transport action plans i.e. between the Transport Action Plan, 1999-2004 and ATAP, 2005-2010. The trend highlighted that most of actions were carried forward. In addition to earlier actions ATAP also gave importance to Human, Institutional and Technical Capacity building and Public Private Partnership (PPP). Though not much progress has been made in PPP initiative but considering the financial constraint in AMSs especially among CLMV nations, such initiative need a more focused approach.

The three roadmaps for Air, Maritime and Logistics highlighted the measures with specified deadline that has been adopted by AMSs. It was observed that some measures have already crossed the specified time limit without much significant progress and some are even not initiated or just started. The ASEAN leaders will have to take a note of this and it is suggested to review the measures and revise the target time limit.

Among the dialogue partners, Japan is the most active partner and has initiated many transport related program and projects in AMSs. China, Republic of Korea, India and European Union (EU) are also supporting in the form of program/projects in improving the transport sector performance in the ASEAN region.

In addition to the ongoing program and actions under ASEAN, there are certain sub-regional initiatives like BIMP-EAGA, GMS and IMT-GT that have contributed significantly in improving the transport infrastructure in AMSs at sub-regional level. The Asian Development Bank (ADB) made an immense contribution especially under GMS program and BIMP-EAGA program, in improving the highways, roads, ports and airports in AMSs.

4.7.2 SUMMARY OF REVIEW OF IMPLEMENTATION OF ATAP

In ATAP 2005-2010, 48 action measures have been adopted and executed, with 13 measures for land transport, 10 for air transport, 14 for maritime transport and 11 for transport

facilitation. Table 4-7-1 summarizes the progress of the action measures, and it is observed that 3 action measures have been “Completed”, 42 are “On-Going” and 3 are “In Preparation”.

It is deemed that most of the On-Going action measures will be carried over to the ASTP 2011-2015, considering the issues of each action, current transportation thrust, economic circumstances and various conditions of the transport sector.

Table 4-7-1 Summary of Progress of Action Measures

Action	Land Transport	Air Transport	Maritime Transport	Transport Facilitation
No.1	On-Going	On-Going	On-Going	On-Going
No.2	On-Going	On-Going	On-Going	On-Going
No.3	On-Going	On-Going	On-Going	On-Going
No.4	On-Going	On-Going	On-Going	On-Going
No.5	On-Going	On-Going	On-Going	On-Going
No.6	Completed ¹⁾	On-Going	Completed ⁴⁾	On-Going
No.7	In Preparation ²⁾	On-Going	On-Going	On-Going
No.8	On-Going	On-Going	On-Going	On-Going
No.9	On-Going	On-Going	In Preparation ⁵⁾	On-Going
No.10	On-Going	On-Going	On-Going	On-Going
No.11	On-Going		Completed ⁶⁾	On-Going
No.12	In Preparation ³⁾		On-Going	
No.13	On-Going		On-Going	
No.14			On-Going	

Source: ERIA Study Team

Note:

- 1) Study on ‘ASEAN ITS Policy Framework’ has been completed and needs to be carried forward to ASTP for effective results.
- 2) The study on “Formulation of Regional Plan for Cross Border Movement” has not been initiated during ATAP and needs to be taken up in ASTP.
- 3) The study on “Formulation of Regional Policy Framework for IWT” has not been initiated during ATAP and needs to be taken up in ASTP.
- 4) The study has been completed, and the result of evaluation was unfeasible.
- 5) It waits funding support from Denmark
- 6) The project has been completed, and other purpose project has started by same partner, APA

(1) Trend analysis of Action Measure

In order to analyze the trend of the 48 action measures, they are categorized into ten by sub-sector from the viewpoint of the key elements shown in Table 4-7-1. Regarding land transport, it was further divided into three, namely: Road, Railway and Waterway. The key elements are: 1) Liberalization of agreements, policies and protocols; 2) Promotion of PPP and private sector participation; 3) Deregulation and integration of logistics law/system (CIQ, Traffic); 4) Cooperation with dialogue partners, international and regional organizations; 5) Promotion for involvement of stakeholders association; 6) Institutional enhancement and human resources development; 7) Improvement and creation of transport network/infrastructure; 8) Enhancement of transport safety and security; 9) Transport service and technology improvement; and 10) Environmental and social consideration.

In the table, for example, “L-1” means “Land Transport-Action No. 1”. Moreover, some measures belong to two categories as indicated by a bold sign, due to the characteristics of their contents and scope.

Table 4-7-2 Trend of Action Measures

Key Elements	Land Transport			Air Transport	Maritime Transport	Transport Facilitation
	Road	Railway	Waterway			
Liberalization of agreements, policies and protocols	L-9			A-1, A-2, A-7	M-3	F-1 , F-2, F-3
Promotion of PPP and private sector participation	L-10			A-6		
Deregulation and integration of logistic law/system (CIQ, Traffic)						F-1 , F-4, F-5, F-6
Cooperation with dialogue partners, international and regional organizations				A-3, A-10	M-7,	F-7, F-8
Promotion for involvement of stakeholders association.						F-8
Institutional enhancement and human resources development	L-8			A-5, A-8, A-9	M-5, M-8, M-10, M-11, M-12, M-13, M-14	F-7, F-11
Improvement and creation of transport network/infrastructure	L-2, L-3, L-4	L-1	L-11, L-12	A-10	M-1, M-2, M-6	F-9
Enhancement of transport safety and security	L-3, L-4, L-5, L-6, L-7			A-3, A-4, A-9	M-5, M-8, M-10, M-11, M-12	
Transport service and technology improvement	L-6, L-7, L-13			A-5, A-8	M-4	F-10
Environmental and social consideration	L-13				M-8, M-9, M-11	

Source: ERIA Study Team

Note: L: Land Transport, A: Air Transport, M: Maritime Transport, F: Transport Facilitation, Bold sign: belonging to two categories

As observed from the results of analysis in the above table, the following tendencies and characteristics are outstanding:

- Road sector major thrust is to establish the ASEAN Highway by Action No. 2. To achieve the target as set for the completion of ASEAN Highways by 2020, the efforts need to be accelerated. The actions related to road safety, technology improvement, cross-border movement, and capacity enhancement are weighted. The action (No 7) related to formulation of regional plan for cross border movement is still at preparatory stage and could not be initiated during ATAP duration.
- Rail sector emphasis is on the accomplishment of Singapore-Kunming Rail Link (SKRL) project and is being addressed by Action No 1. To achieve the target as set for the completion of SKRL by 2015, the financial constraint needs to be overcome.
- Inland Waterway sector emphasis is on formulating a regional policy on Inland Waterways network and connecting highways through ferry links. However, the related actions are still at preparatory stages and could not be initiated during ATAP duration.
- Air transport puts special emphasis on Open Sky Policy, thus three measures are counted in Category 1) Liberalization of agreements, policies and protocols. It

emphasizes the improvement of transport services and technology and enhancement of safety and security through institutional and human development. It does not take into account environmental matters.

- Maritime transport heavily considers institutional and human development, which has seven categories. Through these measures, it is aimed to enhance safety/security and to preserve the environment.
- Transport facilitation involves well-balanced measures. While it does not take measures specially focused on the environment, shortening the lead-time for freight transportation by the adopted measures could still contribute to environmental preservation, which is the so-called “Green Logistics”.