

Assessment of the Implementation of the Master Plan on ASEAN Connectivity 2010



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The ASEAN Secretariat
Jakarta

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Table of Contents

Introduction	1
Achievements in Implementing the MPAC 2010 (as of October 2016)	2
Addressing the Challenges and Issues Encountered	5
Moving Forward with Enhancing ASEAN Connectivity	7
ANNEX A The Master Plan on ASEAN Connectivity 2010 Scorecard Assessment (as of October 2016)	9
ANNEX B Plan of Action to Implement ASEAN Connectivity Coordinating Committee (ACCC) Recommendations in Addressing MPAC Implementation Challenges (Report Prepared for the 18 th ACC Meeting, 5 September 2016, Vientiane, Lao PDR)	63



Introduction

Connectivity in ASEAN is a cross-pillar and cross-sectoral initiative that supports the strengthening of the economic, political-security, and socio-cultural pillars for an integrated ASEAN Community. Enhancing ASEAN Connectivity would benefit all ASEAN Member States through enhanced trade, investment, tourism and development. As all of the overland transport linkages will have to go through the mainland Southeast Asian countries of Cambodia, Lao PDR, Myanmar and Viet Nam, these countries stand to benefit significantly through infrastructure development, and the opening up of remote inland and less-developed regions. It is also important to improve maritime connectivity to strengthen economic development and bridge development gaps. The linkages created would intensify and strengthen ASEAN Community-building efforts, not only in terms of enhanced regional cooperation and integration, but also through people-to-people contacts.

The development of the Master Plan on ASEAN Connectivity (MPAC) 2010 drew impetus from the 15th ASEAN Summit in Cha-am Hua Hin, Thailand on 24 October 2009, where ASEAN Leaders issued a statement to strengthen ASEAN Community-building through the three dimensions of physical, institutional and people-to-people connectivity. At the 16th ASEAN Summit in Ha Noi, Viet Nam on 8-9 April 2010, ASEAN Leaders underscored the need to identify specific measures, targets and timelines in the Master Plan as well as the need to develop viable infrastructure financing mechanisms for its implementation.

On 28 October 2010, ASEAN Leaders at the 17th ASEAN Summit adopted the Master Plan on ASEAN Connectivity (hereinafter referred to as MPAC 2010) that aimed to promote economic growth, narrow development gaps, contribute to ASEAN integration and Community building process, enhance competitiveness of ASEAN, promote deeper social and cultural understanding as well as greater people mobility and connect its Member States within the region and the rest of the world.

The MPAC 2010 was both a strategic document and a plan of action that included measures to: (i) improve physical connectivity by enhancing air, land and maritime transport, information and communications technology, and energy infrastructure development; (ii) strengthen institutional connectivity by developing effective institutions and mechanisms to facilitate movement of trade, investments and services, and managing cross border procedures; and (iii) enhance people-to-people connectivity by empowering peoples through education, culture and tourism.

The ASEAN Connectivity Coordinating Committee (ACCC) was established in 2011 after their terms of reference were adopted by the ASEAN Coordinating Council (ACC). The ACCC comprises Permanent Representatives to ASEAN or any other special representative appointed by the ASEAN Member States. Respective National Coordinators from each ASEAN Member State were also appointed to coordinate the implementation of MPAC 2010 at the national level.

To monitor the implementation of the MPAC 2010, the ACCC developed an ASEAN Connectivity Implementation Matrix / Scorecard (hereinafter referred to as MPAC 2010 Scorecard) which

provided qualitative implementation updates for each of the 125 measures (and activities). Over the years, the MPAC 2010 Scorecard has evolved into a more output and outcome based assessment framework on the progress of the MPAC 2010. The Scorecard also provided retrospective and prospective assessment of MPAC 2010.

This Report on the *Assessment of the Implementation of the Master Plan on ASEAN Connectivity 2010* aims to provide a final review of the achievements and challenges of MPAC 2010 as well as way forward in advancing ASEAN Connectivity through the successor document, MPAC 2025.

Achievements in Implementing the MPAC 2010 (as of October 2016)

The MPAC 2010 Scorecard assessed 125 measures which comprised 55 physical, 50 institutional and 20 people-to-people connectivity measures (appears as **ANNEX A**). 96 were due for completion by 2015, 9 were due to be completed after 2015 while no specific timeline was given for 20 measures¹.

As of October 2016, 39 measures have been completed² of which 18 are physical connectivity measures, 15 institutional connectivity and 6 concern people-to-people connectivity.

For the remaining 86 measures not completed, 63 measures are expected to be completed from 2015 onwards with an implementation plan in place and 16 measures are unlikely to be completed because no implementation plan is in place or no financing has been secured. 4 measures have yet to start because there is no lead sectoral body. Another 3 measures will not be pursued—the Three Pagoda Pass–Nam Tok and the Thanbyuzayat–Three Pagoda Pass rail links will not be pursued as they are not viable economically and the ASEAN Consultative Committee on Standards and Quality (ACCSQ) has decided not to develop regional standards but to harmonise standards following international standards. Table I below summarises the assessment of the implementation of MPAC 2010 measures by target timeline. Table II shows the assessment of the implementation of MPAC 2010 measures by Connectivity Dimension.

1 No specific timeline was given to these measures because they were either measures requiring continuous implementation or measures where a specific timeline were difficult to ascertain at the time of drafting of MPAC 2010.

2 The implementation rate for MPAC measures completed by 2015 is 38.6%. The ACCC noted while the use of percentages/metric is a useful quantitative tool for the assessment, it is inherently limited in accurately reflecting the real progress made in the implementation of the MPAC. Such limitation may be addressed by using a weighted metric adjusted by the relative impact or contribution of each measure to the overall enhancement of connectivity.

**Table I:
Assessment of Implementation of MPAC 2010 Measures by Target Timeline
(as of October 2016)**

Assessment	Measures by 2015	Measures beyond 2015	Measures without timelines	Total
Completed	32	0	7	39
Expected	46	6	11	63
Unlikely to be Completed	11	3	2	16
Not Yet Started	4	0	0	4
Not Prioritised	1	2	0	3
Total	94	11	20	125

**Table II:
Assessment of Implementation of MPAC 2010 Measures by Connectivity Dimension
(as of October 2016)**

Assessment	Physical Connectivity	Institutional Connectivity	People-to-People Connectivity	Total
Completed	18	15	6	39
Expected	22	28	13	63
Unlikely to be Completed	13	3	0	16
Not Yet Started	0	3	1	4
Not Prioritised	2	1	0	3
Total	55	50	20	125

The following key action lines have been achieved in the 3 dimensions of physical, institutional and people-to-people connectivity:

- (a). **Physical Connectivity:** The ASEAN Highway Network (AHN) is progressing well although there remain 4 sections which are still being upgraded to at least “Class III” roads within ASEAN’s designated Transit Transport Routes (TTRs) in Lao PDR and Myanmar. The implementation of Singapore–Kunming Rail Link (SKRL) sections from Singapore to Thailand are on schedule. The construction work of the 6-km Aranyaprathet to Klongluk railway track in Thailand and the railway bridge was completed in August 2015. Financing is being sought for SKRL sections in Cambodia, Viet Nam and Lao PDR. Indonesia and the Philippines continue to discuss arrangements for the realisation of the Bitung–General Santos–Davao Roll-On/Roll-Off (RORO) shipping route. The

Neak Loeung Bridge was inaugurated and operationalised in April 2015. An Action Plan for Implementing a Computer Emergency Response Team (CERT) cooperative mechanism across ASEAN with one Dialogue Partner was approved for implementation. The establishment of the ASEAN Broadband Corridor (ABC) has been completed ahead of schedule in 2013 as reflected in the ASEAN ICT Masterplan 2015 Mid-Term Review and ASEAN Member States (AMS) will continue to roll out broadband internet-capable infrastructure to schools beyond 2015. The West Kalimantan–Sarawak power interconnection project has been completed in January 2016 with electricity supply of 50 MW and circuit to be stepped up to 230 MW. Despite the scope and complexities, implementation of the energy interconnection projects under the ASEAN Power Grid and the Trans-ASEAN Gas Pipelines has seen steady progress over the years. However, challenges such as resource constraints, bankability, and technical and regulatory issues will need to be addressed.

- (b). **Institutional Connectivity:** While efforts to operationalise the three transport facilitation agreements: the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT), ASEAN Framework Agreement on the Facilitation on Inter-State Transport (AFAFIST) and ASEAN Framework Agreement on Multimodal Transport (AFAMT) are currently ongoing, full ratification of the agreements and their protocols remain pending. The agreements and the protocols to develop the ASEAN Single Aviation Market, namely, the Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS), Multilateral Agreement on Air Services (MAAS) and Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) have been ratified by all AMS. The implementation frameworks of the ASEAN Single Aviation Market and of the ASEAN Single Shipping Market were adopted and endorsed, respectively. Trade facilitative measures are being undertaken to achieve free flow of goods and services. Since the soft launch of ASEAN Solutions for Investments, Services and Trade (ASSIST) / ASEAN Trade Repository (ATR) / National Trade Repositories (NTRs) which took place at the ASEAN Business and Investment Summit 2015, all AMS have established their NTRs as a precursor for the full implementation of the ATR. The ASEAN Guidelines on Standards, Technical Regulations and Conformity Assessment Procedures (STRACAP) and the ASEAN Standards and Conformance Strategic Plan 2016-2025 have been endorsed. Five exchange-ready AMS, i.e., Indonesia, Malaysia, Singapore, Thailand and Viet Nam have been exchanging the ASEAN Trade in Goods Agreement (ATIGA) Form D since April 2016. The live operation of the ASEAN Single Window (ASW) would only be realised upon the ratification of the Protocol of the Legal Framework to Implement ASW (PLF) and the endorsement of the amended ATIGA Operation Certification Procedures (OCP) by all AMS. Most of the work on the enhancement of border management capabilities is being done at the sub-regional and bilateral levels while efforts at the ASEAN level require further acceleration.
- (c). **People-to-People Connectivity:** The ASEAN Virtual Learning Resources Centre media platform focusing on ASEAN's peoples, culture, and youth education has been introduced in March 2015 and operationalised ever since. The ASEAN Curriculum Sourcebook (for primary and secondary schools) was developed in 2012, and ASEAN is now working on ways to promote utilisation of the Sourcebook, in addition to the existing

supplementary materials on ASEAN studies in schools. The ASEAN Studies Course is being implemented under the ASEAN University Network for undergraduate students to further promote the study of ASEAN among youths.

Addressing the Challenges and Issues Encountered

While recognising the achievements, the implementation of MPAC 2010 encountered the following issues and challenges:

(a). Issue of Resources

The lack of funding and effective resource mobilisation strategies for key connectivity projects presented serious challenges particularly for physical connectivity projects. Thus, there is a need to focus on measures to enhance resource mobilisation in order to tap various sources of funds from the ASEAN Member States and the Dialogue Partners as well as through Public-Private Partnerships (PPPs). These will entail strengthening the capacity of ASEAN Member States and the ASEAN Secretariat in developing projects and programmes to source for available funds. This should also address the increasing emphasis of external parties who contribute funds contingent on results and expect greater commitment from ASEAN.

The ACCC has engaged Dialogue Partners through a consultative mechanism (China, the European Union or the EU, India, Japan and Republic of Korea) and through cooperation projects (Australia, Canada, New Zealand, Russia, and the United States or US). The ACCC also engaged other external partners such as the Asian Development Bank, the World Bank, and the Economic Research Institute for ASEAN and East Asia (ERIA) to support the effective delivery of the MPAC 2010.

In terms of PPP, the ACCC has completed its project with the World Bank in April 2016 to develop the ASEAN PPP Programme that aimed to establish a priority short list of infrastructure connectivity PPP projects for potential implementation and market testing through prepared project briefs and proposed road maps for implementation. The summary results of the project were presented during the G20 Event: *Strengthening Global Infrastructure Connectivity Forum* on 27 April 2016 in Singapore. The *Project Briefs for Selected PPP Projects* were published and disseminated at the G20 Event.

The ACCC is in the final stages of concluding its work with the Organisation for Economic Cooperation and Development (OECD) for the *ASEAN Risk Mitigation Instruments* Project. This Project aimed to analyse insurance and guarantee products against political, commercial and demand risks towards securing project revenue streams of PPP investments and encouraging greater private sector participation in ASEAN infrastructure development. It is composed of the study on *Private Infrastructure Investment: Access to Risk Mitigation Instruments in Southeast Asia* and the web-based *ASEAN Risk Mitigation Instruments Database*.

Workshops and seminars were also organised to address issues in advancing PPP such as the *ASEAN-Japan Workshop on Identifying Possible Framework for PPP Infrastructure Development to Accelerate ASEAN Connectivity* (by Indonesia and Japan in December 2013), *Enhancing Connectivity through Public-Private Partnerships* (by Singapore and Canada in April 2014), and *ASEAN PPP Networking Forum* (by the Philippines, EU ARISE and ERIA on December 2014). The ACCC has also noted the set of PPP Guidelines for Southeast Asia that was prepared by the ERIA.

(b). Issue of Ownership and Multi-Sectoral Coordination

There are several cross-cutting projects which lack a lead sectoral body, e.g. actions under the strategy to “enhance border management capabilities” and measures with multiple sub-action lines involving multiple implementing agencies such as “a study of a pilot project in establishing an ASEAN regional mobility pool for ASEAN skilled labour”. For these projects, cross-sector collaboration is essential to address connectivity challenges. While there were efforts to collaborate, share information and build partnerships across sectors, unless there is a lead sectoral body or a clear definition of roles and responsibilities amongst the sectors involved, timely completion of the projects are unlikely to be achieved.

Various consultations and communications with the relevant implementing bodies were made to follow up, gather information and engage with the implementation of the key measures in the course of implementing the MPAC 2010. To raise awareness and foster understanding among stakeholders, the ASEAN Connectivity animated video series were developed and launched at the sidelines of the 47th ASEAN Foreign Ministers’ Meeting on 9 August 2014 in Nay Pyi Taw, Myanmar.

Annual ASEAN Connectivity Symposiums were held since 2011 as part of the communication strategy to raise awareness and provide a venue for understanding ASEAN Connectivity, and share views for effective implementation and addressing challenges faced. The most recent was the 7th ASEAN Connectivity Symposium which was held on 20 October 2016 in Vientiane, Lao PDR with the theme “Intensifying Partnerships to Realise the Master Plan on ASEAN Connectivity 2025”. The Symposium introduced and socialised MPAC 2025 to policy-makers, project implementers, investors, private sector, Dialogue Partners and other external parties to discuss ideas on cooperation, collaboration and partnerships in implementing MPAC 2025.

(c). Issue of Regulations

While ASEAN Member States have ratified a large number of agreements and protocols included in the MPAC 2010, there remain difficulties in aligning and amending domestic regulations and legislation to establish the necessary infrastructure and institutions to support the implementation of their regional commitments. Greater awareness of ASEAN Connectivity opportunities, backed by statistics and documentary evidence, could enhance the perception of value of ASEAN Connectivity within the public and private sectors and hence, garner greater support for the effective implementation of MPAC 2010.

Taking into account of these issues and challenges, the ACCC deliberated on way forward and suggested recommendations, which were endorsed by the 15th ACC Meeting. As a follow up, the ACCC has undertaken concrete steps to address the challenges in implementing MPAC 2010 which appears as **ANNEX B**.

Moving Forward with Enhancing ASEAN Connectivity

The MPAC 2025, which succeeded the MPAC 2010, has included 52 remaining uncompleted initiatives in MPAC 2010 that have a clear owner (that is, those in the ASEAN sectoral work plans of the relevant ASEAN Sectoral Bodies), and that do not overlap with newly proposed initiatives or other cross-sectoral plans. Drawing on the lessons learnt from the MPAC 2010, the formulation of MPAC 2025 has taken into consideration of the implementation challenges encountered by MPAC 2010.

- (a). The ACCC undertook a participatory and consultative process in the formulation of the MPAC 2025. Effective coordination among ACCC and the relevant stakeholders including the lead implementing bodies, National Coordinators and National Focal Points, regional and local governments, the public and private sectors, and with Dialogue Partners, international organisations and multilateral development banks is critical to the successful implementation of MPAC 2025 towards realising ASEAN Community Vision 2025.
- (b). MPAC 2025 places emphasis on the implementation strategy, which includes strong focus and targets; clear governance and ownership (particularly identification of lead implementing bodies and national focal points); aligned plans; presence of core skills, incentives and finance; proactive stakeholder engagement; and robust performance management. It gives a snapshot of what “success” can look like in 2025 for the various initiatives and addresses some of the implementation challenges in terms of institutional arrangements.
- (c). The ACCC is in the process of developing initiative concept notes to translate the initiatives towards projects that can be supported by Dialogue Partners and other external parties. The ACCC is also working on developing high quality digital content such as graphics and videos, sound bites and webpages, to communicate and socialise the MPAC 2025 to ASEAN stakeholders.

Recognising the importance of having an effective monitoring and evaluation mechanism, the ACCC shall continue to strengthen the monitoring, review and evaluation of MPAC 2025. The MPAC 2010 Scorecard complements the Report on *Enhancing ASEAN Connectivity Monitoring and Evaluation* and will contribute to the monitoring, review and evaluation of MPAC 2025. It is important to build the monitoring and evaluation capacities and systems for ASEAN Connectivity, including production and collection of robust data, development of indicators and assessment of impact.



THE MASTER PLAN ON ASEAN CONNECTIVITY 2010 SCORECARD ASSESSMENT (as of October 2016)

Key Strategies to Enhance Physical Connectivity

Strategy 1. Complete the ASEAN Highway Network (AHN)

Upgrade all “below Class III” sections of AHN into at least “Class III”, with highest priority to the “below Class III” sections of the Transit Transport Routes (TTR), by 2012.

No.	Key Actions	Responsible Bodies	Timeline	Assessment
1	a) Lao PDR: AH12 (Vientiane–Luang Prabang, 293 km)	NC/STOM of Lao PDR	2012	Expected to be completed after 2015
<i>Remarks: As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, detailed design is completed and the construction is expected to be completed by year 2020.</i>				
2	b) Lao PDR: AH15 (Ban Lao–Namphao, 98 km)	NC/STOM of Lao PDR	2012	Expected to be completed after 2015
<i>Remarks: As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, Feasibility Study is underway and the detailed design is expected to be completed by 2017. The construction is expected to be completed by year 2020.</i>				
3	c) Myanmar: AH1 (Tamu–MDY–Bago–Myawadi, 781 km)	NC/STOM of Myanmar	2012	Expected to be completed after 2018
<i>Remarks: Remaining Below Class III to be upgraded is 236 km. Currently, feasibility study is being conducted for selection of better alignment for Monywa–Gangaw section with the grant aid from KOICA. For the Kawakareik–Thingannyinaung section, the new alignment of about 28 km is constructed by Seesung Yotah Company under the supervision of Department of Highways of Thailand. As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, length of below Class 3 increased due to landslides in Chin state and heavy floods in Sagaing region.</i>				
4	d) Myanmar: AH2 (Meikthila–Loilem–Kyaington–Tachikeik, 593 km)	NC/STOM of Myanmar	2012	Unlikely to be completed
<i>Remarks: Remaining Below Class III to be upgraded is 338 km. The existing road condition of Tarkaw- Kyaington Section is under Class III standard. The pre-feasibility study was conducted by UNESCAP and the financial aid is being sought from World Bank in order to upgrade the existing road to the Class III standard. As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, length of below Class 3 increased due to floods in Shan state and Mandalay region.</i>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
5	e) Myanmar: AH3 (Kyaington–Mongla, 93 km)	NC/STOM of Myanmar	2012	Completed
<i>Remarks: AH3 roads have been upgraded to Class III standard.</i>				
6	Install common road signs in all designated routes, with a specific priority on TTR by 2013	STOM	2013	Expected to be completed after 2015
<p><i>Remarks: The installation of the harmonised route numbering signs and route signage in all designated TTR in Brunei Darussalam, Cambodia, Myanmar, Philippines, Thailand, and Viet Nam have been completed. For Indonesia and Lao PDR, installation of road signage has commenced. For Malaysia, it is unlikely as budget allocation for the installation in its 4th Rolling Plan (2014-2015) was not obtained. Malaysia is in the process of requesting allocation for the route signage and numbering signs in its 1st Rolling Plan of the 11th Malaysia Plan (2016). For Singapore, installation is pending bilateral consultation with Malaysia.</i></p> <p><i>As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, installation of road signage in Indonesia and Malaysia are ongoing; in Lao PDR in completed (for AH12 routes) and will commence in 2017 (for AH11 routes).</i></p>				
7	Upgrade “Class II or III” sections with high traffic volume to “Class I” by 2020.	STOM	2020	Expected to be completed after 2015
<p><i>Remarks: Upgradation of Class II or III sections with high traffic volume to Class I in AH1, AH11 (Cambodia) and AH3, AH16 and AH123 (Thailand) is ongoing while the Philippines is pursuing the “Rehabilitation of the Davao-General Santos Road”, while Indonesia is working on AH25 (class II), Cikampek–Semarang and Semarang–Surabaya–Banyuwangi (class II) and Gilimanuk–Denpasar (class III).</i></p> <p><i>As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, upgradation in some sections of AH1 (Cambodia) will start in 2016, 2017, or 2018 while some other sections have started and will finish in 2016 or 2020; one section of AH11 (Cambodia) has completed in March 2016 while another will only start in 2017; Lao PDR is seeking for funding to work on AH11 and AH12; Thailand is working on sections of AH1 (to be completed by 2017 and 2018), AH3 (to be completed by 2019), and AH16, AH19, and AH123 (all to be completed in 2018).</i></p>				
8	Conduct a feasibility study (FS) on bridging archipelagic countries and mainland ASEAN by 2015.	STOM	2015	Unlikely to be completed
<i>Remarks: Feasibility Study and Basic Design of Sunda Straits Bridge (SSB) has already been completed. Task Force for accelerating of SSB implementation has been established, but construction of bridge no longer a priority of present Indonesia administration.</i>				
9	Upgrade the extension of AHN to China and India, particularly sections from Ha Noi via northern Lao PDR through Myanmar to the border with India, by 2015.	NC/STOM of CLMV and Thailand	2015	Unlikely to be completed

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	<p><i>Remarks: The 18th ASEAN-India SOM in March 2016 appreciated India's commitment to support ASEAN to realise its connectivity goals and targets. On its part, India noted ASEAN's views on the India-Myanmar-Thailand Trilateral Highway Project and its extension to Lao PDR, Cambodia, and Viet Nam. ASEAN appreciated India's commitment of USD 1 billion line of credit for connectivity projects. The Meeting agreed that the CPR and the Indian Ambassador to ASEAN could look into the modalities on how to move forward in utilising this credit line.</i></p> <p><i>As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, updates were as follows:</i></p> <ul style="list-style-type: none"> <i>(i). Several road projects including some with collaboration with ADB for improving regional connectivity and connectivity with ASEAN are under implementation or are being taken up in the North East region of India which would improve the connectivity to India-Myanmar-Thailand Trilateral Highway (1,360 km) and its proposed extensions;</i> <i>(ii). Additional to the commitment to construct 69 bridges on the first 149.7 kms of the IMT Trilateral Highway starting from Moreh-Tamu at the India-Myanmar border up to Kalewa and also construct/ upgrade the 120.74 kms road from Kalewa - Yagyi, India also open to extension of Trilateral Highway to connect to Lao PDR, Cambodia, and Viet Nam;</i> <i>(iii). On the extension of Trilateral Highway, Viet Nam is yet to present the proposed routes and therefore, discussion with the Viet Nam authorities to finalise the entire stretch for extension of the Trilateral Highway for connecting to Cambodia, Lao PDR and Viet Nam to India would be needed to complete the India-ASEAN road connectivity;</i> <i>(iv). A concept paper for setting up of a Task Force on India-ASEAN land connectivity to pursue proposals for the extension of Trilateral Highway to Lao PDR-Viet Nam-Cambodia is being finalised and to be circulated by India to the stakeholders concerned for consideration;</i> <i>(v). Tamu-Kyeegone portion of 133 km has been upgraded to Asian Highway Class III;</i> <i>(vi). Feasibility Study to upgrade 69 bridges on Tamu - Kyeegone - Kalewa section has been carried out by India IRCON Team in May-July 2014 and the construction works should start soon.</i> <p><i>In March 2015, the Lao-Myanmar friendship bridge was completed. This has contributed to the realisation of upgrading the extension of ASEAN Highway Network (AHN) to China and India, particularly sections from Ha Noi via Northern Lao PDR through Myanmar to the border of India.</i></p> <p><i>India-Myanmar-Thailand Trilateral Highway and its extension to Lao PDR and Cambodia and Viet Nam including the development of Lao PDR-Myanmar Friendship Bridge, and reparation of Thailand-Myanmar Friendship Bridge and some damaged roads are being implemented. However, it is unlikely to be completed by 2015 as some of the identified routes are still seeking funding.</i></p>			

Complete the missing links by 2015

No.	Key Actions	Responsible Bodies	Timeline	Assessment
10	a) Myanmar: AH112 (Thaton–Mawlamyine–Lehnya–Khlung Loy, 60 km)	NC/STOM of Myanmar	2015	Completed
<p><i>Remarks: There is no missing link for AH112. This measure is considered completed.</i></p> <p><i>Remaining Below Class III of AH112 to be upgraded is 898 km. The road section from Thanbyuzayat to Kawthaung of AH112 has been upgraded to Class III with the funding from the Central and Local Governments. The entire length of AH112 is planned to be upgraded to Class III with the loan from China EXIM Bank. However, due to the low traffic, there is no plan to upgrade the extension section of AH112, Lehnya-Khlung Loy, to Class III by 2018.</i></p>				
11	b) Myanmar: AH123 [Dawei (deepseaport)–Maesamepass (Phu Nam Ron) 132 km +18 km (150 km)]	NC/STOM of Myanmar	2015	Expected to be completed after 2018
<p><i>Remarks: This is high priority project. Thailand and Myanmar agreed in principle that Thailand is to offer financial assistance to Myanmar in order to construct road link form border of Thailand-Myanmar to DSEZ project areas. Therefore, both sides are in process of negotiation. Once the process is finished, the executive agencies concerned from both Thailand and Myanmar will notify their government of such cooperation.</i></p> <p><i>As of the 14th AHSWG Meeting in August 2016, for the section in Myanmar, in particular on AH123 section between Dawei and Myittar (55 km), it has been upgraded to Class III standards. There is a plan to use temporarily the existing route between Myittar and Phu Nam Ron, which is part of the access highway of Dawei Special Economic Zone, instead of Myitta–Bonti section, as proposed by JICA; however, the decision has not been final yet. The existing condition of Myittar–Phu Nam Ron section is a macadam (metal) road and the surface layer overlay is required.</i></p>				

Strategy 2. Complete the Implementation of Singapore Kunming Rail Link (SKRL) Project

Construct the missing link section.

No.	Key Actions	Responsible Bodies	Timeline	Assessment
12	a) Thailand: Aranyaprathet–Klongluk (6 km) by 2014;	NC/STOM/SKRL Sectoral Working Group (SKRL-SWG) of Thailand	2014	Completed
<p><i>Remarks: The groundbreaking ceremony for joint rail bridge construction at Cambodia/Thailand border was held on 25 July 2014. As of 31st MTWG Meeting in April 2016, the construction work of track from Aranyaprathet to Klong Luk (the 6-km of missing link) and railway bridge was completed in August 2015.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
13	b) Cambodia: Poipet–Sisophon (48 km) by 2013	NC/STOM/ SKRL-SWG of Cambodia	2013	Expected to be completed after 2015
<p><i>Remarks: As of the 24th Land Transport Working Group (LTWG) Meeting in August 2015, the rehabilitation of the remaining section (6 km) close to the Poipet border between Cambodia and Thailand will utilise Cambodia's national budget. As of 41st STOM in April 2016, the reconstruction of remaining 6.5 km in Poipet to the Cambodia/Thai border is in progress and expected to be finished by mid-2016. The construction of steel bridge for railways (45m) at Cambodia/Thai border was completed in August 2015, with the assistance from Thai Government, while the reconstruction of remaining 6.5 km in Poipet to the Cambodia/Thai border is in progress.</i></p>				
14	c) Cambodia: Phnom Penh–Loc Ninh (256 km) by 2015;	NC/STOM/ SKRL-SWG of Cambodia	2015	Unlikely to be completed
<p><i>Remarks: Detailed design had been completed. Cambodia is seeking funding to construct the missing rail link section, with the cost estimated to exceed USD 1 billion.</i></p>				
15	d) Viet Nam: Loc Ninh–Ho Chi Minh City (129 km) by 2020;	NC/STOM/ SKRL-SWG of Viet Nam	2020	Unlikely to be completed
<p><i>Remarks: As of the 25th LTWG Meeting in August 2016, detailed design had been completed. Viet Nam is seeking funding to construct the missing rail link section.</i></p>				
16	e) Viet Nam: Mu Gia–Tan Ap–Vung Ang (119 km) by 2020;	NC/STOM/ SKRL-SWG of Viet Nam	2020	Unlikely to be completed
<p><i>Remarks: As of 25th LTWG Meeting in August 2016, the feasibility study (FS) will be completed in 2017 as a basis for calling for capital construction investment.</i></p>				
17	f) Lao PDR: Vientiane–Thakek–Mu Gia (466 km) by 2020;	NC/STOM/ SKRL-SWG of Lao PDR	2020	Unlikely to be completed
<p><i>Remarks: On the Vientiane–Thakek–Mu Gia Railway Project (450 km), the pre-feasibility study was completed in March 2011 through a grant from Republic of Korea (ROK). ROK approved to fund the feasibility study for this route in July 2015. As of 25th LTWG Meeting in August 2016, the feasibility study (FS) and detailed design for Vientiane–Thakheak–Mu Gia are being conducted by ROK expert team and will be completed in 2017.</i></p>				
18	g) Myanmar: Thanbyuzayat–Three Pagoda Pass (110 km) by 2020; and	NC/STOM/ SKRL-SWG of Myanmar	2020	Not prioritised
<p><i>Remarks: Feasibility Study of the spur line indicated that the construction of the missing links from Thanbyuzayat to Three Pagoda Pass (Myanmar) and from Three Pagoda Pass to Namtok (Thailand) provided low return on investment. Thus, the proposal on the railway construction was put off. A replacement of this route, agreed by both Myanmar and Thailand, is Dawei Port – Kanchanaburi – Laem Chabang Port railway link.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
19	h) Thailand: Three Pagoda Pass–Nam Tok (153 km) by 2020.	NC/STOM/ SKRL-SWG of Thailand	2020	Not prioritised
<p><i>Remarks: Feasibility Study of the spur line indicated that the construction of the missing links from Thanbyuzayat to Three Pagoda Pass (Myanmar) and from Three Pagoda Pass to Namtok (Thailand) provided low return on investment. Thus, the proposal on the railway construction was put off. A replacement of this route, agreed by both Myanmar and Thailand, is Dawei Port – Kanchanaburi – Laem Chabang Port railway link.</i></p> <p><i>As of LTWG Meeting in August 2015 and 17th SKRL SWG Meeting in August 2015, the Feasibility Study of constructing Dawei Port – Kanchanaburi – Laem Chabang Port railway link in Thai side was completed in April 2015. Detailed design of the construction from Ban Phu Nam Ron to Laem Chabang Port in Thailand will be carried out from April 2016 to March 2017.</i></p> <p><i>Technical and funding assistance to conduct feasibility study in Myanmar B18 and to construct this spur line project have yet to be secured.</i></p>				
20	Formulate a strategy for a seamless operation of SKRL by 2013	STOM/SKRL-SWG	2013	Expected to be completed after 2015
<p><i>Remarks: The template for identification and collection of data for seamless operation of the SKRL was adopted. As of the 25th LTWG Meeting in August 2016 in Singapore, all ASEAN Member States have submitted the technical data related to railway operation, including structural gauge, loading gauge and track width. Based on the initial findings of the data submission, there are many dissimilarities on the technical standards of the railway operation among ASEAN Member States with the only commonality is the use of the meter gauge. Malaysia as the lead country for this initiative also highlighted some issues pertaining to different standards in signaling system, wagon access load, border facilities and freight facilities which pose as a challenge for the seamless operationalisation of SKRL and that needs to be addressed in order to expedite the implementation of SKRL. The Meeting noted that further deliberations on this matter would be communicated inter-sessionally among the ASEAN Member States before it is tabled at the 19th SWG-SKRL Meeting.</i></p>				
21	Mobilise financial resources and technical assistance from external partners, either on a bilateral basis or with the coordination of ADB, to support the completion of SKRL in accordance with the agreed deadline.	STOM/SKRL-SWG		Expected to be completed after 2015
<p><i>Remarks: Efforts to mobilise financial and technical resources are ongoing to complete the SKRL.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
22	Study the possibility of extending the SKRL to Surabaya, Indonesia.	NC/STOM/SKRL-SWG		Unlikely to be completed
<p><i>Remarks: Indonesia highlighted some actions that need to be undertaken in relation to the study which include:</i></p> <ul style="list-style-type: none"> • Further coordination with the Government of Malaysia regarding the SKRL project. • Refinement of the TOR of the study to be more detailed. • Discussion on funding scheme for the study. • Seeking suggestions on the possible hub which will be connected in Malaysia/Singapore and construction method. • Conduct a feasibility study for Sunda Strait Bridge to connect Sumatera and Java. <p><i>As of 17th SKRL-SWG Meeting in August 2015 in Medan, Indonesia, an overview of the Feasibility Study on the Study on the Possibility of Extending the Singapore-Kunming Rail Link (SKRL) to Surabaya, Indonesia, and an update on the developments of the Trans-Sumatra Railways were presented. Assistance from ASEAN Secretariat on sourcing of funding was also requested during the Meeting. As of 25th LTWG Meeting in August 2016, Indonesia has yet to conduct the feasibility study on the possibility of extending the SKRL to Surabaya, Indonesia due to funding issue.</i></p>				

Strategy 3. Establish an efficient and integrated inland waterways network

No.	Key Actions	Responsible Bodies	Timeline	Assessment
23	Formulate a regional plan for developing inland waterways in ASEAN by 2012 and begin implementation thereafter.	STOM	2012	Expected to be completed after 2015
<p><i>Remarks: As of 31st MTWG Meeting in April 2016, data collection on current situation and constraints of IWT in the concerned ASEAN Member States, i.e. Cambodia, Lao PDR, Myanmar, Thailand and Viet Nam is still underway. The concerned ASEAN Member States were requested to provide inputs to the template prepared by the Korea Maritime Institute (KMI). The Project is expected to be completed in the first quarter of 2017.</i></p>				

Strategy 4. Accomplish an integrated, efficient and competitive maritime transport system

No.	Key Actions	Responsible Bodies	Timeline	Assessment
24	Enhance the performance and capacity of the 47 designated ports, with the priority set in the studies undertaken and being undertaken under Measures 6, 7 and 8 of the Roadmap Towards an Integrated and Competitive Maritime Transport in ASEAN by 2015.	STOM	2015	Unlikely to be completed
<p><i>Remarks: As of 31st MTWG in April 2016:</i></p> <p><i>On developing and monitoring Key Performance Indicator on port efficiency e.g. cargo handling and ship turnaround time, Korea Maritime Institute (KMI) is conducting analysis of the data of performance indicator for ASEAN network ports, based on the submission from ASEAN Member States. KMI would provide the result of analysis as well as recommendations regarding KPIs for ASEAN Network Ports to ASEAN Member States at the next MTWG Meeting.</i></p> <p><i>On establishing a national coordinating body, where applicable, to oversee the port and land transport infrastructure development which will work on a national master plan for port and land transport development for better port access, the Philippines informed the Meeting that, in order to ensure port and land transport infrastructure for a better port access, the current structure of the Philippine Port Authority includes a senior official of the Department of Public Works and Highways in its Board of Directors. The Philippines is also in the process of developing its national master plan for port and land transport development. The Philippines further encouraged the other ASEAN Member States to undertake this initiative at their national level and share the information at the future MTWG meetings.</i></p> <p><i>On enhancing the capacity of the 47 designated port, the Philippines updated the Meeting on the following projects:</i></p> <ul style="list-style-type: none"> <i>• Development of New Cebu Container terminal: the Feasibility Study has already been completed. The Project Document would be submitted to the National Economic Development Authority for review and approval for Official Development Assistance (ODA); and,</i> <i>• Davao Sasa Port Modernisation Project is currently undergoing tendering process under PPP scheme.</i> <p><i>The draft template for information sharing on countries' best management practices in port services has been circulated to ASEAN Member States and response has been received from Malaysia and Philippines.</i></p> <p><i>On improving the reliability of technical standards of ASEAN ports, the Meeting welcomed Japan's confirmation on its readiness to support the implementation of this initiative and noted that Japan would propose possible activities in the next Meeting.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
25	a) Establish efficient and reliable shipping routes (including RoRo) connecting mainland and archipelagic Southeast Asia including the related sub-regional initiatives such as BIMP-EAGA and IMT-GT. The emerging and/or potentially important international routes: Satun/Trang–Penang–Belawan, Malacca–Dumai, Davao–Bitung, Zamboanga–Sandakan, Muara–nearby ports;	STOM	2015	Expected to be completed after 2015
<p><i>Remarks:</i></p> <ol style="list-style-type: none"> 1) <i>Bitung-General Santos-Davao Route. As of the 31st MTWG Meeting in April 2016, Philippines reiterated its request to Indonesia to have the first bilateral meeting to start the realisation of Bitung-General Santos-Davao route. Indonesia confirmed its readiness to arrange the meeting between Indonesia and Philippines in May 2016. As of the 41st STOM in April 2016, Indonesia and Philippines are doing the preparations to hold 1st bilateral meeting to discuss arrangements for the realisation of RORO shipping operations network on this route.</i> 2) <i>Belawan-Penang-Phuket Route. At the 30th MTWG Meeting in early September 2015, the result of a feasibility study conducted by ADB on the Belawan-Penang-Trang Route showed that the Belawan-Penang Route would not be feasible. However, Indonesia expressed its commitment for the development of this RO-RO route. On the Penang-Langkawi-Phuket Route, Thailand informed that realisation of RO-RO/ferry services has been postponed. As of 31st MTWG Meeting in April 2016, there had been no proposers from the private sectors on the preparation for Belawan-Penang-Phuket route operation.</i> 3) <i>Melaka-Dumai Route. At the 30th MTWG Meeting in early September 2015, Malaysia expressed its commitment to realise the operationalisation of this route, in line with the Melaka Development Master Plan. Indonesia informed that all infrastructure development in Dumai Port has been completed and that it is ready to move forward with the route operationalisation. As of the 31st MTWG Meeting in April 2016, the privatisation agreement of Tanjung Beruas Port as the designated landing point of this route is being finalised.</i> 				
26	b) Strengthen linkages with global and regional trunk routes and domestic shipping routes; and	STOM	2015	Unlikely to be completed
<p><i>Remarks: Implementation of this measure will be taken up together with measures 8 and 25. This measure will go beyond 2015 as strengthening linkages between mainland and archipelagic ASEAN continues to be a priority.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
27	c) Conduct a feasibility study on the establishment of an ASEAN RORO (Roll-On/Roll-Off) network and Short-Sea Shipping.	STOM	2015	Completed
<p><i>Remarks: The Master Plan and Feasibility Study was completed, with recommendations to follow up with implementation of the RORO prioritised routes and harmonisation of institutional arrangement (e.g. customs, immigration, quarantine and security or CIQS services, road administration).</i></p>				

Strategy 5. Establish integrated and seamless multimodal transport system to make ASEAN the transport hub in the East Asia Region

No.	Key Actions	Responsible Bodies	Timeline	Assessment
28	Conduct a study on potential multimodal transport corridors to empower parts of ASEAN to function as land bridges in global supply routes.	STOM		Completed
<p><i>Remarks: The 2nd ASEAN-Japan Land Bridge Workshop in October 2015 discussed and finalised the draft “Study on Seamless and Integrated Land Bridge” for adoption. The Workshop noted the findings and recommendations of the draft Study which identified seven (7) potential Land Bridge routes: (i) Bangkok–Ha Noi; (ii) Bangkok–Da Nang; (iii) Bangkok–Ho Chi Minh City (via Phnom Penh); (iv) Yangon–Bangkok; (v) Dawei (Myanmar)–Bangkok; (vi) Boten (Lao PDR)–Bangkok; and, (vii) Boten (Lao PDR)–Sihanoukville (Cambodia).</i></p> <p><i>The Workshop also agreed to include Thailand’s proposal for one potential route between Pak Bara–Songkhla as Land Bridge route to connect trade between Andaman and South China Sea. The revised final draft Study would be circulated to the ASEAN-Japan Land Bridge focal points for ad referendum approval before it is submitted to the 14th STOM+Japan in November 2015. No updates as of 11 May 2016.</i></p>				

Complete the East West Economic Corridor (EWEC)

No.	Key Actions	Responsible Bodies	Timeline	Assessment
29	a) Construct the missing link in Myanmar; and	NC/STOM		Completed
<p><i>Remarks: Myanmar informed that there’s no missing link in Myanmar under EWEC.</i></p>				
30	b) Develop/upgrade terminal ports: Yangon, Da Nang	NC/STOM		Expected to be completed after 2015
<p><i>Remarks: As of 30th MTWG Meeting in September 2015, one oil terminal in Yangon Port had started its operation in July 2015. In total, there are 3 oil terminals which have been operated, from 10 planned oil terminals under the Yangon port development project.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	As for Da Nang port, upgrading of Terminal I-Tien Sa in 2014 to accommodate ships with the size up to 45,000 DWT is ongoing. The port operator also purchased a reach stacker empty container, which has capacity of 10 tonnes, and upgraded its container management and operation software.			

Promote the Mekong-India Economic Corridor (MIEC) as a land bridge

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	Promote the Mekong-India Economic Corridor (MIEC) as a land bridge	NC/STOM		
	<i>Remarks: As of the 40th STOM in November 2015, the “Study on MIEC as a Land Bridge”, conducted with the technical assistance from ERIA, was completed and the final report was approved by STOM.</i>			
31	a) Construct the Mekong Bridge in Neak Loeung (National road No.1 in Cambodia);	NC/STOM of Cambodia	2015	Completed
	<i>Remarks: The inauguration of 2.5 km Neak Loeung bridge took place on 8 April 2015 and the bridge has been operational since then.</i>			
32	b) Develop the Dawei deep sea port (by 2020);	NC/STOM of Myanmar and Thailand	2020	Expected to be completed after 2015
	<i>Remarks: Dawei SEZ Development (DSEZ) (Myanmar) has been opened for bidding of investors for the initial phase development which includes the development of Dawei Deep Sea Port, Industrial Estate and Road Link to Thailand and other related infrastructure. The agreement with investors is expected by May 2015 and still pending.</i>			
33	c) Build the highway between Kanchanaburi and Dawei (by 2020); and	NC/STOM of Myanmar and Thailand	2020	Expected to be completed after 2015
	<i>Remarks: The FS and Detailed Design of Bang Yai–Ban Pong–Kanchanaburi Motorway has been completed. The Project is under consideration for investment alternatives; Thailand–Myanmar Friendship Bridge at Mae Sot/Myawaddy is under permanent repair; The 18 km road from Mae Sot/Myawaddy–Dawna Foothill was completed in 2006. Some road damages are being repaired; The 28 km road from Dawna Foothill–Kawkareik is under construction of the new alignment; and the temporary access road built by the Italian–Thai Development PCL has been completed for equipment and material mobilisation. As of 14th ASEAN Highways Sub Working Group Meeting in August 2016, for the section in Thailand, Feasibility Study has been completed, and Detailed Design (DD) and the Environmental Impact Assessment (EIA) are being conducted. The highway construction cost for this route is estimated at USD 871 million (30,500 million Baht) with expected completion by 2023.</i>			
	<i>For the section in Myanmar, in particular on AH123 section between Dawei and Myittar (55 km), it has been upgraded to Class III standards. There is a plan to use temporarily the existing route between Myittar and Phu Nam Ron, which is part of the access highway of Dawei Special Economic Zone, instead of Myittar–Bonti section, as proposed by JICA, however, the decision has not been final yet. The existing condition of Myittar–Phu Nam Ron section is a macadam (metal) road and the surface layer overlay is required.</i>			

No.	Key Actions	Responsible Bodies	Timeline	Assessment
34	d) Conduct a feasibility study and preliminary design for the railway spur line between Kanchanaburi and Dawei.	NC/STOM of Myanmar and Thailand		Unlikely to be completed
<p><i>Remarks: This is the replacement of the Thanbyuzayat–Three Pagoda Pass–Nam Tok, as agreed by both Myanmar and Thailand. As of the LTWG Meeting and 17th SKRL SWG Meeting both in August 2015, the Feasibility Study of constructing Dawei Port–Kanchanaburi–Laem Chabang Port railway link was completed in April 2015. Detailed design of the construction from Ban Phu Nam Ron to Laem Chabang Port in Thailand will be carried out from April 2016 to March 2017.</i></p> <p><i>As of 31st MTWG Meeting in April 2016, Myanmar is undertaking assessment on the railway line from Kanchanburi to Dawei to connect the SKRL network. Funding assistance to construct the spur line has yet to be secured.</i></p>				
35	Identify and develop a network of ASEAN dry ports in accordance with existing ASEAN initiatives such as the ASEAN Highway Network and the SKRL.	STOM		Expected to be completed after 2015
<p><i>Remarks: The 22nd LTWG Meeting in 2013 agreed to develop a list of ASEAN dry ports which are located along those highway and railway networks. AMS were requested to submit the said list to the ASEAN Secretariat together with the information on the functions, facilities, and regulatory bodies of the dry ports. As of August 2014, Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Thailand and Viet Nam have submitted their respective list of dry ports to the ASEAN Secretariat. Indonesia proposed the development of land and dry port in Entikong and Nanggabadau (West Kalimantan).</i></p> <p><i>As of 24th LTWG Meeting in August 2015, AMS noted that not all of the ASEAN Member States have dry ports whereas further regulations involving customs and other relevant agencies would be required to develop a network of ASEAN dry ports. Thus, this initiative would be carried forward to the ASEAN Transport Strategic Plan 2016-2025, with the first action as conduct of study and formulation of regional network plan for the development of dry port by 2018. One suggestion for such study was to look into the existing dry ports/depots container in ASEAN Member States in developing regional network.</i></p> <p><i>The 25th LTWG Meeting in August 2016 recalled Malaysia’s suggestion raised at the 24th LTWG Meeting that the first action to develop an effective network of ASEAN Dry Ports would be to conduct study and formulate regional network plan for the development of dry ports, taking into account the existing dry ports/inland container depots in each ASEAN Member State which are currently operationalised. Interconnection among the dry ports in the ASEAN Member States would be through the development of a network. The Meeting agreed that the study should initially look at the list in the Intergovernmental Agreement on Dry Ports and come up with recommendations for feasible list of dry ports in ASEAN Member States as well as the challenges for the setting up and operationalisation of ASEAN Dry Ports Network.</i></p>				

Strategy 6. Accelerate the development of ICT infrastructure and services in each of the ASEAN Member States

No.	Key Actions	Responsible Bodies	Timeline	Assessment
36	Establish an ASEAN Broadband Corridor (ABC) by identifying and developing locations in each ASEAN Member States to offer quality broadband connectivity. This will enable seamless usage of broadband services and applications across ASEAN to further connect and enhance the development of ICT and other sectors by 2014.	Telecommunications and Information Technology Senior Officials Meeting (TELSOM) [lead]	2014	Completed
<p><i>Remarks: The Special TELSOM Meeting in May 2014 clarified that AMS have no intention to co-build physical corridors and the cooperation aims to strengthen existing broadband development and infrastructures through policy and regulatory initiatives undertaken by AMS. The Meeting also underlined the importance of private sector involvement to develop pervasive and sustainable broadband infrastructure. With a view to correct this misperception, the Meeting requested Singapore and Malaysia to prepare a paper to clarify the key initiative on ABC to ACCC.</i></p>				
37	Promote the diversity of international connectivity among ASEAN Member States by 2015.	TELSOM [lead]	2015	Completed
<p><i>Remarks: The survey component has been completed and the result was presented in the Twelfth Telecommunications and Information Technology Ministers' Meeting (12th TELMIN) in 2012.</i></p>				
38	Establish an ASEAN Internet Exchange Network to facilitate peering amongst ASEAN internet access providers to reduce latency and increase speed as well as lower costs by 2013.	TELSOM [lead]	2015	Completed
<p><i>Remarks: Indonesia as the proponent country has presented the final result to the TELSOM JWG and WGs Meeting in March 2015 in Yangon, Myanmar.</i></p> <p><i>The ASEAN Internet Exchange (AIX) project would be concluded by documenting the status of peer-to-peer connections between Internet eXchange (IX) providers across AMSs, the effort to encourage more of such interconnections and the challenges involved in establishing such ASEAN IX Network.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
39	Promote network integrity and information security, data protection and Computer Emergency Response Team (CERT) cooperation by developing common frameworks and establishing common minimum standards where appropriate, to ensure a level of preparedness and integrity of networks across ASEAN by 2015.	TELSOM	2015	Completed
<p><i>Remarks: In 2014, ASEAN Network Security Action Council (ANSAC) worked towards further strengthening cooperation amongst ASEAN CERT, by maintaining a list of CERT contact points for exchange of information and inviting ASEAN CERTs representatives to ANSAC meetings. ANSAC took the lead in the discussion of China's proposal for establishing an ASEAN-China CERT Cooperative Mechanism. The 10th TELSOM+China in January 2015 supported the proposal in principle.</i></p> <p><i>As of the 11th TELSOM+China in November 2015, the Action Plan for Implementing the ASEAN-China CERT Cooperative Mechanism was approved for implementation in 2016. The CERTs were requested to work on the details of the implementation.</i></p>				
40	Review Universal Service Obligations and/or similar policies to ensure that infrastructure covered under these policies are broadband Internet capable by 2015.	TELSOM	2015	Completed
<p><i>Remarks: Stock take on the USO policies in ASEAN was completed in 2013, in conjunction with the project Facilitating the Provision of Broadband in Every School by Strengthening the USO Policy in ASEAN.</i></p>				
41	Prioritise and expedite roll-out of broadband Internet capable infrastructure to schools by 2015.	TELSOM [lead]	2015	Completed
<p><i>Remarks: The workshop on facilitating the provision of broadband to every school by Universal Service Obligation (USO) policy in ASEAN was conducted, in cooperation with ITU, on 24 October 2012 in Ha Noi, Viet Nam. The workshop reviewed the international best practices, as well as status and case studies in ASEAN, and produced a set of recommendations for AMS to follow. A workshop on Promoting Broadband Connectivity to Schools within ASEAN through TV White Space Technology and New Emerging Technologies was conducted in 2014.</i></p> <p><i>AMS will continue to roll out broadband internet-capable infrastructure to schools beyond 2015.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
42	Conduct feasibility study on developing after 2015 an ASEAN Single Telecommunications Market, in the context of free flow of products, services, investments and skilled human resources by 2015.	NC/TELSOM [lead]/ ATRC	2015	Expected to be completed after 2015
<p><i>Remarks: In response to the 24 March 2015 ACCC Chair's letter, the TELSOM-ATRC, during its Leaders' Retreat on 26-27 May 2015, agreed to conduct the feasibility study of establishing the ASEAN Single Telecommunications Market. The measure is already included in the draft of the new ASEAN ICT Master Plan 2016-2020. TELSOM has agreed to undertake the feasibility study starting 2016.</i></p> <p><i>The Special Meeting of Telecommunication Senior Officials Meeting (Special TELSOM), 30-31 July 2015 in Jakarta agreed for the Philippines to become proponent for this feasibility study, planned to be conducted in 2016. Considering that the initiative is in-line with MPAC, the Meeting agreed to name the project as "A study of Establishing an ASEAN Single Telecommunication Market". Funding support has been obtained from the ASEAN-Australia Development Cooperation Programme (AADCP) Phase II.</i></p>				

Strategy 7. Prioritise the processes to resolve institutional issues in ASEAN energy infrastructure projects

Trans-ASEAN Gas Pipeline (TAGP)

No.	Key Actions	Responsible Bodies	Timeline	Assessment
43	Form a model for ASEAN Joint Venture gas pipeline company.	SOME/AGCC/ ASCOPE [lead]/ ASCOPE Gas Centre (AGC)		Completed
<p><i>Remarks: The study for a JV gas pipeline company was completed. PERTAMINA and PTT participated in the Joint Operation Scheme of the Gresik-Semarang pipeline in 2008. Formation of JV company would only be on business-to-business arrangement with agreed commercial terms between participating equity partners.</i></p> <p><i>Instrument of Extension for the TAGP MoU has been signed & ratified. TAGP MoU shall remain in force until 20 May 2024.</i></p>				
44	Adopt common technical standards for design, construction and maintenance of infrastructure.	SOME/AGCC/ASCOPE [lead]/AGC		Completed
<p><i>Remarks: Each country has already established its own standards for pipeline and LNG Regasification Terminal design, construction and maintenance of infrastructure according to acceptable industry standards. Common technical standards for design, construction and maintenance of infrastructure are not required.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
45	Adopt business model for TAGP.	SOME/AGCC/ASCOPE [lead]/AGC		Expected to be completed after 2015
<p><i>Remarks: Tolling mode against Merchant mode was explored. Preference is Tolling mode and currently working on the Gas Transit Principle to facilitate gas movement between multiple borders. ASCOPE Gas Consultative Council (AGCC) will deliberate on the newly reformatted Guiding Principles for Cross Border Issues by May 2015.</i></p> <p><i>ASCOPE to conduct further study on legal issues relating to multilateral LNG contracts focusing on destination restrictions and diversions, quantity flexibility, LNG specifications, and shipping and receiving facilities as basis for ASEAN Member States to develop a general terms and conditions for a suitable Business Model for a regional joint LNG Procurement/ Swapping framework.</i></p>				
46	Implement regional safety/security plan for TAGP infrastructure.	SOME/AGCC/ASCOPE [lead]/AGC		Completed
<p><i>Remarks: Each country has already established its own safety/security protocol and is sufficient to ensure safety/security of the TAGP infrastructure within their countries.</i></p>				
47	Optimise and operationalise TAGP.	SOME/AGCC/ASCOPE [lead]/AGC		Expected to be completed after 2015
<p><i>Remarks: The Addition of LNG Regasification Terminal into TAGP workscope optimises operability of TAGP. TAGP physical interconnections has been enhanced with the operations of the Regasification Terminal (RGT); 1. Map Ta Phut (Thailand), 2. West Java FSRU (Indonesia), 3. Singapore LNG Terminal (Singapore), 4. RGT Sungai Udang (Malaysia), 5. Arun regasification terminal, 6. Lumpung FSRU (Indonesia), with the total regasification capacity of 22.5 MTPA. The discussions on the operationalisation of the LNG Strategic Buffer Management and other areas on LNG Cooperation are ongoing.</i></p>				
48	Study the feasibility of extending the TAGP to BIMP-EAGA.	SOME/AGCC/ASCOPE [lead]/AGC		Completed
<p><i>Remarks: Study has been completed and concluded that it is not economically feasible for gas pipeline extension to BIMP-EAGA.</i></p>				

ASEAN Power Grid (APG)

No.	Key Actions	Responsible Bodies	Timeline	Assessment
49	Harmonise legal and regulatory framework for bilateral and cross-border power interconnection and trade	SOME, APGCC/HAPUA [lead]	2008-2010	Unlikely to be completed
<p><i>Remarks: HAPUA is working on 2 projects: i) Study on Harmonisation of legal and regulatory framework for bilateral and cross border power interconnection and trade and formulation of institutional and contractual arrangements; ii) Study on Cross border trade and taxation, tariffs and Third Party Access. The two studies have become a part of a bigger study on multilateral electricity trading, which is an outcome-based strategy 2 of APG under the ASEAN Plan of Action on Energy Cooperation Phase 1 (2016-2020). HAPUA is in the process of exploring potential funding support from an international organisation.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
50	Harmonise common technical standards codes or guidelines of the ASEAN Interconnection projects: Planning and Design, System Operation, and Maintenance	SOME, APGCC/ HAPUA [lead]	2014-2015	Unlikely to be completed
<p><i>Remarks: Study was completed in 2013, and results reported at 12th ASEAN Power Grid Consultative Committee (APGCC) Meeting in January 2014 at Siem Reap. The following recommendations of the study were endorsed:</i></p> <ol style="list-style-type: none"> <i>1. Formation of Group of ASEAN Transmission Operators. (ATSO)</i> <i>2. Formation of Group Grid Planners</i> <i>3. Formation of Group of ASEAN Electricity Regulators.</i> <p><i>As of Special Senior Officials Meeting on Energy (SOME) Meeting in January 2015, Terms of Reference (TOR) for the APG Transmission System Operators Institution (ATSO) and APG Generation and Transmission System Planning Institution (AGTP) had been finalised and submitted to METI-Japan and World Bank for funding consideration. As of AMEM in September 2016, implementation of ATSO and AGTP planned to start this year, with funding support from JAIF and ERIA as an Implementing Agency.</i></p>				
51	Identify and recommend financing modalities for realising the APG	SOME, APGCC/ HAPUA [lead]	2008-2011	Expected to be completed after 2015
<p><i>Remarks: Proposals for Consultancy Financing Support on the following will be implemented through READI assistance: (i) Study on the Taxation on Cross Border Power Transaction; and (ii) Regulation on Private Participation in APG Project. As of 33rd AMEM in October 2015, HAPUA has completed the two studies.</i></p> <p><i>These two projects are continued in the ASEAN Plan of Action for Energy Cooperation 2016-2025 and are included as part of the bigger study of multilateral electricity trading, which is an outcome based strategy 2 of APG under the ASEAN Plan of Action on Energy Cooperation Phase 1 (2016-2020). Currently the HAPUA is conducting resource mobilisation for funding the studies.</i></p>				
52	Implement various bilateral/multilateral interconnection projects and reporting progress to Heads of ASEAN Power Utilities/Authorities (HAPUA) Council and ASEAN Senior Officials Meeting on Energy (SOME)/ASEAN Ministers on Energy Meeting (AMEM) (2008–2015)	SOME, APGCC/ HAPUA [lead]	2008-2015	Expected to be completed after 2015
<p><i>Remarks: HAPUA regularly reported progress in the implementation of interconnection projects to AMEM.</i></p> <p><i>Many of the identified and prioritised 16 bilateral/multilateral interconnection projects have their expected completion dates beyond 2015. This Project will be continued to the ASEAN Plan of Action for Energy Cooperation 2016-2025.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
53	a). Melaka–Pekan Baru Interconnection (IMT-GT: Indonesia) Project: involving a 600 MW high voltage direct current (HVDC) interconnection between Peninsular Malaysia and Sumatra, Indonesia. [The project will be implemented in two phases. The first phase will consist of a 300 MW single pole configuration and the second phase will add a second 300 MW pole allowing the interconnection to operate on a bipolar configuration].	SOME/ APGCC/ HAPUA [lead]	2012	Expected to be completed after 2015
<p><i>Remarks: At the 30th AMEM held in September 2012 in Cambodia, the Ministers welcomed the signing of the MOU between Indonesia and Malaysia on the Interconnection Project No.4 Peninsular Malaysia–Sumatra. The project is divided into 3 (three) sub-projects; HVDC Transmission, Coal Fire Power Plant (CFPP) 2x600 MW, and Coal Mining Development. Joint Development Agreement between PT. Perusahaan Listrik Negara (PLN), Tenaga Nasional Bhd (TNB) and PT. Bukit Asam (BA) has been signed on 15 October 2012.</i></p> <p><i>The contract of Seabed Survey Consultant has been signed on 13 June 2013. Joint Procurement for the assignment of Feasibility Study Consultants of Engineering Service of HVDC Transmission has been conducted, as well as the detailed engineering design of the project. The feasibility study of the project is still being undertaken.</i></p>				
54	b). West Kalimantan-Sarawak Interconnection (BIMP-EAGA: Indonesia) Project: consisting of 120 km high voltage 275kV AC interconnection called the West Kalimantan-Sarawak Interconnection and Bengkayang substation. The line will connect Bengkayang Substation in West Kalimantan to Mambong Substation in Sarawak.	SOME/ APGCC/ HAPUA [lead]	2013	Completed
<p><i>Remarks: The 19th BIMP-EAGA Ministerial and Related Meetings in December 2015 noted the full completion of the Sarawak-West Kalimantan Power Interconnection. West Kalimantan-Sarawak successfully energized and synchronized on 20 January 2016 with electricity supply of 50 MW; circuit to be stepped up to 230 MW in June 2016.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
55	c) Encourage private sector participation on APG project	SOME/ APGCC/ HAPUA [lead]	2015	Expected to be completed after 2015
<p><i>Remarks: APGCC is studying the opportunities for exploring the private sector to participate in APG. Development. The APGCC have developed the TOR of study project of Regulation on Public Private Participation in APG. Depending on the availability of funding, the study will be started on 2017 at the earliest. As of 33rd AMEM in October 2015, HAPUA has completed the Study on Public Private Partnership among HAPUA, as well as Guidelines for PPP Financing Modalities in ASEAN Power Project. The study will become part of the bigger study on multilateral electricity trading, which is an outcome based strategy 2 of APG under the ASEAN Plan of Action on Energy Cooperation Phase 1 (2016-2020).</i></p>				

Key Strategies to Enhance Institutional Connectivity

Strategy 1. Fully operationalise the three Framework Agreements on transport facilitation, i.e., ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT), ASEAN Framework Agreement on the Facilitation of Inter-State Transport (AFAFIST) and ASEAN Framework Agreement on Multimodal Transport (AFAMT)

No.	Key Actions	Responsible Bodies	Timeline	Assessment
56	Expedite the ratification of the Agreements so as to enable their operationalisation in the region.	STOM		Expected to be completed after 2015
<p><i>Remarks: Status of Signing, Ratifications and Entry into Force (EIF) of the Agreements:</i></p> <p><u>AFAFGIT:</u> <i>Date of Signing: 16 December 1998</i> <i>Status of Ratification: Ratified by the 10 Member States</i> <i>Date of EIF: 2 October 2000.</i></p> <p><u>AFAFGIT Protocol 1 (Designation of Transit Transport Routes and Facilities):</u> <i>Date of Signing: 8 February 2007</i> <i>Status of Ratification: Ratified by 8 Member States; pending from MAL and SIN.</i> <i>Status as of 8th TTCB Meeting in August 2016:</i> <i>Malaysia and Singapore were urged to continue its efforts in resolving the transit transport route (TTR) of AFAFGIT Protocol 1 (Designation of TTR and Facilities) soonest possible as this matter has been long outstanding and hindering the implementation of AFAFGIT and AFAFIST between Malaysia and its neighbouring countries i.e. Brunei Darussalam, Indonesia and Thailand.</i></p> <p><i>Date of EIF: 21 August 2011 among 8 Member States who have ratified.</i></p> <p><i>The 21st ASEAN Transport Meeting (ATM) in November 2015 urged Malaysia and Singapore to expedite their bilateral consultations on the designated Transit Transport Route and ratify Protocol 1.</i></p> <p><i>The 11th Meeting of the Sub-Working Group on ASEAN Customs Transit System in January 2016 agreed that the transit transport route mentioned in the Draft Strategy for the ACTS Pilot Phase would make reference to the MoU or the Protocol 1 if ratified earlier.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><u><i>AFAFGIT Protocol 2 (Designation of Frontier Posts):</i></u> Not yet concluded. The SEOM 1/47 in January 2016 urged completion of domestic procedure for the signing of the Protocol 2 in order to enable the implementation of the on-going Pilot Project for ASEAN Customs Transit System (ACTS) funded by ARISE.</p> <p><u><i>AFAFGIT Protocol 3 (Types and Quantity of Road Vehicles); and AFAFGIT Protocol 4 (Technical Requirements of Vehicles):</i></u> Date of Signing: 15 September 1999 Status of Ratification: Ratified by the 10 Member States Date of EIF: 19 April 2010</p> <p><u><i>AFAFGIT Protocol 5 (ASEAN Scheme of Compulsory Motor Vehicle Insurance):</i></u> Date of Signing: 8 April 2001 Status of Ratification: Ratified by 10 Member States Date of EIF: 16 October 2003</p> <p><u><i>AFAFGIT Protocol 6 (Railways Border and Interchange Stations):</i></u> Date of Signing: 16 December 2011 Status of Ratification (as of 32nd TFWG Meeting in August 2016): Ratified by CAM, MYM, SGP, THA, VNM, pending from 5 Member States. (i). Brunei Darussalam is still in the process of ratifying Protocol 6; (ii). Lao PDR has submitted letter proposing ratification of Protocol 6 to the government through its Ministry of Foreign Affairs; and (iii). Malaysia has resolved some pending issues on the ratification of Protocol 6 particularly in designating its railway border and interchange station and is now currently undertaking domestic formalities for its ratification. Date of EIF: Pending</p> <p><u><i>AFAFGIT Protocol 7 (Customs Transit System):</i></u> Date of Signing: 24 February 2015 (by all ASEAN Member States, including Technical Appendix, ad referendum). Status of Ratification: Ratification process would have to be completed six (6) months after its signing Date of EIF: Pending</p> <p>The Philippines ratified AFAFGIT Protocol 7 on 13 January 2016. Myanmar ratified AFAFGIT Protocol 7 on 21 July 2016.</p> <p>At the 11th Meeting of Sub-Working Group on ASEAN Customs Transit System in January 2016, the Contractor informed the Meeting that there would be a possible 2-month delay of the ACTS Pilot Project due to delayed progress of hardware and software procurement in the Pilot Member States. The Meeting agreed upon and endorsed the final Transit Accompanying Document (TAD). Meanwhile for the ACTS Guarantee Undertaking Document, the Meeting agreed with most of the suggestions from Pilot Member States' banks and the document would be further revised.</p> <p>Member States are in different stages of domestic arrangements for the ratification, with many of them targeted a period of three months from January 2016 for the submission of the instrument of ratification. The Meeting requested all Member States to separately revise their Lists of Prohibited and Restricted Goods, to be annexed to the Protocol.</p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	<p><u>AFAFGIT Protocol 8 (Sanitary and Phytosanitary Measures):</u> Date of Signing: 27 October 2000 Status of Ratification: Ratified by the 10 Member States Date of EIF: 13 January 2011</p> <p><u>AFAFGIT Protocol 9 (Dangerous Goods):</u> Date of Signing: 20 September 2002 Status of Ratification: Ratified by 9 Member States; pending from MAL. As of the 8th TTCB Meeting in August 2016: Malaysia's ratification process of AFAFGIT Protocol 9 is expected to complete by end of 2016 or early 2017. Date of EIF: Pending (entry into force with ratification of all ASEAN Member States)</p> <p><u>AFAFIST</u> Protocols 1, 2, 3, 4, 5, 8 and 9 of AFAFGIT are applicable for AFAFIST. Date of Signing: 10 December 2009 Status of Ratification: Ratified by 5 Member States; pending from BNR, INA, MAL, MYM, SIN. As of 32nd TFWG Meeting in August 2016: (i) Malaysia would only ratify AFAFIST after ratifying the AFAFGIT Protocol 1; (ii) Indonesia has started the ratification process for AFAFIST; and (iii) Singapore is prepared to ratify AFAFIST pending the resolution of AFAFGIT Protocol 1. Date of EIF: 30 December 2011 among 5 Member States who ratified (30th day after deposit of Instrument of Ratification)</p> <p><u>AFAMT:</u> Date of Signing: 17 November 2005 Status of Ratification: Ratified by 7 Member States; pending from BNR, MAL, SIN. As of 32nd TFWG Meeting in August 2016: (i) Brunei Darussalam is currently undertaking domestic consultations on this review for further consideration and approval by its Ministry of Communication; (ii) Malaysia is currently undertaking further deliberation on the draft national law on the implementation of AFAMT with relevant stakeholders and at the same time Malaysia is planning to consider engaging a consultant to assist in finalising the draft national law on AFAMT; (iii) Singapore informed the Meeting that necessary steps to ratify AFAMT are being undertaken. Date of EIF: 1 October 2008 applicable among 4 Member States who ratified (30th day after deposit of Instrument of Ratification). The ASEAN Member States were requested to exert their best efforts in completing the ratification of those Agreements and its Protocols.</p>			
57	Expedite the finalisation of Protocol 2 (Designation of Frontier Posts) under AFAFGIT for eventual signing by ASEAN Member States.	ASEAN Customs DG	2011	Expected to be completed after 2015
	<p><i>Remarks: The SEOM 1/47 in January 2016 urged complete domestic procedure for the signing of the Protocol 2 in order to enable the implementation of the on-going Pilot Project for ASEAN Customs Transit System (ACTS) funded by ARISE.</i></p> <p><i>The 21st ATM Meeting in November 2015 urged AMS to sign and ratify Protocol 2 before the start of ACTS Pilot Testing.</i></p>			

No.	Key Actions	Responsible Bodies	Timeline	Assessment
58	Expedite the finalisation of Protocol 7 (Customs Transit System) under AFAFGIT for eventual signing by ASEAN Member States.	ASEAN Customs DG	2011	Completed
<p><i>Remarks: The SEOM 1/47 in January 2016 urged complete domestic procedure for the signing of the Protocol 7 in order to enable the implementation of the on-going Pilot Project for ASEAN Customs Transit System (ACTS) funded by ARISE.</i></p> <p><i>The 19th Meeting of the Customs Procedures Trade Facilitation Working Group (CPTFWG) in September to October 2015 requested ASEC's LSAD opinion on whether the completion of the ratification of the Protocol 7 (including its Technical Appendix) would supersede the Memorandum of Understanding (MoU) for the ASEAN Customs Transit Pilot Project which is an alternative scenario if Protocol 7 could not be ratified in time by all Member States.</i></p> <p><i>The 21st ATM Meeting in November 2015 urged AMS to fully ratify Protocol 7 before the start of ACTS Pilot Testing.</i></p> <p><i><u>AFAFIGT Protocol 7 (Customs Transit System):</u></i> <i>Date of Signing: 24 February 2015 (by all ASEAN Member States, including Technical Appendix, ad referendum).</i> <i>Status of Ratification: Ratification process would have to be completed six (6) months after its signing</i> <i>Date of EIF: Pending</i></p>				
59	Accelerate the conclusion of Protocol 6 (Railway borders and interchange stations) under AFAFGIT for eventual signing by ASEAN Member States.	STOM	2011	Completed
<p><i>Remarks: Completed. Protocol 6 was signed by the ASEAN Transport Ministers on 16 December 2011 in Phnom Penh, Cambodia.</i></p>				
60	Closely monitor the progress of implementation of AFAFGIT, AFAFIST and AFAMT in order to ensure that the three Agreements would be implemented by the ASEAN Member States by 2014–2015.	STOM/STOM/Transit Transport Coordinating Board (TTCB)	2014-2015	Expected to be completed after 2015
<p><i>Remarks: Implementation of transport facilitation measures under MPAC will be addressed in Transit Transport Coordinating Board (TTCB) Work Plan and Kuala Lumpur Transport Strategic Plan (KLTSPP). The National Transit Transport Coordinating Committee (NTTCC) has already been established. Monitoring of progress will take place once the Agreements have been ratified.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	<p><i>The 8th TTCB Meeting in August 2016:</i> <i>The Meeting noted the updates on ratification status of the ASEAN transport facilitation agreements, in particular:</i></p> <ul style="list-style-type: none"> <i>(i). Singapore has submitted Instrument of Ratification with Declaration for AFAFGIT Protocol 6 (Railways Border and Interchange Stations) on 19 February 2016;</i> <i>(ii). Thailand has submitted Instrument of Ratification for AFAFGIT Protocol 9 (Dangerous Goods) on 22 January 2016,</i> <i>(iii). Lao PDR and Indonesia have submitted Instrument of Ratifications for AFAMT on 4 November 2015 and 7 April 2016, respectively.</i> <p><i>The 8th TTCB Meeting looked forward to Malaysia's ratification process of AFAFGIT Protocol 9 which is expected to complete by end of 2016 or early 2017. The Meeting also urged Malaysia and Singapore to continue its efforts in resolving the transit transport route (TTR) of AFAFGIT Protocol 1 (Designation of TTR and Facilities) soonest possible as this matter has been long outstanding and hindering the implementation of AFAFGIT and AFAFIST between Malaysia and its neighbouring countries i.e. Brunei Darussalam, Indonesia and Thailand.</i></p>			
61	Operationalise the AFAFGIT through technical assistance and related studies to implement the specific Protocols of the AFAFGIT.	TTCB	2015	Expected to be completed after 2015
	<p><i>Remarks: The 41st STOM in April 2016:</i></p> <ul style="list-style-type: none"> <i>(i). welcomed the outcomes of transport facilitation activities under 3rd Annual Work Plan/ AWP3 of ARISE, in particular the completion of the Studies on Implementation of AFAFGIT Protocols 3 & 4 and AFAMT.</i> <i>(ii). noted recommendations from the Studies and agreed for ARISE to extend the scope of Study on the Implementation of AFAMT to include Brunei Darussalam, Indonesia, Lao PDR, Malaysia and Singapore for a more comprehensive report to support the development of Implementation Framework and Action Plan for AFAMT, which is part of the milestones under KLTSP.</i> <i>(iii). noted that continuation of support from EU on transport facilitation would be covered by ARISE Plus Programme which are in line with the goals and actions under the KLTSP and welcomed continuation of support from EU under ARISE Plus Programme for transport facilitation.</i> <p><i>As of 8th TTCB Meeting in August 2016:</i></p> <p><i>Welcomed the completion of a series of ACTS Procedures Manuals for Transport and Customs Officials and for Principals and Transporters for ACTS Pilot and noted that the final version would be uploaded on the ACTS Information Portal and used as basis for the development of transport facilitation procedures for the roll-out of ACTS in other ASEAN Member States with possible funding from ARISE Plus.</i></p>			

Strategy 2. Implement initiatives to facilitate inter-state passenger land transportation

No.	Key Actions	Responsible Bodies	Timeline	Assessment
62	Expedite the implementation of the existing bilateral and sub-regional arrangements on facilitation of inter-state passenger land transportation in the region by 2013.	STOM	2013	Expected to be completed after 2015
<p><i>Remarks: The Cross Border Transport Agreement (CBTA) under the Greater Mekong Sub-region (GMS) was signed to facilitate cross-border transport for both goods and people.</i></p> <p><i>Under BIMP-EAGA, the Memorandum of Understanding on Cross Border Movement for Buses and Coaches was also signed and implemented. Several AMS, i.e. Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Philippines, Singapore, and Viet Nam, have also entered into bilateral agreements to cater for greater cross-border mobility of passenger vehicles.</i></p> <p><i>The 8th TTCB Meeting in August 2016 noted updates from the ASEAN Member States on the implementation of sub-regional arrangements on facilitation of inter-state passenger land transportation in the region, in particular:</i></p> <p><i>(a). GMS CBTA Joint Committee (JC) Retreat was held in Bangkok, Thailand on 14 July 2016 to seek guidance from the GMS Ministers on (i) the way forward for CBTA implementation; (ii) the status and treatment of bilateral/trilateral agreement on the Initial Implementation of GMS CBTA (IICBTA); and (iii) discussion of the preparation for the 5th CBTA JC Meeting to be held later in 2016.</i></p> <p><i>(b). BIMP-EAGA Bus Driver's Log Book is targeted for launch at the 11th BIMP-EAGA Transport Ministers Meeting to be held in October 2016 in Kuching, Malaysia.</i></p>				
63	Develop a regional ASEAN arrangement on facilitation of inter-state passenger land transportation, based on the assessment of the implementation of the bilateral and sub-regional arrangements by 2015	STOM	2015	Expected to be completed after 2015
<p><i>Remarks: As of the 32nd TFWG Meeting in August 2016, nine (9) ASEAN Member States agreed with the text of the Agreement while Malaysia would provide confirmation on (i) the grant of rights for picking up and dropping off within the transit country for scheduled transport services and (ii) the designated points of entry/exit and cross border transport routes and facilities by 15 September 2016 after its domestic consultation with the transport industries.</i></p> <p><i>The 8th TTCB Meeting in August 2016 supported the ASEAN Member States' reaffirmation to conclude the ASEAN CBTP in time for the 22nd ATM to be held on 17-18 November 2016 in the Philippines, which would be part of the delayed deliverables of High Priority Measures of AEC Blueprint 2015.</i></p>				

Strategy 3. Develop the ASEAN Single Aviation Market (ASAM)

No.	Key Actions	Responsible Bodies	Timeline	Assessment
64	Ratify and implement the Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLAFS and its Protocols 1 and 2 as agreed by ASEAN Transport Ministers are 31 December 2008.	STOM	31 December 2008	Expected to be completed after 2015
<p><i>Remarks: MAFLAFS Status as of 5 September 2016:</i></p> <p><u><i>MAFLAFS Protocol 1 (Unlimited Third, Fourth and Fifth Freedom Traffic Rights among Designated Points in ASEAN); and,</i></u></p> <p><u><i>MAFLAFS Protocol 2 (Unlimited Third, Fourth and Fifth Freedom Traffic Rights among All Points with International Airports in ASEAN):</i></u></p> <p><i>Date of Signing: 20 May 2009</i></p> <p><i>Status of Ratification: MAFLAFS and its Protocols have been ratified by all AMS.</i></p> <p><i>Date of EIF: 23 January 2010 for Protocol 1 and 7 August 2009 for Protocol 2</i></p> <p><i>Status of Implementation: Under this Agreement, Indonesia, Malaysia, Myanmar, Philippines, Singapore and Viet Nam have authorized their designated Airlines.</i></p>				
65	Ratify and implement the Multilateral Agreement on Air Services (MAAS) and its Protocols 1 to 6 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAAS as agreed by ASEAN Transport Ministers are 31 December 2008 for Protocol 5 and 31 December 2010 for Protocol 6.	STOM	P5 by 31 December 2008 P6 by 31 December 2010	Expected to be completed after 2015
<p><i>Remarks: MAAS Status as of 5 September 2016:</i></p> <p><i>Protocol 1 (Unlimited Third and Fourth Freedom Traffic Rights within the ASEAN Sub-Region);</i></p> <p><i>Protocol 2 (Unlimited Fifth Freedom Traffic Rights within the ASEAN Sub-Region);</i></p> <p><i>Protocol 3 (Unlimited Third and Fourth Freedom Traffic Rights between the ASEAN Sub-Regions);</i></p> <p><i>Protocol 4 (Unlimited Fifth Freedom Traffic Rights between the ASEAN Sub-Regions);</i></p> <p><i>Protocol 5 (Unlimited Third and Fourth Freedom Traffic Rights between ASEAN Capital Cities);</i></p> <p><i>and,</i></p> <p><i>Protocol 6 (Unlimited Fifth Freedom Traffic Rights between ASEAN Capital Cities)</i></p> <p><i>Date of Signing: 20 May 2009</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>Status of Ratification: All ASEAN Member States have ratified this Agreement and its Protocols Date of EIF: 13 October 2009 for Protocols 1 and 2, 22 December 2009 for Protocol 3, 4, 5 and 6.</i></p> <p><i>Status of Implementation: Under this Agreement, Brunei Darussalam, Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam have authorized their designated airlines.</i></p>				
66	Sign the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) by 2010 and ratify and implement MAFLPAS and its Protocols as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of Protocols 1 and 2 are 30 June 2010 and 30 June 2013, respectively.	STOM	P1 by 30 June 2010	Expected to be completed after 2015
67			P2 by 30 June 2013	
<p><i>Remarks: MAFLPAS Status as of 5 September 2016:</i></p> <p><i>Protocol 1 (Unlimited Third and Fourth Freedom Traffic Rights between any ASEAN Cities); and,</i></p> <p><i>Protocol 2 (Unlimited Fifth Freedom Traffic Rights between any ASEAN Cities)</i></p> <p><i>Date of Signing: 12 November 2010</i></p> <p><i>Status of Ratification: All ASEAN Member States have ratified MAFLPAS and its Protocols.</i></p> <p><i>Date of EIF: 1 July 2011</i></p> <p><i>Status of Implementation: Under this Agreement, Brunei Darussalam, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam have authorized their designated Airlines.</i></p>				
68	Conclude the Air Transport Agreement (ATA) with China.	STOM	2010	Completed
<p><i>Remarks: Status of the Air Transport Agreement between the Governments of the Member States of the Association of Southeast Asian Nations and the Government of the People's Republic of China as of 22 April 2016:</i></p> <p><u><i>Protocol 1 (Unlimited Third and Fourth Freedom Traffic Rights Between Any Points in Contracting Parties):</i></u></p> <p><i>Date of Signing: 13 January 2011</i></p> <p><i>Status of Ratification: Ratified by 8 Member States and China; pending from CAM and LAO</i></p> <p><i>Date of EIF: applicable to 8 Member States who ratified</i></p> <p><i>Status of Implementation: Under this Agreement, Brunei Darussalam, Indonesia, Malaysia, Myanmar, Singapore, Viet Nam and China have authorized their designated Airlines.</i></p> <p><u><i>Protocol 2 (Unlimited Fifth Freedom Traffic Rights Between Contracting Parties)</i></u></p> <p><i>Date of Signing: 19 November 2014</i></p> <p><i>Status of Ratification: Ratified by Indonesia, Malaysia, Myanmar, Singapore, Thailand, Viet Nam and China</i></p> <p><i>Date of EIF: 8 September 2015 (applicable to 5 Member States who ratified)</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
69	Conclude the Air Transport Agreement (ATA) with India.	STOM	2015	Unlikely to be completed
<p><i>Remarks: The 21st Air Transport Ministers Meeting in November 2015 looked forward to the convening of the 1st Meeting of the ASEAN-India Working Group on Regional Air Services Agreements for the expeditious conclusion of an ASEAN-India Air Transport Agreement based on 'open skies' principles covering both air freight and passenger services.</i></p> <p><i>During the bilateral meeting held between the Minister of Transport Malaysia and the Minister of Civil Aviation India during his visit to Hyderabad in March 2016, the Honorable Minister of Civil Aviation of India conveyed positive response on ASEAN's interest to discuss a liberal ASEAN-India Air Transport Agreement. Follow up to this, Malaysia has At the 16th ASEAN-India Joint Coordinating Committee (JCC) Meeting on 29 June 2016 in Jakarta, the Meeting was informed that India's Ministry of Civil Aviation could not attend the 1st ASEAN-India Working Group Meeting on Regional Air Services Arrangement (AIWG-RASA) on 19-20 July 2016 in Putrajaya, Malaysia, but India's Ministry of Civil Aviation would be happy to invite ASEAN Member States to India for a meeting on 4 August 2016. Based on that information, on the 12 July 2016, ASEC communicated with the Mission of India to ASEAN to seek further information on the matter. On 22 July 2016, ASEC again proposed to India that the meeting in India could be held on 30-31 August 2016. However, the proposal has not yet been officially responded by India.</i></p> <p><i>During the 2nd ASEAN-India Connectivity Coordinating Committee held on 8 September 2014 in Nay Pyi Taw, Myanmar, India offered to commence negotiation on an open sky policies for air freight services on a quid pro quo basis. Task Force on Civil Aviation Matters is the mechanism to be used to discuss utilisation of all 18 points to Tier II and Tier III cities offered by India to ASEAN. Apart from matters pertaining to air freight services, the Task Force could also look at some other short term areas such as aviation safety, aviation security, airports and air navigation, human resource development and information exchange.</i></p> <p><i>ASEAN is still waiting for India's response on ASEAN's draft AI-ATA text, and the date and venue for the convening of the 1st ASEAN-India Working Group on Regional Air Services Agreement.</i></p>				
70	Conclude the Air Transport Agreement (ATA) with ROK.	STOM	2015	Unlikely to be completed
<p><i>Remarks: As of 7th STOM+ROK in November 2015, ROK had yet to inform ASEAN on the proposed dates of the 2nd ASEAN-ROK Working Group-ROK Air Services Agreement.</i></p> <p><i>The 5th ATM+ROK Meeting in November 2014 welcomed the convening of the Second Meeting of the ASEAN-ROK Working Group on Regional Air Services Arrangements in 2015, to discuss the developments of the ASEAN-ROK Air Services Agreement. While noting ROK's view that such development would require sufficient time to discuss, ASEAN Ministers expressed their heightened expectations for early conclusion of a more liberal and mutually beneficial air services agreement. To date, ASEAN has yet to receive confirmation on convening the 2nd AKWG-RASA.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>As of 41st STOM on 26-28 April 2016, ROK indicated that MOLIT would assist conveying the message to its Ministry of Foreign Affairs (MOFA) and suggested ASEAN Member States to follow-up MOFA's response through diplomatic channel. Follow up to this, Myanmar sent a letter to ROK in September 2016 proposing the convening of the 2nd AKWG-RASA before 42nd STOM in November 2016. As of the 8th ASEAN-ROK Senior Transport Officials Meeting on 16 November 2016 in Manila, the Meeting was informed that ROK is currently still undertaking internal consultations with relevant stakeholders in the aviation industry. Myanmar sent a letter again to ROK to follow up on this on 27 February 2017. However, up to date, ROK has yet to respond.</i></p>				
71	Formulate an ASEAN Single Aviation Market (ASAM) Roadmap and implementation strategy	STOM	2011	Completed
<p><i>Remarks: The 17th ASEAN Transport Ministers Meeting in December 2011 issued the Declaration on the Adoption of the Implementation Framework of the ASEAN Single Aviation Market (ASAM). The Implementation Framework is a significant undertaking that will guide the key work of ASEAN in the aviation sector over the next four years and beyond 2015. The Implementation Framework is a significant undertaking that will guide the key work of ASEAN in the aviation sector over the next four years and beyond 2015. The implementation of ASAM would include areas such as air services liberalisation, the alignment of aviation safety and security standards and practices, and the harmonisation of air traffic management in support of the ASAM.</i></p>				
72	Develop an ASAM by 2015	STOM	2015	Expected to be completed after 2015
<p><i>Remarks: The implementation of the ASAM based on its Implementation Framework has been progressing including the ratification of ASEAN air services agreements which are set to be fully implemented by 2015. Key ASAM initiatives are being developed such as ASEAN Aviation Regulatory Monitoring System (AARMS), ASEAN Foreign Operator Safety Assessment (AFOSA), Mutual Recognition Arrangement on Certificates, Approvals and Licenses of Civil Aviation, and establishment of ASEAN air transport liberalisation and ancillary services agreements which would put in place the system and process for economic liberalisation and regulatory convergence in support of ASAM. The measures have been completed except for some ongoing measures on the following:</i></p> <ul style="list-style-type: none"> <i>(a). Establish a framework to share (foreign operators) ramp inspection information among ASEAN Member States;</i> <i>(b). Develop an agreement among ASEAN Member States to provide provisions for future possible mutual recognition of approvals, certificates and licenses;</i> <i>(c). Capacity Building Framework on Aviation Security; and,</i> <i>(d). Align aviation security measures with ICAO Standards</i> 				

Strategy 4. Develop an ASEAN Single Shipping Market

No.	Key Actions	Responsible Bodies	Timeline	Assessment
73	Finalise the development of strategies for an ASEAN Single Shipping Market by 2012	STOM	2012	Completed
<p><i>Remarks: Strategy Paper for the ASSM has been adopted.</i></p> <p><i>The 20th Maritime Transport Working Group (MTWG) Meeting in October 2010 adopted the Strategy Paper for the ASSM entitled, "Strategies towards the Integration of ASEAN Single Shipping Market."</i></p>				
74	Develop the relevant framework for ASSM implementation no later than 2015.	STOM	2015	Completed
<p><i>Remarks: The Implementation Framework of the ASSM has been endorsed by the 38th STOM/20th ATM in November 2014.</i></p> <p><i>The 2nd Meeting of Task Force on the Implementation of ASSM on November 2014 considered and adopted the Implementation Framework of the ASSM, for the 20th ASEAN Transport Ministers' (ATM's) endorsement. The Implementation Framework would provide strategic guidance to coordinate policy and harmonise rules and regulation to further liberalise shipping services in the region.</i></p> <p><i>The 1st Meeting of ASSM Coordinating Board would focus on policy issue pertaining to the implementation of ASSM. ASEAN Member States would provide inputs regarding agenda of discussion in the 1st ASSM Coordinating Board Meeting. Philippines is ready to host the 1st Meeting of ASSM Coordinating Board back-to-back with the MTWG meetings during its chairmanship in 2016/2017.</i></p>				

Strategy 5. Accelerate the free flow of goods within ASEAN region by eliminating barriers to merchandise trade within the region

Rationalise and minimise non-tariff measures of ASEAN Member States

No.	Key Actions	Responsible Bodies	Timeline	Assessment
75	a). Undertake a complete and up-to-date inventory of non-tariff measures of ASEAN Member States using the most updated international classification of non-tariff measures by 2015.	SEOM/CCA	2016	Expected to be completed after 2015
<p><i>Remarks: The ATR was soft launched during the ASEAN Business & Investment Summit (ABIS) in November 2015 at the sidelines of the 27th ASEAN Summit in Kuala Lumpur, Malaysia. NTMs are one of the trade-related information required under Article 13 of the ATIGA to be contained in the ATR. With the assistance of EU ARISE, some AMSs have identified and classified their NTMs based on the 2012 UNCTAD classification and uploaded them on their respective NTRs while some AMSs are in the stage to collect and identify their NTMs.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
76	b). Expedite the operationalisation of the ASEAN Trade Repository (ATR) by 2015 so as to promote transparency and foster voluntary compliance while providing more certainty and predictability to business and industries.	SEOM/CCA	2016	Expected to be completed after 2015
<p><i>Remarks: The ATR was soft launched during the ASEAN Business & Investment Summit (ABIS) in November 2015 at the sidelines of the 27th ASEAN Summit in Kuala Lumpur, Malaysia. To date, all AMSs have established their NTRs and they are in the process to upload all 9 elements of trade related information as mandated by Article 13 of the ATIGA and link all relevant information between their respective NTRs and ATR for the full operationalisation of the ATR.</i></p>				
77	c). Develop a set of guidelines for import licensing procedures, prohibitions and quantitative restrictions in a step by step basis with a view to eliminate the non-tariff barriers (NTB) component of these measures by 2014.	SEOM/CCA	2014	Completed
<p><i>Remarks: The Guidelines for the Implementation of Import Licensing Procedures (ILP) was endorsed by the 25th AFTA Council in August 2011.</i></p>				
78	d). Eliminate non-tariff barriers by 2015 (flexibilities up to 2018 for CLMV countries) and minimise the trade barrier effect of allowable non-tariff measures by 2015.	SEOM/CCA	2015, 2018 [for CLMV]	Expected to be completed after 2015
<p><i>Remarks: ASEAN Member States have implemented the elimination of Non-Tariff Barriers (NTBs) in three tranches.</i></p> <ul style="list-style-type: none"> • <i>Thailand and Malaysia effectively completed the elimination of Non-Tariff Barriers (NTBs) for the 1st, 2nd and 3rd tranches in 2008, 2009 and 2010, respectively.</i> • <i>Brunei Darussalam, Indonesia and Singapore did not have NTBs to be eliminated.</i> • <i>The Philippines does not have NTBs to be eliminated on the 1st tranche in 2010 and 2nd tranche in 2011.</i> • <i>There has been no NTB to be eliminated by CLMV.</i> 				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
79	e). Strengthen the capability of the ASEAN Secretariat to monitor effectively the implementation of the above-mentioned mandates.		2012	Completed
<p><i>Remarks: Currently, some Dialogue Partner initiatives are in place to strengthen the capability of the ASEAN Secretariat to monitor the implementation of the above-mentioned mandates. Follow up actions from the High-Level Task Force on Strengthening the ASEAN Secretariat and Reviewing the ASEAN Organs is being undertaken.</i></p>				

Harmonise and develop regional standards and strengthen conformity assessment capability in the region, which may include the following:

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	a). Set common rules for standards and conformity assessment procedures.			
80	(i). Formulate and establish regional infrastructure and institutional mechanisms supported by a legal framework for the development of regional standards by 2015.	SEOM/ACCSQ	2015	Not Prioritised
<p><i>Remarks: The ACCSQ has decided not to develop regional standards but to harmonise standards following international standards.</i></p> <p><i>The following Guidelines have been endorsed:</i></p> <p><i>(a). ASEAN Guidelines on Standards, Technical Regulations and Conformity Assessment Procedures (STRACAP) (September 2014);</i></p> <p><i>(b). ASEAN Guidelines on Development of Mutual Recognition Arrangements (MRA) (April 2014); and,</i></p> <p><i>(c). ASEAN Guidelines on Harmonisation of Standards (September 2014).</i></p>				
81	(ii). Formulate a comprehensive regional policy and framework for conformity assessment procedures by 2015.	SEOM/ACCSQ	2015	Completed
<p><i>Remarks: The ACCSQ Meeting in April 2016 endorsed in principle the ASEAN Standards and Conformance Strategic Plan 2016-2025 with agreed outcomes, KPIs and Activities and Outputs at ACCSQ Level subject to final review and confirmation by all AMS on or before 22 June 2016.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
82	(iii). Formulate a legal framework for the application of principles of mutual recognition of products manufactured and/or marketed legally based on equivalence in national regulatory requirements by 2015.	SEOM/ACCSQ	2015	Expected to be completed after 2015
<p><i>Remarks: The 45th ACCSQ Meeting held on 4-6 April 2016 has agreed to take the approach on MRA on BE Study Report and agreed for the pending and new sectoral MRAs to be silent on manufactured and traded goods in ASEAN. The relevant PWGs/WGs to adopt this "silent" approach and continue with the completion of their respective MRAs without waiting for the finalisation of the additional guidelines on MRA.</i></p> <p><i>At the 42nd ACCSQ Meeting in September 2014, WG 1 (Standards and MRAs) agreed to amend the title of the ASEAN Policy Guidelines on Harmonisation of Standards as "ASEAN Guidelines for Harmonisation of Standards". WG 1 agreed to include "international standards and practices" in line with ATIGA. Identification of standards to be used as the basis for harmonisation in ASEAN will be based on international standards and practices.</i></p> <p><i>As of the 41st ACCSQ Meeting in April 2014, the ASEAN Guideline for Development of MRA has been developed in coordination with the ARISE project. The Guideline has been endorsed by ACCSQ.</i></p>				
83	(iv). Stock-take of regulatory regimes/legislative framework, an assessment of the feasibility of establishing a set of common rules, and the development of a roadmap to implement these rules across ASEAN as a region.	SEOM/ACCSQ	2015	Expected to be completed after 2015
<p><i>Remarks: The stock-take exercise could be linked to the initiatives taken under the development of National Trade Repository (NTR) and ASEAN Trade Repository (ATR) being undertaken under the implementation of the ATIGA. The NTR is expected to capture trade related information based on relevant provisions in the ATIGA.</i></p> <p><i>In its 42nd Meeting in September 2014, the ACCSQ agreed to the revision of the ASEAN Policy Guideline for Standards and Conformance, which has been renamed as ASEAN Guidelines on Standards, Technical Regulations and Conformity Assessment Procedures (AG-STRACAP). The AG-STRACAP is now available at the ASEAN Secretariat website.</i></p>				
84	b). Apply the ASEAN Conformity Mark by 2015.	SEOM/ACCSQ	2015	Unlikely to be completed
<p><i>Remarks: The 42nd ACCSQ Meeting in September 2014 agreed that the implementation of the ASEAN Conformity Mark in the sectors under the purview of ACCSQ may not be appropriate at this point in time. The decision has been reported to SEOM.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
85	c). Specify the industries and products where national standards are to be set to international standards within the region, which industries and products where regional standards are to be established, and which industries and products will have essentially national standards by 2015.	SEOM/ACCSQ	2015	Completed
<p><i>Remarks: The industries and products where national standards are to be set to international standards within the region have been identified for the Priority Integration Sectors. Status as follows:</i></p> <ul style="list-style-type: none"> • <i>Automotive sector will harmonise 19 technical requirements of the United Nations regulations. The 22nd Meeting of the Automotive Product Working Group (APWG) agreed on the harmonisation of technical requirements of the 15 out of 19 priority UN regulations on automotive (9 harmonised and 6 harmonised with modifications). The remaining 4 UN Regulations are related to emissions regulations and require further deliberations. Additional 32 UN regulations are being studied for the second phase of harmonisation.</i> • <i>Electrical and electronic has harmonised 119 International Electrotechnical Commission (IEC) standards. (completed)</i> • <i>Rubber and rubber-based sector has completed 61 ISO Harmonised Standards.</i> • <i>Traditional Medicines (TM) and Health Supplements (HS) to harmonise 19 technical requirements and guidelines. The 24th Traditional Medicines and Health Supplements Product Working Group (TMHS PWG) and related Meetings in October 2015 completed the harmonisation of all 19 technical requirements for TM and HS in ASEAN. The Meeting has endorsed the ASEAN Agreements on Traditional Medicines and ASEAN Agreement on Health Supplements to be subjected for legal scrubbing by AMS.</i> 				
86	d). Set out a timetable, and implement accordingly, the implementation of the alignment of national standards to international standards as well as the establishment of regional standards which will become national standards by 2015.	SEOM/ACCSQ	2015	Expected to be completed after 2015.
<p><i>Remarks: The schedule for the implementation of the alignment of national standards with international standards for Priority Integration Sectors has been agreed, i.e. 2015.</i></p> <p><i>The ACCSQ has agreed not to develop regional standards but will focus on the harmonisation of standards in ASEAN.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
87	<p>e). Accelerate operationalisation of mutual recognition arrangements (MRAs) in priority and selected industries and products in the region by 2015.</p> <p>This project will assist AMS to (i) develop more MRAs in particular for the priority integration sectors; and (ii) adhere to the general principles and conditions stipulated in the ASEAN Framework Agreement on MRAs and to facilitate the recognition of results of compulsory certification.</p>	SEAM/ACCSQ	2015	Expected to be completed after 2015.
<p><i>Remarks: The ASEAN MRA provides for a mechanism to accept the conformity assessment results (such as testing, inspection, certification and accreditation) performed by other ASEAN Member States.</i></p> <p><i>The 45th ACCSQ Meeting held on 4-6 April 2016 has agreed to take the approach on MRA on BE Study Report and agreed for the pending and new sectoral MRAs to be silent on manufactured and traded goods in ASEAN. The relevant PWGs/WGs to adopt this “silent” approach and continue with the completion of their respective MRAs without waiting for the finalisation of the additional guidelines on MRA. The MRAs on BE Study Report and Automotive are anticipated to be signed in 2016. The MRA on Prepared Foodstuff is now anticipated to be signed in 2017. The MRA on Building and Construction Materials will be excluded in the 2016 signing due to further domestic consultations to be done by AMS.</i></p> <p><i>The following MRAs have been established/implemented as of April 2016:</i></p> <p>(a). <i>ASEAN Sectoral Mutual Recognition Arrangement for Electrical and Electronic Equipment which was signed on 5 April 2002. Under this MRA, all Member States have notified participation in acceptance of test reports and certificates. At the 19th Meeting of Joint Sectoral Committee on Electrical and Electronic Equipment (JSC EEE), fourteen (14) testing laboratories and five (5) certification bodies from 5 Members States have been listed under this MRA. The JSC EEE is continuously updating the listed testing laboratories and certification bodies in ASEAN under the ASEAN EE MRA; and,</i></p> <p>(b). <i>ASEAN MRA for Good Manufacturing Practice (GMP) Inspection of Manufacturers of Medicinal Products Inspection was finalised and signed by the ASEAN Economic Ministers in 2008. Currently, 4 Inspection Services have been listed under this MRA. As of 13 March 2015, the Thai FDA has become the 4th ASEAN GMP Inspectorate to be included in the List of Accepted ASEAN Inspection Services, following Indonesia NADFC (BPOM), Malaysia NPCB and Singapore HSA. Furthermore, PPWG agreed to conduct regular technical cooperation. ASEC in collaboration with the PICS Secretariat will develop the Terms of Reference dialogue/consultation with Pharmaceutical Inspection Cooperation Scheme (PICS) as a platform to furthering (TOR) to formalize the technical cooperation.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>The following MRAs are negotiated for the identified sectors as of August 2015:</i></p> <p>(i). <i>ASEAN Mutual Recognition Arrangements on Type Approval of Automotive Products. The finalisation and signing of the MRA depends on the completion of the additional guidelines for the MRA;</i></p> <p>(ii). <i>ASEAN Sectoral Mutual Recognition Arrangement for Inspection and Certification System for Food Hygiene on Prepared Foodstuff Product. The 21st ACCSQ Prepared Foodstuff Product Working Group (PPFWG) Meeting in November 2015 agreed to postpone finalisation of the 6th draft MRA. Chair of PFPWG shall report and seek guidance from 45th ACCSQ Meeting in April 2016. The Meeting also revised the timeline for signing of the MRA to be by 1st half of 2017, with assumption that the issue on scope of MRA can be settled by 45th ACCSQ Meeting.</i></p> <p>(iii). <i>ASEAN Mutual Recognition Arrangements on Building and Construction Materials. The MRA is targeted to be signed post 2015; and,</i></p> <p>(iv). <i>ASEAN MRA on Bioequivalence or BE Study Report (Pharmaceutical sector). The 45th ACCSQ Meeting and Related Meetings in April 2016 endorsed the MRA on Bioequivalence Study Report for Generic Medicinal Products for submission to SEOM by April 2016, with target for signing by AEM in August 2016.</i></p>				
88	<p>Enhance the rules of origin (ROO) continuously, including the introduction of facilitative processes such as the electronic processing of certificate of origin (COO) by 2012 and harmonisation or alignment of national procedures to the extent possible by 2015.</p>	SEOM/ACCSQ/ SC-AROO	2016	Expected to be completed after 2015
<p><i>Remarks: Self-Certification Pilot Project was developed to help AMSs build confidence in the system to simplify the Operational Certification Procedures (OCP) for the ASEAN ROO and to ensure its continuous enhancement.</i></p> <p><i>Currently all AMSs has joined the Self-certification Pilot projects (SCPPs). Brunei Darussalam, Cambodia, Malaysia, Myanmar, Singapore and Thailand are members of the 1st Pilot project while Indonesia, Lao PDR, the Philippines, Thailand and Viet Nam are the members of the 2nd Self-certification Pilot Project.</i></p> <p><i>The numbers of key differences in the matrix of difficulties discussed by SC-AROO has been reduced from 8 to 7 as the issue on the declaration of a product with value less than USD 200. – has been agreed that there is no need to submit an invoice declaration to claim preferential tariff treatment for the product with value less than USD 200.</i></p> <p><i>The discussion and negotiation on the convergence and divergence of the two SCPPs' OCPs are undergoing with the aim of establishing a single ASEAN-wide Self-certification system as mandated by the 29th and 30th AFTA Council meeting.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
89	Determine areas for further alignment of ROOs of Dialogue Partners to the ATIGA ROOs, in order to strengthen production processes in the region and expedite the movement of goods within ASEAN and between ASEAN and Dialogue Partners by 2015.	SEOM/CCA/SC-AROO	2015	Expected to be completed after 2015
<p><i>Remarks: As mandated by the AFTA Council to accommodate the private sector's request, the Freight on Board (FOB) value in the CO Form D (ATIGA ROO) has been removed in stances where Wholly-Obtained (WO), CTC, and Process Rule is applied since 1 January 2014. In this regard, the removal of FOB value was discussed and implemented in the CO Forms for ASEAN-Australia-New Zealand FTA, ASEAN-Japan CEP and ASEAN-Korea FTA in 2015.</i></p> <p><i>ASEAN and China have reviewed the ACFTA ROO to make it more liberal, trade facilitative and more in line with other ASEAN+1 FTAs ROO, including to apply CTH as an alternative rule for 40 chapters out of 97 chapters. ASEAN and India will commence the review of AIFTA ROO and Product Specific Rules (PSRs) in 2016.</i></p> <p><i>Moreover, the RCEP Rules of Origin is under negotiation by the RCEP Sub-Working Group on Rules of Origins. As agreed by all the RCEP Participating Countries, the RCEP ROO should be simple, easy to understand and not administratively burdensome.</i></p>				

Strategy 6. Accelerate the development of an efficient and competitive logistics sector, in particular transport, telecommunications and other connectivity-related services in the region

No.	Key Actions	Responsible Bodies	Timeline	Assessment
90	Remove substantially all restrictions on trade in services for logistics services by 2013.	SEOM/ Coordinating Committee on Services (CCS)	2013	Expected to be completed after 2015
<p><i>Remarks: This measure is implemented through ASEAN Framework Agreement on Services (AFAS) Packages based on the agreed threshold for each package. To date, AMSs have made commitments in most of the 9 logistic-related subsectors with varying threshold compliance. Some sub-sectors already allowed for 100 percent foreign equity. All AMS scheduled three (3) out of the nine (9) logistics subsectors (e.g. packaging services, courier services, freight transport agency services) and allowed between 49 and 100 percent foreign equity ownership.</i></p>				
91	Expedite the liberalisation of the telecommunications services as soon as possible noting that the deadline in the AEC Blueprint is 2010.	SEOM/CCS	2010	Expected to be completed after 2015

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>Remarks: Similar to Measure No. 90, this measure is implemented through AFAS Packages based on the agreed threshold for each package. To date, nine (9) out of 10 AMSs have made commitments in all of the 15 telecommunication subsectors with varying threshold compliance. Most commitments allow up to 70 percent foreign equity ownership and others range between 49 and 100 percent.</i></p>				

Strategy 7. Substantially improve trade facilitation in the region

No.	Key Actions	Responsible Bodies	Timeline	Assessment
92	Accelerate the full implementation of the National Single Windows (NSWs) for ASEAN-6 as soon as possible, noting that the deadline for the establishment of NSWs in ASEAN-6 was 2008 and for CLMV in 2012.	ASEAN Customs DG/ ASWSC/ SEOM	2012	Expected to be completed after 2015
<p><i>Remarks: Member States are in different stages of development and operationalisation of their NSWs. Five exchange-ready AMS, i.e. Indonesia, Malaysia, Singapore, Thailand and Viet Nam have been exchanging the ATIGA Form D electronically using test data since 24 August 2015. Indonesia, Singapore and Thailand have been exchanging live data of the e-ATIGA Form D in the production environment since April 2016, but the assignment of the preferential tariff duty would still be based on the hard copy of the ATIGA Form D. The live operation of the ASW whereby the granting of the preferential tariff duty will be made would only be realised upon the ratification of the Protocol of the Legal Framework to Implement the ASEAN Single Window (PLF) and the endorsement of the amended ATIGA Operation Certification Procedures (OCP) by all ten Member States. To date, Member States have endorsed the amended ATIGA OCP and only four Member States have ratified the PLF, namely, Malaysia, Myanmar, Thailand and Viet Nam. As part of the sustainability plan, the AFTA Council endorsed the SEOM's proposal that the Project Management Office (PMO), including the staffing, in the last quarter of 2016 and in 2017 be funded through the Annual Operating Budget (AOB) of the ASEAN Secretariat. The Ministers tasked the SEOM to continue deliberating on other long-term funding options.</i></p>				
93	Activate and operate the ASEAN Single Window in selected ports as early as possible for Member States who are ready to implement it, and for all ASEAN Member States, by 2015.	ASEAN Customs DG/ ASWSC/SEOM	2015	Expected to be completed after 2015
<p><i>Remarks: Same as MPAC Measure No. 92 above.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
94	Simplify customs procedures, formalities and practices of all Member States with priority on those serving to a single market and production base (such as design and operation of outward processing, inward processing, temporary admission) by 2013 with the target of reducing processing costs by 20 percent by 2013 and by 50 percent by 2015.	ASEAN Customs DG/ Coordinating Committee on Customs (CCC)	20% by 2013, and 50% by 2015	Expected to be completed after 2015
<p><i>Remarks: The 24th Meeting of the ASEAN Directors-General of Customs on 20-22 May 2015 had endorsed the Strategic Plans on Customs Development (SPCDs) for 2016-2020 prepared by the Customs Working Groups and recommended by the CCC. There are seven (7) SPCDs under the Customs & Trade Facilitation Working Group (CPTFWG), namely : (i) Customs Tariff Classification; (ii) Customs Valuation; (iii) Origin Determination of Goods; (iv) Customs Clearance; (v) Customs Transit; (vi) Partnership with Businesses and Trading Community; (viii) Authorised Economic Operator Programmes.</i></p> <p><i>The 24th Meeting of the CCC which was concluded on 5 May 2016 agreed to table and for subsequent endorsement, the document "Broad Directions for Customs Activities 2016-2025" at the 25th Meeting of the ASEAN Directors-General of Customs to be held in 25-27 May 2016. The aforesaid document would be the basis for Customs in coming up with the strategic measures and key performance indicators (KPIs) as mandated by the AEM to facilitate monitoring of AEC blueprint 2025 implementation.</i></p> <p><i>The 25th ASEAN Directors-General Meeting on 25-27 May 2016 endorsed the "Broad Directions for Customs Activities 2016-2025" and aforesaid document is also the Sector Work Plans (i.e. Customs) for the AEC 2025 Blueprint adopted at the 48th AEM Meeting on 3 August 2016 and subsequently endorsed by the AEC Council on ad-referendum basis as per AECC Report to the 28th and 29th ASEAN Summits.</i></p>				
95	Develop a comprehensive and compatible regulatory framework on customs procedures and border management operations by 2014.	ASEAN Customs DG/ CCC/SEOM	2014	Completed
<p><i>Remarks: At the 18th Customs Trade Facilitation Working Group Meeting in April 2015, all Member States had completed their ratification process of the ASEAN Agreement on Customs, which marked the entry into force of the Agreement.</i></p> <p><i>ASEAN Customs has reviewed its ASEAN Agreement on Customs signed in 1997 in order to complement the implementation of ATIGA. The new ASEAN Agreement on Customs was signed on 30 March 2012 at the sidelines of the 16th ASEAN Finance Ministers Meeting. It has created a comprehensive and compatible regulatory framework on customs procedures and border management operation.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
96	Promote partnership and active engagement of businesses and industries into the process of policy making in fostering its speedy and smooth implementation.	ASEAN Customs DG/ CCC/SEOM		Completed
<p><i>Remarks: ASEAN Customs Directors-General engages regularly with the private sector such as the Conference of Asia Pacific Express Carriers (CAPEC) and US-ASEAN Business Council (USABC) during their annual Meetings. The 23rd Meeting of the ASEAN Directors-General of Customs in June 2013 held a joint consultation with the USABC, the CAPEC, and the ASEAN Federation of Forwarders Association, to strengthen Customs-to-Business partnerships in the region. These business associations shared with the Meeting insightful presentations on best practices in trade facilitation, combating counterfeiting and piracy in ASEAN and secure trade in express deliveries. The engagement is also done at Working Group level, as the CPTFWG and the CECWG often involve the private sector in their respective bi-annual meetings.</i></p> <p><i>One of the SPCDs endorsed at the 24th Meeting of the ASEAN Directors-General of Customs is "Partnership with Business and Trading Community" in pursuit of an effective dialogue and cooperation with the private sector.</i></p>				
97	Develop the human resources necessary to complement the above actions by 2013.	ASEAN Customs DG/ CCC/SEOM	2013	Expected to be completed after 2015
<p><i>Remarks: Currently, some Dialogue Partner initiatives are in place to strengthen the capability of the ASEAN Secretariat to monitor the implementation of the above-mentioned mandates. No specific updates as of September 2015 from the High-Level Task Force on Strengthening the ASEAN Secretariat and Reviewing the ASEAN Organs.</i></p>				

Strategy 8. Enhance border management capabilities

No.	Key Actions	Responsible Bodies	Timeline	Assessment
98	Develop procedures of border management (Customs, Immigration, Quarantine, or CIQ) in managing cross-border movement of passengers and goods by 2013.	DGICM/ASEAN Customs DG/ SOMHD	2013	Not Prioritised
<p><i>Remarks: ACCC Chair wrote letters dated 24 March 2015 and 2 July 2015 to Chair of Customs DG, DGICM, Senior Officials Meeting - ASEAN Ministerial Meeting on Agriculture and Forestry (SOM-AMAF), SOMHD, and Senior Officials Meeting on Transnational Crime (SOMTC) to suggest that a lead sectoral body among these ASEAN Sectoral Bodies be identified to oversee and facilitate the implementation of each of these 3 cross-cutting measures. The responses of the concerned sectoral bodies are as follows:</i></p> <p>SOM-AMAF. Through email communication dated 8 June, SOM-AMAF Chair clarified that it is only concerned with the matter of quarantine. It has no objection for lead sectoral body among Customs DG, DGICM, SOMTC and SOMHD.</p> <p>SOMHD. In response to ACCC Chair's Letter of 2 July 2015, Chair of SOMHD, in his letter</p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>of 13 August 2015, shared his view that enhancing border management capabilities is key to common efforts in promoting seamless connectivity in the region. These measures are important to deepening economic integration and therefore should not be dropped from the MPAC. As border management is fundamental to facilitating cross-border trade and health including disease control and food safety together with improving an enabling environment for investment, thus it should be one of key priorities in post-2015 ASEAN Connectivity agenda.</i></p> <p>Customs DG. <i>In response to the 24 March 2015 ACCC Chair's letter, the AMS had the following comments: (1) The measures would involve more than Customs. ASEAN Secretariat was requested to provide updates on the discussion of these measures under the other sectoral bodies; (2) ASEAN needed to take into consideration the cost implication from the implementation of the measures, which would be passed to Private Sector; (3) ASEAN lacked a legal framework to implement measure 100 (Promote joint border management in pursuing "One Single Inspection and Processing Point".</i></p> <p>DGICM. <i>The Chair of DGICM sought for comments from members of DGICM on 2 April 2015 regarding the 24 March 2015 ACCC Chair's letter. Matter was not taken up during the 19th DGICM meeting on 7-10 September 2015. Work has not commenced. Most work on the enhancement of border management capabilities is being done at the sub-regional and bilateral levels while efforts at the ASEAN level require further acceleration. Regional and sub-regional coordination is essential.</i></p> <p>SOMTC. <i>Cambodia sought for more information regarding the 15 April 2015 letter of SOMTC Chair to SOMTC Leader and Focal Points seeking their views on the ACCC's suggestion on MPAC key measures 98, 99 and 100 through 24 March 2015 letter. Matter was not taken up during the 15th SOMTC Meeting on 7-12 June 2015.</i></p>				
99	Synchronise procedures, formalities and practices in border management and its harmonisation to the extent possible.	DGICM, ASEAN Customs DG	2013	Not Prioritised
<p><i>Remarks: Same status as Key Measure 98 and 100. There has been no formal engagement among AMS to synchronise procedures, formalities and practices in border management.</i></p>				
100	Promote joint border management in pursuing "One Single Inspection and Processing Point" by 2013.	ASEAN Customs DG/ DGICM	2013	Not Prioritised
<p><i>Remarks: Same status as Key Measure 98 and 99. Work has not commenced on the feasibility of co-located Immigration Checkpoints.</i></p>				

Strategy 9. Accelerate further opening up of ASEAN Member States to investments from within and beyond the region under fair investment rules

No.	Key Actions	Responsible Bodies	Timeline	Assessment
101	Establish a modality for the phased reduction/elimination of investment restrictions and impediments, in order to achieve a free and open investment regime with minimal investment restrictions within ASEAN by 2015. The reduction and elimination of investment restrictions and impediments is preferentially accelerated in the ASEAN priority integration sectors.	SEOM/ CCI	2015	Completed
<p><i>Remarks: The ASEAN Comprehensive Investment Agreement (ACIA) mandates that each AMS shall reduce or eliminate the reservations specified in the Schedule according to three phases stipulated in the Strategic Schedule of the AEC Blueprint. In this regard, AMS have to complete the final phase of the progressive reduction/elimination of investment restrictions, and achieve a free and open investment regime with minimal investment restrictions by 2015 in accordance with the Modality for the Elimination/Improvement of Investment Restrictions and Impediments in ASEAN Member States. The Modality which governs ASEAN's future work on progressive liberalisation was established and endorsed by the AEM-14th AIA Council in November 2011.</i></p>				
102	Establish a review process at the level of Ministers to ensure effective implementation of the phased reduction of the investment restrictions and impediments in each ASEAN Member State by 2015.	SEOM/CCI	2015	Completed
<p><i>Remarks: The agreed modality includes a review mechanism at the AIA Council level. The mechanism involves preparation of a progress report which consolidates the reports of concerned AMS on the implementation of the modality including the elimination of restrictions or improvements in the regulatory regime. Based on the agreed modality, the progress report is submitted to the annual AEM-AIA Council meeting for deliberation and endorsement.</i></p> <p><i>The peer review process has been established in 2012. The first Peer Review Report was reported to the ASEAN Economic Ministers (AEM)-15th ASEAN Investment Area (AIA) Council Meeting in August 2012, following the entry into force of the ASEAN Comprehensive Investment Agreement (ACIA) on 29 March 2012. The report which summarised the ten individual AMS country reports highlighted among others AMS's changes or reforms in investment related policies, various initiatives to facilitate investment and to ease doing business, economic and investment development, medium to long term economic plans as well as updates on their various FTAs and Bilateral Investment Treaties.</i></p>				

Strategy 10. Strengthen institutional capacity in lagging areas in the region and improve regional-sub-regional coordination of policies, programmes and projects

No.	Key Actions	Responsible Bodies	Timeline	Assessment
103	Facilitate the flow of technical assistance, including from the donor community, to CLMV countries and sub-regional groupings for capacity building needed to effectively undertake the initiatives under this Master Plan.	IAI Task Force/ACCC	2012	Expected to be completed after 2015
<p><i>Remarks: Ongoing activities by ASEAN Member States and external parties in form of technical assistances to CLMV countries. The flow of technical assistance will continue to be facilitated and go beyond 2015.</i></p>				
104	Set up a coordinating mechanism and structure between the ASEAN Secretariat on the one hand and the respective secretariats of the sub-regional initiatives and the ADB on the other hand, so as to ensure the consistency and complementarities of the policies, programmes and projects of the sub-regional initiatives with the policies, programmes and projects of ASEAN.	IAI Task Force/ACCC	2011	Completed
<p><i>Remarks: The BIMP-EAGA and IMT-GT preparatory meeting of senior officials for the respective Summits in April 2015, agreed for a closer working relation between the sub-regional secretariats and the ASEAN Secretariat. In the joint media statement of the IMT-GT Summit on 28 August 2015, Leaders of the three Member States “strongly urge the ASEAN Secretariat to collaborate with the Centre for IMT-GT Sub-regional Cooperation (CIMT) to assist in mobilising knowledge, technical and financial resources for IMT-GT’s priority projects from its dialogue partners.” As such, the IMT-GT Ministers, at the 21st IMT-GT Ministerial Meeting on 13 November 2015, urged “closer collaboration between ASEAN Secretariat and CIMT, particularly in ensuring that sub-regional and regional initiatives are complementary and resources are effectively mobilised. Representatives from CIMT visited the ASEAN Secretariat from 6 to 8 January 2016, and met with relevant desk officers to share information on IMT-GT initiatives and activities, and to explore opportunities for further and deeper collaboration between ASEAN and IMT-GT.</i></p> <p><i>The ASEAN Secretariat was invited to the 19th Mekong-Japan Economic and Industrial Cooperation Meeting, to discuss the draft work programme for the Mekong Industrial Development Vision, which was endorsed by the Mekong-Japan Economic Ministers on 24 August 2015. At the Mekong-Japan Summit held on 4 July 2015, Japan pledged 750 billion Yen of official development assistance (ODA) to support the Mekong region over the next three years.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	<p><i>The ASEAN Secretariat participated in the 5th, 6th, 7th and 8th LMI Regional Working Group meetings held on 6-7 November 2013, 20-21 March 2014, 29-30 January 2015, and 15-16 December 2015, respectively, to encourage complementarity between LMI and ASEAN initiatives. ASEAN Secretariat officers from the related divisions participated in the discussions and shared relevant ASEAN initiatives under the respective pillars. The LMI Program, USAID-managed Connecting the Mekong through Education and Training (COMET) received the support of the Senior Officials Meeting on Education (SOM-ED) on 12 May 2015.</i></p> <p><i>The Memorandum of Understanding between the Association of Southeast Asian Nations and the Asian Development Bank (ADB) that was signed on 4 April 2012 was extended to 31 December 2017. The extension of the MoU was to allow for the continued implementation of cooperative activities, while a new MoU in line with the ASEAN Community 2025 Vision is developed. To commemorate the ASEAN-ADB cooperation, the ADB published the ASEAN-ADB Cooperation Toward the ASEAN Community: Advancing Integration and Sustainable Development in Southeast Asia in April 2016.</i></p>			
105	Strengthen the capability and resources of the ASEAN Secretariat and the secretariats of the sub-regional initiatives in monitoring and evaluating the implementation of the above-mentioned mandates.	IAI-TF/SEOM/ASEAN Coordinating Committee on Connectivity (ACCC)	2011	Expected to be completed after 2015
<p><i>Remarks: ASEAN Secretariat also continues to review on how to proceed with mobilising resources to support the monitoring and evaluation of the above measures. Other sub-regional group secretariats mobilise resources through their own initiatives. The BIMP-EAGA Facilitation Center (BIMP-EAGA FC) and the Centre for IMT-GT Subregional Cooperation (CIMT) were established as the respective secretariats of the BIMP-EAGA FC was established in 2004 to ensure co-ordination among the various institutional mechanisms in implementing BIMP-EAGA initiatives. CIMT was established in August 2007 to accelerate sub-regional cooperation by providing a more cohesive institutional structure to coordinate and facilitate projects.</i></p>				

Key Strategies to Enhance People-to-People Connectivity

Strategy 1. Promote deeper intra-ASEAN social and cultural understanding

No.	Key Actions	Responsible Bodies	Timeline	Assessment
106	Establish coordinated but distributed ASEAN Virtual Learning Resource Centres (AVLRC) on the People, Culture, History, Places of interest, and Economy of each ASEAN Member State.	Senior Officials Meeting Responsible for Information (SOMRI)/ CPR	2012	Completed.
<p><i>Remarks: The 13th SOMRI Meeting in March 2015 introduced the AVLRC media platform. The webpage contains information and knowledge about ASEAN region, e.g. ASEAN news, culture, travel, studies and opportunities. The website management by the ASEAN Secretariat is ongoing and continuing.</i></p>				
107	Encourage the establishment of curricular offerings or education modules on ASEAN and on the ASEAN countries, where appropriate.	Senior Officials Meeting on Education (SOM-ED)	2012	Completed
<p><i>Remarks: Two projects completed:</i></p> <p>(a). <i>Developing ASEAN Curriculum Sourcebook (for primary and secondary schools) (SOM-ED);</i></p> <p>(b). <i>Development of ASEAN Studies Course for Undergraduate Students (AUN).</i></p> <p><i>Efforts are now being undertaken to disseminate and socialise the ASEAN Curriculum Sourcebook to schools in cities/provinces/districts. With regard to activity (a), the 8th SOM-ED in February 2014 acknowledged the initiatives of the Member States to socialise/increase the visibility of the ASEAN Curriculum Sourcebook at national level. The efforts will go on beyond 2015.</i></p> <p><i>In the area of ASEAN awareness targeted at higher education outside the work of the AUN, a number of universities in the region has also developed a profound cross-national networks to promote the ASEAN Community to the public. To date, the spread of the establishment of the ASEAN Studies Centers in the region (located in 7 ASEAN countries, namely, Brunei Darussalam, Cambodia, Indonesia, Malaysia, Myanmar, Singapore, and Thailand) has facilitated cross-border mobility of scholars through “a joint research abroad” and “a workshop abroad” programmes.</i></p>				
108	Encourage the development of ASEAN-related content in school curricula at all educational levels and instructional materials of ASEAN Member States. The concerted approach to develop a common curriculum framework should also be supported to promote greater awareness of ASEAN and strengthen the ASEAN regional identity among children and youth in the region.	Senior Officials Meeting on Education (SOM-ED)		Expected to be completed after 2015

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p><i>Remarks: The ASEAN University Network (AUN) ASEAN Studies Course for undergraduates (general education) has been developed by AUN since 2009, when the AUN and the East-West Center jointly sponsored a workshop to examine the state of ASEAN studies programs in higher education in the region and consider how existing programs could be expanded and coordinated. This new regional course developed teaching points that will be sensitive to differences across the region while examining the historical, political, security, economic and socio-cultural issues that have led to the emergence of a regional ASEAN identity. A set of “ASEAN Studies Course for Undergraduate Level: Study Companion and VDO Tutorials” are now available and free to download as a teaching materials at http://pop.avc-holding.com/ASA/studycompanion.php and AUN Channel on Youtube.)</i></p>				
109	Encourage the study of languages of ASEAN countries as the third language, after the native language and English.			Expected to be completed after 2015
<p><i>Remarks: Through the Ministry of Foreign Affairs, some AMS have started to take initiatives to set up a learning centre, or to conduct courses, for ASEAN languages.</i></p>				
110	Education institutions would be supported to develop common content on ASEAN for schools as a reference for teacher training and teaching; and be a good platform to create ASEAN awareness, cultural understanding and greater awareness of each other’s culture in order to create deeper mutual understanding and forge a sense of commonality for students of all ages and levels.	SOM-ED		Expected to be completed after 2015
<p><i>Remarks: The Workshop on the Development of Work Plan on Education 2016-2020 has been conducted in April 2015. In this Workshop, ASEAN institutions such as AUN, SEASPF, and ASEAN Foundation were invited to share information regarding their activities which are aligned with ASEAN key elements on education. The Workshop has been held in July 2015 with the objective of including the support of the abovementioned institutions as partners in implementing the Work Plan.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
111	Encourage the development of ASEAN-related content in school curricular to enhance learning opportunities. In this light, educational cooperation in developing a common curriculum framework of ASEAN, containing the wide-area aspects of ASEAN such as geography, demographics, history, culture and society should be promoted as a crucial element for cultivating regional identity, related to social justice and equity, diversity, and sustainable development and to enhance collaboration and cooperation across the ASEAN region and internationally.	SOM-ED		Expected to be completed after 2015
<i>Remarks: Similar as measures 107 and 108.</i>				
112	Establish a major concerted ASEAN Community Building Programme, to be jointly but proportionately funded principally by ASEAN Member States by 2013.	CPR	2013	Completed
<p><i>Remarks: The 11th ASEAN Senior Officials Meeting on Culture and the Arts (SOMCA) discussed the implementation arrangement to support the ASEAN Communications Master Plan (ACMP), and shared views on other activities to celebrate the launching of the ASEAN Community by the end of 2015. The Meeting agreed to work with the ASEAN Committee for Culture and Information (COCI) to implement celebratory activities.</i></p> <p><i>A Survey on ASEAN Community Building Efforts, completed in 2012, was undertaken to guide the development of the ACMP. The ACMP was launched in November 2014 in Myanmar. The ACMP project will be closed after completion by end February 2015.</i></p> <p><i>In line with priorities identified in the ACMP, the CPR has come up with activities to celebrate the ASEAN Community in 2015 at national and regional levels, some of which are as follows:</i></p> <ol style="list-style-type: none"> <i>1. Festival of ASEAN Cultural Expressions implemented in Kuala Lumpur on 15-20 October 2015 (COCI project)</i> <i>2. ASEAN Multimedia Tools for ASEAN Awareness and Image Promotion; 4 ASEAN videos about ASEAN Community and its Three Pillars and four PSAs for (i) public, (ii) private, (iii) youth sectors, and (iv) women and children (see http://www.asean.org/?archives=asean-community-videos-psas)</i> <i>3. Newspaper Supplement and other materials to welcome ASEAN Community, which was published in all 10 AMS (see http://www.asean.org/?archives=welcome-asean-community)</i> <i>4. ASEAN Day Grand Reception at the ASEAN Secretariat</i> <i>5. ASEAN People's Award (handed out in the 27th ASEAN Summit in November 2015)</i> <i>6. ASEAN Musical Extravaganza – Photo/video clip “My City, My Love” (implemented by ASEAN-COCI SCI)</i> 				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
113	Promote awareness of ASEAN through active implementation of the Communication Plans of all three ASEAN Communities.	CPR		Expected to be completed after 2015
<p><i>Remarks: To support ASEAN Community Building by 2015 and beyond, the ASEAN Communication Master Plan (ACMP) provides a more nuanced communications strategy for key audiences with synergised messages, as well as recommends strategies on the implementation of the existing Communication Plans of all three ASEAN Communities. ACMP was launched in 11 November 2014 in Nay Pyi Taw, Myanmar at the sidelines of the ASEAN Foreign Ministers Meeting. The ASCC Communications Master Plan was adopted on 7 April 2010, and APSC in January 2010.</i></p> <p><i>ASEC will help to network ASEAN Member States spokespersons and enhance their capacity to promote awareness on ASEAN. The approved project on “Training for ASEAN Member States Senior Officials and ASEAN Secretariat Management” is designed for officials designated as either front-line or back-up spokespersons for each of the three pillars. ASEC spokespersons will also be trained on speaking to the media. Another awareness promotion project is on Multi-Media Tools for ASEAN Awareness and Image Promotion (sectoral photo library from 10 AMS, infographic poster, and public service announcements). Said projects have been tendered and are planned to start in March 2015.</i></p> <p><i>ASEC is continuing to support visibility efforts through promotional materials and anticipating to commence the ASEAN Spotlight -- a 30-minute weekly television program -- to be aired in all ten ASEAN Member States in 2015. ASEAN Resource Kit (for AMS and stakeholders to be able to speak about ASEAN) is now available on ASEAN website. Work on a series of commemorative videos (rom ASEAN founding to ASEAN Community 2015 up to ASEAN 50th Anniversary) has also started.</i></p> <p><i>In addition to ASEAN Secretariat’s regular promotional and outreach activities through publication, gift shop, visiting programme, raising awareness on the launch of ASEAN Community 2015 will be embedded in all outreach activities throughout 2015. All efforts to promote ASEAN will go on beyond 2015.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
114	<p>Promote understanding of common cultures and history of ASEAN through regular cultural events.</p> <p>Proposed activity under this programme is a regular tour of performing artists in all ASEAN countries in August each year, coinciding with ASEAN's anniversary. At each stop (preferably, the performance should take place in the provincial capital), cultural exhibitions will be held to further promote understanding of the region's cultural diversity. The local media will be invited to broadcast.</p>	SOMCA/ COCI	2015	Completed.
<p><i>Remarks: Ongoing COCI projects/events already contributing to this action line including the Best of ASEAN Performing Arts, the ASEAN Festival of Arts, ASEAN Cultural Interaction at the Grassroots, and the ASEAN Youth Camp, and a series of activities under the ASEAN Quiz at national level, and Festival of ASEAN Cultural Expressions.</i></p> <p><i>Efforts to promote understanding of common cultures and history of ASEAN have been undertaken and will go on beyond 2015.</i></p>				
115	<p>Optimise the use of ICT as a tool to promote ASEAN people engagement and empowerment in the context of ASEAN Community building and identity by 2015.</p>	TELSOM	2015	Completed
<p><i>Remarks: As a continuation to the "Dialogue on Promoting Effective, Trustworthy, and Secure Social Media", the "Forum on Social Media: Trends, Opportunities, Policy and Regulatory Challenges was held on December 2014. The Forum was jointly organised by International Telecommunications Union (ITU) and Malaysian Communications and Multimedia Commission with objectives to: (1) Share existing policies, practices, various issues and challenges faced in ASEAN on social media utilisation in the public sector; (2) Exchange views on the changing mandates of ICT regulators to address the challenges posed by social media; and (3) Explore the possibility of establishing a policy framework in social media utilisation by public administration in ASEAN, informed by international best practices. With the implementation of the second Forum in December 2014, the action point under this strategy is considered completed.</i></p>				

Strategy 2. Encourage greater intra-ASEAN people mobility

No.	Key Actions	Responsible Bodies	Timeline	Assessment
116	Undertake a study on the possibility of progressively liberalising visa restrictions towards full implementation of a visa exemption regime for intra-ASEAN travel by ASEAN nationals within ASEAN.	DGICM (Consular Offices of the Ministries of Foreign Affairs)	2012	Completed
<p><i>Remarks: ASEAN has already assessed the need to progressively liberalise visa restrictions. To date, Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Myanmar, Thailand, and Viet Nam have ratified the ASEAN Framework Agreement on Visa Exemption. The remaining AMS are encouraged to ratify the ASEAN Framework Agreement on Visa Exemption.</i></p>				
117	Explore the possibility of establishing ASEAN Immigration Lanes for ASEAN nationals in major international ports of entry in ASEAN by 2011.	DGICM (Immigration)	2011	Expected to be completed after 2015
<p><i>Remarks: The 16th DGICM held in September 2012 suggested two phases of implementation approach: Phase I for those who are ready to implement expeditiously and Phase II for those who need time for tactical preparation with the aim for the full implementation in 2014.</i></p> <p><i>The 17th DGICM held in Ho Chi Minh in August 2013 noted the establishment of ASEAN Immigration Lanes by Malaysia and Singapore at the Kuala Lumpur International Airport and Changi International Airport, respectively. Brunei Darussalam has also established ASEAN Immigration Lanes.</i></p> <p><i>Factors hindering the application of the ASEAN Immigration Lanes are the airport layout and cost of implementation.</i></p>				
118	Carry out a study on the possibility of implementing progressive visa relaxation for foreign tourists visiting ASEAN by 2015.	SOM/ DGICM/ ASEAN-NTOs	2015	Expected to be completed after 2015
<p><i>Remarks: The 16th Meeting of ASEAN Tourism Ministers (16th M-ATM) held in January 2013 welcomed the progress made in the study on ASEAN common visa for non-ASEAN nationals including the convening of the Regional Workshop on ASEAN Common Visa held on 18-19 July 2012 in Jakarta, Indonesia. The Ministers tasked their officials to be actively involved in the Working Group, particularly in identifying challenges and opportunities in developing the ASEAN Common Visa, as well as implications to tourism sector.</i></p> <p><i>As a follow up, SOM-Indonesia then circulated the Terms of Reference on the establishment of the Joint Working Group on the ASEAN Common Visa (JWGACV) to the ASEAN-SOM.</i></p> <p><i>At the 18th DGICM held in Bandar Seri Begawan in September 2014, the Indonesia Consular proposed to the meeting on the establishment of Ad-Hoc Working Group on ASEAN Common Visa.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
119	Further encourage intra-ASEAN tourism through the concerted development of tourism products (e.g., heritage sites, cruise, home stay, health/medical tourism, eco-tourism), easier access to tourism areas, affordable packages, and assurance of consistent quality by 2012.	ASEAN-NTOs/SOMTC/DGICM/SOMHD	2012	Expected to be completed after 2015
<p><i>Remarks: ASEAN tourism standards and their certification process for green hotel, homestay, public toilet, spa services, community-based tourism, and clean tourist city standards were adopted at 18th Meeting of ASEAN Tourism Ministers (M-ATM) in January 2015. The Meeting also noted new initiative on the development of ASEAN's MICE Venue Standard. The ASEAN' MICE Venue Standard will be completed by mid-2017.</i></p> <p><i>The work plan for tourism products were endorsed by the M-ATM in January 2012. At the same time, the ASEAN Tourism Ministers endorsed the ASEAN Tourism Marketing Strategy (ATMS) 2012-2015. The Marketing and Communication Working Group is developing the guideline of "ASEAN for ASEAN" Campaign to promote internal regional tourism in ASEAN. ASEAN is developing four main ASEAN tourism products, namely: nature-based (including the development of the ASEAN Ecotourism Strategic Plan), cultural and heritage, community-based, and cruise and river-based tourism.</i></p>				
120	Enhancing stakeholders' involvement on skills development by sharing best practices among ASEAN Member States through instructors training, raising skill standards, skills competitions, development of vocational training modules and curricular in ASEAN, and teaching technologies for workforce potential development. Furthermore, ASEAN Member States will facilitate several channels of people-to-people connectivity in order to achieve the stated key actions.	Senior Labour Officials Meeting (SLOM)/SOM-ED/SEOM/CCS/ASEAN-NTOs	2015	Expected to be completed after 2015
<p><i>Remarks: The ASEAN Qualifications Reference Framework is an instrument to enable comparisons of qualifications across ASEAN Member States to contribute towards achieving the goal of free flow of skilled labor. AQRF is an ASEAN document endorsed by the ASEAN Economic Ministers in August 2014, ASEAN Education Ministers in September 2014 and ASEAN Labour Ministers (ad referendum) in May 2015. For more information, see http://aanzfta.asean.org/uploads/docs/AECSP_Factsheets/AECSP_Fact_Sheet_AQRF_May15_rev0915.pdf</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
	<p><i>SLOM conducts ASEAN Skill Competition biennially to support ASEAN workforce development, particularly its effort to achieve regional standard competency. Malaysia hosted MySkills Competition in 2009 and 2010. Other future activities to support this measure include:</i></p> <ol style="list-style-type: none"> <i>1) ASEAN Japan HRD Collaboration Programme for ASEAN Integration which will be held in both Japan and Malaysia from 9 to 15 September 2013. This programme, which is initiated by Japan Vocational Ability Development Association (JAVADA), aims to increase effectiveness of Vocational Training Institutes in CLMV Countries.</i> <i>2) Developing Vocational Training (VT) Instructors Manual for ASEAN. The Workshop will be held for two weeks every year (2013-2015) at Centre of Instructors and Advanced Skills Training (CIAS), Shah Alam, Malaysia. This program aims to develop vocational training instructor's manual for ASEAN countries.</i> <p><i>Tourism-MRA Implementation Work Plan 2011-2015 is in place. Toolbox development, train-the-master trainer, development of and master assessor for housekeeping division have been completed. ASEAN Tourism Professional Registration System and the Regional secretariat will be developed.</i></p>			
121	Encourage more intra-ASEAN movement of skilled labour through the development of further MRAs by 2012 and the full implementation of all completed MRAs by 2015.	SEOM/ CCS, ASEAN-NTOs/ DGICM	2015	Expected to be completed after 2015.
<p><i>Remarks: There are seven (7) signed MRAs under the Coordinating Committee on Services (CCS). The seven MRAs (including Surveying which is in the form of framework) have entered into force. The respective MRA working groups continue to work on ways to enhance the mechanisms of MRAs.</i></p> <p><i>As of June 2015, the MRAs on Engineering and Architecture provide recognition of qualifications for registered ASEAN professionals. The MRAs on Accountancy Services (no longer in framework format and has been signed ad referendum in November 2014) and Surveying lay down the broad principles and framework for the negotiation of bilateral or multilateral MRAs. The MRAs on Nursing, Medical Practitioners and Dental Practitioners focus on exchange of information and best practices while a possible mechanism to facilitate temporary entry for activities without patient contact is being explored.</i></p> <p><i>At the 82nd Meeting of the ASEAN CCS and related meetings in October 2015, the "Handbooks on Core Competencies and Domestic Regulations in the Engineering, Architecture, Accountancy and Surveying Services" have been finalised and printed. Consensus has been reached not to amend the text of existing MRAs under the Healthcare Services Sectoral Working Group (HSSWG). However there will be official notifications to the amendments of the list of Professional Regulatory Authorities of some AMS in these MRAs.</i></p> <p><i>MRA on Tourism Professionals was adopted in January 2009 covering 32 job titles under six (6) divisions, namely: housekeeping, front office, food and beverage services, food production, travel agency and tour operator and 52 qualifications on Tourism and Hospitality listed in common ASEAN Tourism Curriculum.</i></p> <p><i>More movement of skilled labour will be encouraged according to MRAs. The full implementation is expected to be realised by 2015.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
122	Develop MRA for skills certification to ensure quality of ICT talents and facilitate movement of ICT human resource within ASEAN by end 2015.	TELSOM, SEOM, CCS, DGICM	2015	Expected to be completed after 2015
<p><i>Remarks: Project ASEAN ICT Skill Standard Definition and Certification (Phase 1) has been concluded and the results were reported by Thailand to the 14th TELSOM in November 2013. There were three key deliverables (i) ICT skill standard definition that could serve as reference to compare with other standards and as a basis for development of ICT skills; (ii) accreditation approach for certification programs; and (iii) a mapping table to compare existing ICT skill standards among AMS.</i></p> <p><i>Phase 2 aims to: (i) Develop Mutual Acceptance Skill Standard (MASS) for seven areas of ICT skills; and (ii) Develop “accreditation process” for ICT skill certifications in ASEAN. The said project was initiated in May 2014 and scheduled for completion in April 2015.</i></p>				
123	Undertake a study of a pilot project in establishing an ASEAN regional mobility pool for ASEAN skilled labour by 2015.	SEOM, CCS, SLOM, SOM-ED, ASEAN-NTOs, DGICM	2015	Not prioritised
<p><i>Remarks: The ACCC Chair wrote to the Chair of DGICM, NTOs, SEOM, SLOM, and SOM-ED on 24 March 2015 and 2 July 2015. In view of the development of the ASEAN Tourism Professional Registration System (ATPRS) and the work on mutual recognition arrangements (MRAs), the ACCC was of the view that the study of a pilot project could be considered after the respective MRAs have been put in place and hence, suggested that this measure be dropped from the existing MPAC. Below are responses from the concerned sectoral bodies:</i></p> <p>NTOs. <i>On a letter dated 28 August 2015, Head of NTOs shared his view that taking into account the progress made in the development on of the ASEAN Tourism Professional Registration System (ATPRS), the momentum on their work towards establishing an ASEAN regional mobility pool should be kept in the MPAC.</i></p> <p><i>The 18th M-ATM noted the development of the ASEAN Tourism Professional Registration System (ATPRS) which will facilitate the registration of tourism professionals and MRA-related stakeholders, and matchmaking mechanism between tourism professionals and their potential employers. Funded by AADCP Phase II, the ATPRS is a web-based facility to register and disseminate details on certified ASEAN Tourism Professionals (ATPs). The 2nd Regional Workshop for the Development of the ASEAN Tourism Professional Registration System (ATPRS) in October 2015 noted and tested the alpha version of the ATPRS website and agreed on Tourism Professional Certification Board (TPCB) to verify the ASEAN Tourism Professional (ATP) Registration, with certain time limit for approval. ATPRS is expected to be completed by mid-2017.</i></p> <p>DGICM. <i>Chair of DGICM distributed the 24 March 2015 ACCC Chair’s letter to DGICM members on 2 April 2015 to seek views/inputs on ACCC suggestion. Matter was not taken up during the 19th DGICM meeting on 7-10 September 2015.</i></p>				

No.	Key Actions	Responsible Bodies	Timeline	Assessment
<p>SEOM. The 81st CCS Meeting on 7-8 May 2015 noted the 24 March 2015 ACCC Chair letter.</p> <p>SLOM. Awaiting views and response of SLOM. Matter was not taken up at the 11th SLOM in May 2015.</p> <p>SOMED. Awaiting views and response of SOMED.</p>				
124	Strengthen the social services network and the Consortium of social welfare practitioners, educators and schools of social work to improve social welfare for the peoples of ASEAN.	Senior Officials Meeting on Social Work Development (SOMSWD)	2015	Expected to be completed after 2015
<p><i>Remarks: This measure will go beyond 2015.</i></p> <p><i>The ASEAN Social Work Consortium (ASWC) has been established by SOMSWD with its TOR adopted in January 2010. The ASWC Conference has been convened thrice in the past. The 3rd ASWC was held from 12-15 August 2014. The 2014-2015 work plan was developed by the ASWC members. Currently, the ASWC Coordinator is Thailand.</i></p> <p><i>The adoption of the new work plan (2015-2020) will take place in the next meeting of ASWC in November 2016.</i></p>				
125	Implement the 2007 ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers.	ACMW	2015	Expected to be completed after 2015
<p><i>Remarks: This measure will go beyond 2015.</i></p> <p><i>Efforts to implement the 2007 ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers are ongoing.</i></p> <p><i>The drafting team of the ASEAN Committee on the Implementation of the ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers (i.e. Cebu Declaration), or the ACMW-DT, has made commendable progress in drafting of the ASEAN instrument on the protection and promotion of the rights of migrant workers. By the end of 2014, about 85% of the instrument's content has been finalised.</i></p> <p><i>At the 9th ASEAN Forum on Migrant Labour (AFML) on 9-10 November 2016 in Vientiane in Lao PDR, Thailand agreed that the AFML will carry the theme on: "Better quality of life for ASEAN migrant workers through strengthened social protection" with two sub-themes, notably: (i) Current situation of social protection of migrant workers in ASEAN; and (ii) Working toward the portability of social security in the ASEAN. While the theme was proposed by ILO, it also reflects the ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers as well as the Priority Area 4 of the ASEAN Labour Ministers Work Programme 2016 – 2020: Expanded Social Protection.</i></p>				



**PLAN OF ACTION TO IMPLEMENT ASEAN
CONNECTIVITY COORDINATING COMMITTEE
(ACCC) RECOMMENDATIONS IN ADDRESSING
MPAC IMPLEMENTATION CHALLENGES
(Report Prepared for the 18th ACC Meeting,
5 September 2016, Vientiane, Lao PDR)**

No	Recommendations	Actions / Proposed Actions	Responsible Parties	Time Frame
1.	Work with ASEAN's Dialogue Partners as well as regional and international organisations on encouraging more PPP-related investments in the MPAC.	<p>The ACCC continues to intensify its engagement with Dialogue Partners and other external parties to strengthen cooperation in encouraging more PPP-investments in MPAC-related projects.</p> <p>The <i>ASEAN Public-Private Partnership (PPP) Programme</i> has been completed. Eight infrastructure projects, i.e. toll road and seaport, from various ASEAN Member States were identified to have the necessary information to be considered ready for PPP prioritisation and potential implementation based on strategic relevance, readiness of project, complexity of implementation and project cash flow / fiscal impact. The ACCC Chair presented the summary results of this project through the <i>Project Briefs for Selected PPP Projects</i> during the Strengthening Global Infrastructure Connectivity Forum on 27 April 2016 in Singapore. Representatives from the G20 Investment and Infrastructure Working Group, key government agencies, selected private operators and investors and international organisations attended the event.</p>	ACCC, ASEC, relevant ASEAN Sectoral Bodies and PPP units or focal points	Ongoing. Completed.

No	Recommendations	Actions / Proposed Actions	Responsible Parties	Time Frame
		<p>The ACCC continues the final stage of its work with the OECD on the <i>ASEAN Risk Mitigation Instruments Project</i> which aims to analyse insurance and guarantee products against political, commercial and demand risks towards securing project revenue streams of PPP investments.</p> <p>The terms of reference of database operations and management are currently being discussed between ASEAN and OECD.</p> <p>An ASEAN PPP Networking Forum was held in Manila, Philippines on 16-17 December 2014. The Economic Research Institute for ASEAN and East Asia (ERIA) has formulated a set of PPP Guidelines for ASEAN. These guidelines were launched at the December 2014 PPP Networking Forum in Manila.</p>		<p>Ongoing.</p> <p>Ongoing.</p> <p>Completed.</p>
2.	<p>Explore the possibility of establishing project development facilities to provide technical and funding capacity to develop bankable projects.</p>	<p>Some ASEAN Member States (AMS) are exploring the possibility of establishing project development facilities (PDF). The PDF would be used by government ministries to fund PPP project preparation activities which include pre-feasibility studies, full feasibility studies and the engagement of transaction advisors who would structure deals to bring to the private sector for bidding.</p> <p>Another measure to support this recommendation is the initiative under MPAC 2025 to come up with a rolling priority list of pipeline projects with proposed sources of funds that could serve as guide in establishing project development facilities to be tapped for the priority projects.</p>	<p>PPP units or focal points and relevant agencies</p> <p>ACCC and ASEC</p>	<p>Ongoing.</p> <p>Preparatory work commences</p>

No	Recommendations	Actions / Proposed Actions	Responsible Parties	Time Frame
		<p>In efforts to further improve the implementation of MPAC 2025, semi-annual review meetings will be held to discuss strategic-level and initiative-level assessments as part of the monitoring and evaluation process and proposed to be participated by the ACCC Co-facilitators per strategic area, National Coordinators, selected National Focal Points, the Chairs of lead implementing bodies, Chairs of other relevant implementing bodies, and relevant desk officers from the ASEAN Secretariat.</p>	<p>ACCC, National Focal Points, Chairs of lead and other Implementing Bodies, ASEAN Secretariat</p>	<p>2017</p>
<p>4.</p>	<p>Encourage ASEAN Member States to expedite the ratification process of signed Agreements under institutional connectivity</p>	<p>The 6 relevant Agreements and their respective Protocols, are as follows:</p> <ul style="list-style-type: none"> • ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT) • ASEAN Framework Agreement on the Facilitation of Inter-State Transport (AFAFIST) • ASEAN Framework Agreement on Multimodal Transport (AFAMT) • Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) • Multilateral Agreement on Air Services (MAAS) • Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) <p>AMS are at various stages of ratifying the above Agreements and their respective Protocols. The MPAC 2010 measures related to the above Agreements and their protocols will be included in Appendix A of the MPAC 2025 and continue to be tracked.</p>	<p>ASEAN Member States</p>	<p>Ongoing</p>

No	Recommendations	Actions / Proposed Actions	Responsible Parties	Time Frame
5.	<p>Promote cross-sectoral, interdisciplinary, participatory networks or forums to address specific connectivity challenges (e.g. border management, skilled labour mobility)</p>	<p>Workshops or forums could be convened, as a first step, to address these cross-sectoral issues. Under MPAC 2025, specific implementing measures under Seamless Logistics initiative on enhancing supply chain efficiency through addressing key chokepoints pertain to:</p> <ul style="list-style-type: none"> • Organise a conference/forum to discuss best practices of improving supply chain performance (including border management) from AMS; and, • Hold a forum to discuss the results from the supply chain performance index (which may include border management measurements) and share lessons learnt. 	ACCC and relevant ASEAN Sectoral Bodies	Implementation of MPAC 2025 commences after adoption.
6.	<p>Elaborate action lines into manageable sub-components with well-defined roles and responsibilities for each implementing agencies at the regional and national levels.</p>	<p>In formulating the MPAC 2025, specific, measurable, achievable, relevant and time-bound (SMART) approach was utilised to develop the strategic areas, initiatives and implementing measures. The identified lead implementing bodies and other relevant stakeholders per initiative and implementing measure is attached as Appendix C and D of the MPAC 2025.</p> <p>In MPAC 2010, the ACCC Chair has written to the Chairs of relevant ASEAN Sectoral Bodies for assistance in addressing the implementation of multi-sectoral measures under MPAC. Action was carried over in the formulation of MPAC 2025.</p>	ACCC and relevant ASEAN Sectoral Bodies	Ongoing.

No	Recommendations	Actions / Proposed Actions	Responsible Parties	Time Frame
7.	Encourage the mainstreaming of the strategies and actions under MPAC into regional sectoral plans and national development agenda	<p>The Stakeholders' Forum and Regional Workshop on the formulation of Post-2015 ASEAN Connectivity Agenda in April 2016 has gathered Chairs of relevant ASEAN Sectoral Bodies, national agencies, Dialogue Partners, international organisations and other external parties to discuss the formulation of the MPAC 2025.</p> <p>The 7th ASEAN Connectivity Symposium to be held in 20 October 2016 in Vientiane, Lao PDR will aim to socialise MPAC 2025 and deliberate on ideas and approaches on cooperation, collaboration and partnerships to implement MPAC 2025 including the role of national implementing agencies.</p> <p>The promotional materials on MPAC 2025 introductory video and press release that were used at the 28th ASEAN Summit have been uploaded and disseminated in the ASEAN website.</p> <p>The ACCC has engaged Edelman to develop digital content on ASEAN Connectivity. High quality graphics and videos, sound bites and webpages based on the vision, goals and five strategic areas of MPAC 2025 will be developed and are expected to be completed by April 2017.</p>	ACCC, ASEAN Sectoral Bodies, National Coordinator	<p>Completed but efforts to socialise MPAC 2025 are continuing.</p> <p>20 October 2016</p> <p>Completed.</p> <p>2017</p>
8.	Comprehensive review of the implementation of MPAC and formulate a post-2015 agenda for ASEAN Connectivity	The draft final MPAC 2025 was adopted by the ASEAN Leaders at the 28 th ASEAN Summit in Vientiane, Lao PDR on 6 September 2016.	ACCC	Completed



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