



First Edition

ASEAN Maritime Outlook



August 2023

The Association of Southeast Asian Nations (ASEAN) was established on 8 August 1967.
The Member States are Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam.
The ASEAN Secretariat is based in Jakarta, Indonesia.

For inquiries, contact:

The ASEAN Secretariat
Community Relations Division (CRD)
70A Jalan Sisingamangaraja
Jakarta 12110, Indonesia
Phone: (62 21) 724-3372, 726-2991
Fax: (62 21) 739-8234, 724-3504
E-mail: public@asean.org

Catalogue-in-Publication Data

1. ASEAN - Maritime - Southeast Asia
Jakarta: ASEAN Secretariat, August 2023

352.1159

1. ASEAN – Association – Southeast Asia
2. Political-Security – Economic – Socio-Cultural

August 2023

ASEAN: A Community of Opportunities for All

Photo Credits:

Cover: Shutterstock

Content Pages:

ASEAN Secretariat: 14,36

Ministry of Defence, Singapore: 21

Shutterstock: 6,7,10,11,12,13, 22,3,32,34,38,40,43,45,

General information on ASEAN appears online at the ASEAN Website: www.asean.org

Copyright Association of Southeast Asian Nations (ASEAN) 2023.
All rights reserved.

Contents

FOREWORD	04
EXECUTIVE SUMMARY	05
SECTION 1 OVERVIEW OF THE MARITIME DOMAIN IN ASEAN	07
Objectives of the ASEAN Maritime Outlook	10
Principles of the ASEAN Maritime Outlook	11
 SECTION 2 COOPERATION IN THE MARITIME DOMAIN	 12
The ASEAN Political-Security Community	14
The ASEAN Economic Community	22
The ASEAN Socio-Cultural Community	32
Other Bodies, Mechanisms and Processes, and Engagements with External Partners	35
 SECTION 3 OPPORTUNITIES AND CHALLENGES ON THE WAY FORWARD	 36
Management and Coordination of ASEAN Cooperation in the Maritime Domain	38
Evolving Areas of Maritime Cooperation and Emerging Maritime Issues	40
Moving Forward	44
 <i>ANNEXES</i>	
List of Maritime-Related Documents Issued and Activities Undertaken by ASEAN Sectoral Bodies, Mechanisms and Processes	46
Maritime Cooperation with External Partners Based on their Respective Plan of Actions (POAs)/Practical Cooperation Areas (PCAs)	62

Foreword

Southeast Asia connects the Indian and Pacific Oceans, and its waters are one of the most strategic maritime spaces in the world in terms of global trade, food and energy security and marine biodiversity. For centuries, the region has been a key driver in the bustling inter-regional trade, exchange of ideas and cultures, as well as the movement of peoples between the East and the West. While this role remains one of the region's many contributions to global peace, security and prosperity, the importance of Southeast Asia as a maritime region, as affirmed in the ASEAN Outlook on the Indo-Pacific (AOIP), transcends its historical role and traditional geographical scope.

Indeed, the importance of the maritime domain for the region has grown significantly over time. Far from being just a transit point for inter-continental trade, Southeast Asia is now an important player in the global economy. ASEAN is the fifth largest economy in the world and is on track to move up to the fourth position by 2030. In addition, five ASEAN Member States – Indonesia, Malaysia, Singapore, Thailand and Viet Nam – are ranked among the top 30 major exporting economies of the world. From a strategic viewpoint, the region's major sea lines of communication, such as the Malacca, Singapore, and Lombok Straits, and the South China Sea, are vital arteries in the world's supply chain, energy security, and connectivity. On food security, Indonesia, Thailand and Viet Nam are among the world's top 10 largest fish-producing countries. Thus, the maritime domain is more than just an important sea line of communication. It is an integral part of ASEAN's strategic, political, economic, and social life.

In recent times, however, the challenges that have emerged in ASEAN's maritime domain have become more complex, multidimensional and interconnected. While maritime disputes related to Southeast Asia's maritime waters sometimes appear in the headlines, what should not be overlooked are the other equally or if not more important challenges that directly impact the welfare of the people of ASEAN. This would include, among others, the sustainability of the region's fishery stock, transnational

crimes, drug trafficking, trafficking in persons and people smuggling, degradation of the marine ecology, marine debris, sea robbery, and piracy. At the same time, there are other new opportunities such as the blue economy and the green economy which have vast potential to be the new engine of growth for ASEAN.

The stocktaking on ASEAN's work in the maritime domain and the overview of collaboration with external partners, in this inaugural edition of the triennial ASEAN Maritime Outlook (AMO), provide an invaluable vantage point to identify both the existing and emerging issues of common concern and maritime areas of cooperation, as well as to examine the synergies of cross-sectoral and cross-pillar cooperation between and among ASEAN bodies, mechanisms and processes. At the same time, the publication of the AMO would allow ASEAN to keep track and monitor the evolution and development of cooperation in the maritime domain, and to identify gaps for further improvement.

In this regard, I highly commend Indonesia, as the ASEAN Chair in 2023, for proposing and shepherding this important initiative. I also wish to convey my appreciation to the ASEAN National Secretariats, ASEAN Sectoral Bodies, organs, and mechanisms for their active contributions in realising this inaugural publication of the AMO. The breadth and depth of maritime cooperation that this AMO attempts to document prove that the seas and oceans in the ASEAN region are indeed peaceful, stable, and prosperous. Above all, the AMO is a clarion call for ASEAN and its external partners to harness the vast untapped potentials of the maritime domain.



Dr. Kao Kim Hourn
Secretary-General of ASEAN

Executive Summary

ASEAN recognises the strategic, political, economic and social importance of the maritime domain for its people. Given the multi-dimensional nature of issues surrounding the maritime domain, ASEAN is committed to a holistic, integrated and comprehensive approach in addressing them. This is manifested through the various initiatives undertaken at different levels from the ASEAN Summits and ASEAN-led Summits to the working groups across the three pillars of the ASEAN Community and other mechanisms.

It is in this context that ASEAN has published the *ASEAN Maritime Outlook 2023*, which takes stock of cooperation undertaken by ASEAN Sectoral Bodies, mechanisms and processes to deal with various aspects of maritime-related issues. These include: (i) East Asia Summit (EAS); (ii) ASEAN Foreign Ministers' Meeting (AMM); (iii) ASEAN Regional Forum (ARF); (iv) ASEAN Defence Ministers' Meeting (ADMM) and ADMM-Plus; (v) ASEAN Ministerial Meeting on Transnational Crime (AMMTC); (vi) ASEAN Maritime Forum (AMF) and the Expanded ASEAN Maritime Forum (EAMF); (vii) ASEAN Ministers Meeting on Agriculture and Forestry (AMAF); (viii) ASEAN Transport Ministers Meeting (ATM); (ix) ASEAN Ministerial Meeting on Science, Technology and Innovation (AMMSTI); (x) Meeting of the ASEAN Tourism Ministers (M-ATM); (xi) ASEAN Ministerial Meeting on Minerals (AMMin); (xii) High-Level Task Force on ASEAN Economic Integration (HLTF-EI); (xiii) ASEAN Ministerial Meeting on Environment (AMME); (xiv) ASEAN Labour Ministers Meeting (ALMM); and (xv) ASEAN Connectivity Coordinating Committee (ACCC).

Each of these mechanisms has undoubtedly contributed to promoting cooperation in the maritime domain – both among ASEAN Member States and with ASEAN's external partners – ensuring that Southeast Asia's maritime waters remain peaceful and stable, as well as serving as an avenue to pursue trade and other economic activities while conserving our marine biodiversity and heritage and providing a vital link of communication and connection among the people of ASEAN.

Maritime-related issues continue to evolve, and new issues and areas of cooperation have emerged in recent years. These include but are not limited to: (i) proliferation of marine debris and pollution; (ii) environmental impact of

marine transport; (iii) piracy and armed robbery against ships; (iv) cyberattacks against ships and port facilities, (v) irregular movement of persons; and (vi) illegal, unregulated and unreported (IUU) fishing activities; (vii) blue economy; (viii) offshore mining; and (ix) offshore renewable energy. Within these evolving areas of cooperation and emerging issues, the implementation of the ASEAN Outlook on the Indo-Pacific (AOIP) remains one of the most important frameworks of ASEAN's engagement with external partners on maritime cooperation.

The ASEAN Maritime Outlook (AMO) dovetails with the AOIP, adopted by the ASEAN Leaders in 2019, as a guide for ASEAN maritime cooperation in the region. With the current thrust to mainstream the implementation of the AOIP and given that maritime cooperation is one of the areas of cooperation identified in the AOIP, it would be pragmatic for ASEAN and its external partners to undertake maritime-related initiatives. Cooperation with external partners could be undertaken in consultation with the relevant sectoral bodies in the following areas, among others, maritime security and safety; sustainable management of marine resources; maritime connectivity; conservation of marine biodiversity; and technical cooperation in marine science.

ASEAN will be responsive, adaptive and effective in addressing these challenges in a holistic and cross-pillar approach. The ASEAN Senior Officials' Meeting (ASEAN SOM) as the Lead Sectoral Body for Maritime Cooperation, is at the forefront of coordinating and facilitating cooperation among the ASEAN mechanisms and stakeholders involved, and hence the undertaking to have this ASEAN Maritime Outlook within its ambit.

Moving forward, the triennial AMO will serve as a practical reference for ASEAN Leaders, Ministers, Sectoral Bodies, and Partners in understanding and furthering ASEAN maritime cooperation. It is hoped that this Outlook will make a meaningful contribution towards the work of ASEAN Community-building as well as further strengthening ASEAN's engagement with external partners. It is also meant to help create synergies among ASEAN's programmes and workplans across the relevant ASEAN Sectoral Bodies, mechanisms and processes.

Section 1





Overview of the Maritime Domain in ASEAN

The maritime domain is an integral part of ASEAN's strategic, political, economic and social landscape which has a direct effect on ASEAN Member States and the people of ASEAN. Not only is the region dependent on the seas and oceans for transportation, trade, livelihood, and other elements of life, Southeast Asia's peace, stability and security is also anchored to a great extent on the waters surrounding the region.

It is a known fact that Southeast Asia is a maritime region. In terms of maritime coastline alone, several ASEAN Member States are among the top countries in the world to have the longest coastline

with Indonesia being ranked as the 4th and the Philippines being listed as the 8th with 95,181 km and 33,900 km of coastlines, respectively. Myanmar comes in as the 20th with 14,708 km of coastline followed by Viet Nam (23rd) with 11,409 km and Malaysia (27th) with 9,323 km of coastline.¹ Nine out of ten ASEAN Member States are coastal states. Notably, Indonesia and the Philippines are two of the first five countries which were recognised as archipelagic states under the 1982 United Nations Convention on the Law of the Sea (UNCLOS).

As highlighted in the AOIP, Southeast Asia lies at the centre of and serves as the conduit linking the Asia-Pacific and Indian Ocean regions, which are among the most dynamic regions in the world and hubs of economic growth. The importance of the region's sea lines of communications (SLOC) is underlined by the fact that "60 percent of maritime trade passes through Asia, with the South China Sea carrying an estimated one-third of global shipping."² Southeast Asian waters are important for global trade, as they are for regional trade as international sea cargo throughput for ASEAN totalled 3 billion tonnes in 2017 when data was available for all ASEAN Member States.³

The strategic importance of the Straits of Malacca and Singapore is underlined by the fact that "roughly one third of the world's crude oil passes" through these waters.⁴ It is thus a strategic imperative to keep these SLOCs open and secured to ensure the energy security and economic well-being of the ASEAN region and beyond. It is also vital for ASEAN to ensure that these Straits and the South China Sea are safe and accessible for international trade and commerce in order to prevent extra-regional interference.

The importance of the maritime domain to ASEAN is also reinforced by the fact that, in 2021, ASEAN has 523 international seaports.⁵ Besides trade, the maritime domain plays an important role in facilitating intra-regional

and international travel. Figures in 2018, when data was available for all ASEAN Member States, indicate that international sea passenger traffic stood at 5.3 million.⁶ In addition, there was a budding cruise tourism industry in the region before the advent of the COVID-19 pandemic.

The waters surrounding Southeast Asia are not only important as arteries for global and regional trade and transportation, but they are also a primary source of protein for the people of ASEAN, making food security an important consideration. Southeast Asia has the most diverse marine ecosystems in the world and has been a major source of fish and other aquatic resources. In 2020, ASEAN Member States accounted for nearly 22% of the global fishery production.⁷ ASEAN's total trade in goods specifically export to the rest of the world of fish and crustaceans, molluscs and other aquatic invertebrates amounted to USD 13.7 billion in 2021.⁸ However, overfishing and destructive fishing threatens the sustained existence of this marine ecosystem, with estimates now indicating that 64% of the fisheries base are at medium to high risk.⁹

Unfortunately, threats to the region's depleting fish stocks are on the rise with marine debris being one of the most vexing factors affecting its sustainability. The volume of solid waste and marine debris generated across the ASEAN region has rapidly increased in recent years, with the region having some of the largest plastic waste generators.¹⁰ It is estimated that more than 50% of these wastes go uncollected and such uncollected waste is illegally dumped, which eventually finds itself in the seas and oceans.

This problem is compounded by single-use plastic products that have become an integral part of everyday life in many forms, such as food wrap, food containers, bottled water and cutleries. In addition, the COVID-19 pandemic has magnified the problem with an increasing amount of plastic packaging and health industry-related waste. A 2020 Asian

1. Wisevoter, Countries by Coastline, <https://wisevoter.com/country-rankings/countries-by-coastline/>
2. See "How Much Trade Transits the South China Sea?" found at <https://chinapower.csis.org/much-trade-transits-south-china-sea/>
3. ASEAN Secretariat, <https://data.aseanstats.org/trade-annually>
4. https://www.nippon-foundation.or.jp/en/what/projects/safe_passage#:~:text=Almost%20half%20of%20all%20global,imports%20transported%20through%20the%20Straits.
5. ASEAN Secretariat, <https://data.aseanstats.org/indicator/ASE.TRP.WTR.A.202>
6. ASEAN Secretariat, <https://data.aseanstats.org/indicator/ASE.TRP.WTR.C.214>. The figure 5.3 million is computed from summing up the figures for the individual AMS.
7. <http://www.seafdec.org/fishstat2020/>
8. ASEAN Secretariat, <https://data.aseanstats.org/trade-annually>
9. <https://asiafoundation.org/2018/03/28/southeast-asias-fisheries-near-collapse-overfishing/>
10. ASEAN Regional Action Plan for Combating Marine Debris in the ASEAN Member States, Jakarta, ASEAN Secretariat, May 2021

Development Bank report estimated that over a period of 60 days during the pandemic, five cities in ASEAN collectively produced about 60,000 tonnes of medical waste. That five ASEAN Member States are ranked among the top ten largest polluters of ocean plastic pollution is a source for concern, but it is also an opportunity for ASEAN to take a leading role to mitigate and address this threat. In this context, the full implementation of the *ASEAN Regional Action Plan for Combatting Marine Debris in ASEAN Member States (2021-2025)* is an important and vital first step toward cleaning up and protecting the waters of Southeast Asia to ensure the sustainability of fishery stocks and other productive use of the maritime domain.

ASEAN Member States are also both origin and destination countries for migrant workers in fishing sectors. Cambodia, Indonesia, Myanmar, the Philippines, and Viet Nam are important countries of origin for migrant workers in these sectors, including fishers who are working on vessels flying the flag of a country other than their own nationalities. It is estimated that these ASEAN Member States have sent at least 125,000 fishers abroad between March 2020 and March 2021 to the fishing industries in the Indo-Pacific region, including Japan and the Republic of Korea (ROK).¹¹ Given the important contribution of the fishing industry to the region's food security, the need to address labour conditions in the fishing vessels must be given higher attention. Forced labour and human trafficking in the fisheries sector are serious issues of concern. In this regard, the ASEAN Declaration on the Placement and Protection of Migrant Fishers adopted by the ASEAN Leaders at the 42nd ASEAN Summit on 10 May 2023 places the issue of the welfare and well-being of fishers in the region into sharper focus.

In addition to these more contemporary challenges, other concerns remain. These include piracy and armed robbery against ships. The littoral states of the Straits of Malacca and Singapore – Indonesia, Malaysia, Singapore and Thailand – have stepped up enforcement actions, including through the Malacca Straits Patrol and the “Eyes-in-the-Sky” Combined Maritime Air Patrols. In addition, Indonesia, Malaysia and the Philippines commenced the trilateral maritime patrol in the Sea of Sulu in 2017 to enhance the safety and security

of the waters in the Sea of Sulu. Nevertheless, according to the International Maritime Bureau (IMB), and the Regional Cooperation Agreement on Combatting Piracy and Armed Robbery against Ships in Asia Information Sharing Centre (ReCAAP ISC), there was an increase in the number of incidents reported in the Straits of Malacca and Singapore in 2022. Although both the IMB and ReCAAP ISC noted that these were mainly petty theft where the perpetrators were unarmed, crews might still be at risk.

Beyond these political, security, economic and social considerations, marine heritage is another important priority in the Southeast Asian waters. The region is home to the Coral Triangle which is one of the world's richest areas of marine life and stretches across six countries in Southeast Asia (Indonesia, Malaysia, the Philippines, and Timor-Leste) and the Pacific (Papua New Guinea and Solomon Islands). The Coral Triangle has 76% of all known coral species in the world and 37% of the world's total coral reef fish.¹² ASEAN's rich marine biodiversity is a boon to the tourism industry and plays a vital role in the sustainability of the region's fishery stocks.

Given the strategic importance of the maritime domain, ASEAN has dealt with a myriad of maritime-related issues through its 15 ASEAN Sectoral Bodies, mechanisms and processes, namely (i) East Asia Summit (EAS); (ii) ASEAN Foreign Ministers' Meeting (AMM); (iii) ASEAN Regional Forum (ARF); (iv) ASEAN Defence Ministers' Meeting (ADMM) and ADMM-Plus; (v) ASEAN Ministerial Meeting on Transnational Crime (AMMTC); (vi) ASEAN Maritime Forum (AMF) and the Expanded ASEAN Maritime Forum (EAMF); (vii) ASEAN Ministers Meeting on Agriculture and Forestry (AMAF); (viii) ASEAN Transport Ministers' Meeting (ATM); (ix) ASEAN Ministerial Meeting on Science, Technology, Innovation (AMMSTI); (x) Meeting of the ASEAN Tourism Ministers (M-ATM); (xi) ASEAN Ministerial Meeting on Minerals (AMMin); (xii) High-Level Task Force on ASEAN Economic Integration (HLTF-EI); (xiii) ASEAN Ministerial Meeting on Environment (AMME); (xiv) ASEAN Labour Ministers' Meeting (ALMM); and (xv) ASEAN Connectivity Coordinating Committee (ACCC).

11. ILO Brief “Rough seas: The impact of COVID-19 on fishing workers in South-East Asia”, April 2022

13. Asian Development Bank, <https://www.adb.org/multimedia/coral-triangle/>

Objectives of the ASEAN Maritime Outlook

The objectives of the AMO as contained in the Concept Paper in the Development of the ASEAN Maritime Outlook are, as follows:

To serve as a practical tool that captures the breadth, depth, and dynamics of maritime issues in all relevant ASEAN Sectoral Bodies, mechanisms and processes. Such an Outlook would, therefore, be useful for ASEAN Leaders, Ministers, Sectoral Bodies, and Partners to understand the direction of ASEAN maritime cooperation and undertake a more focused and integrated discussion on maritime matters to identify possible new areas of cooperation by providing additional context on maritime-related cooperation;

To promote common principles in advancing maritime cooperation in various sectors in accordance with the norms and standards enshrined in international law, including the 1982 UNCLOS, as well as ASEAN's shared values of inclusivity, transparency, mutual respect, and mutual trust. The Outlook should complement relevant international mechanisms or processes under treaties and existing frameworks for cooperation, and include views or input from external parties to ensure its robustness;

To be a practical tool to explore and identify opportunities for technical and financial assistance to enhance ASEAN Member States' maritime-relevant capacities; and

To serve as a reference for maritime trends, opportunities and challenges in the region, helping to guide ASEAN to avoid duplication of efforts among the relevant mechanisms and processes, and synergise the existing programmes and work plans across all relevant ASEAN Sectoral Bodies.



Principles of the ASEAN Maritime Outlook

The AMO is based on the principles of openness, transparency, inclusivity, a rules-based framework, good governance, respect for sovereignty, non-intervention, complementarity with existing cooperation frameworks, equality, mutual respect, mutual trust, mutual benefit and respect for international law, including the UN Charter, the 1982 UNCLOS and other relevant UN treaties and conventions, the ASEAN Charter and relevant ASEAN treaties and agreements.

The AMO promotes ASEAN Centrality as the underlying principle for promoting cooperation in the maritime domain, with ASEAN and ASEAN-led mechanisms as major platforms for undertaking cooperation. It shall also be guided by the purposes and principles contained in the *Treaty of Amity and Cooperation in Southeast Asia (TAC)*, which, among others, includes the peaceful settlement of disputes, the renunciation of the threat or use of force, and the promotion of rule of law, with a view to further promoting amity and cooperation in the maritime domain.

From a practical perspective, the AMO will serve as a tool for ASEAN to enhance synergy between its various maritime-related Sectoral Bodies and assist in promoting a shared understanding of the complex and evolving maritime affairs, which is vital for maintaining ASEAN unity and Centrality amidst the rapidly changing geostrategic landscape. This Outlook will not only promote maritime cooperation but will also build strategic trust and facilitate win-win cooperation in the region.



Section 2





Cooperation in the Maritime Domain

Maritime cooperation is a cross-pillar, cross-sectoral issue and involves multi-stakeholders and external partners. This section takes stock of the state of maritime cooperation and provides an overview of the primary actors and processes involved in this area of cooperation up to June 2023. The review of work undertaken by the Sectoral Bodies, mechanisms and processes across the three ASEAN Community pillars and the other relevant bodies maps out the state of play in the maritime domain to facilitate better and more effective communication and coordination.

The ASEAN Political-Security Community (APSC)



For the ASEAN Political-Security Community (APSC) pillar, its efforts in the maritime domain are anchored on the elements of promoting peace and stability, and security, building confidence and trust, and dealing with issues that transcend the maritime boundaries of ASEAN Member States. These are undertaken primarily by six Sectoral Bodies, mechanisms and processes, including with ASEAN external partners either through the ASEAN-led mechanisms and processes or through engagements of Sectoral Bodies with ASEAN's partners, as follows:

The East Asia Summit (EAS)

The East Asia Summit (EAS) was established in 2005 as a Leaders-led forum for dialogue on broad strategic, political and economic issues of common interest and concern with the aim of promoting peace, stability and economic prosperity in the region. Today, with its composition of 18 participating countries, namely the ten ASEAN Member States, Australia, China, India, Japan, New Zealand, the Republic Of Korea (ROK), Russia, and the United States (U.S.), the EAS is the only ASEAN-led Leaders-level mechanism that successfully brought all major powers together to discuss strategic issues affecting peace, stability and prosperity of the region. Built on ASEAN's unity and Centrality to promote coherence with mutually-reinforcing ASEAN-led processes, the EAS forms an integral part of an open, inclusive, transparent and evolving regional architecture with ASEAN-led mechanisms as the core. It is

widely acknowledged as a major success of ASEAN as an initiator and promotor of regional dialogue and cooperation.

Maritime cooperation has been highlighted at the EAS over the years. At the 12th EAS in November 2017 in Manila, the Philippines, the ASEAN Leaders welcomed the inclusion of maritime cooperation as a new area of cooperation under the *Manila Plan of Action to Advance the Phnom Penh Declaration of the East Asia Summit Development Initiative (2018-2022) (Manila POA)*. At the 13th EAS in November 2018 in Singapore, the ASEAN Leaders reiterated the need to further enhance EAS maritime cooperation in accordance with action lines as identified in the the Manila POA. Subsequently, at the 14th EAS in November 2019, the 15th EAS in November 2020, and the 16th EAS in October 2021, respectively, ASEAN Leaders expressed support for strengthening maritime cooperation among the EAS participating countries in accordance with

international law, including the 1982 UNCLOS, and in line with the *2015 EAS Statement on Enhancing Regional Maritime Cooperation* and the Manila POA 2018-2022, in a collective and comprehensive approach, while at the same time emphasising the need to enhance synergy and consultations with other ASEAN-led mechanisms, such as the ASEAN Regional Forum (ARF), the ASEAN Defence Ministers' Meeting (ADMM) Plus, and the Expanded ASEAN Maritime Forum (EAMF), with a view to avoiding duplication of efforts.

Three EAS Statements were adopted by the ASEAN Leaders in 2015, 2018, and 2020, respectively, to enhance EAS maritime cooperation. *The EAS Statement on Enhancing Regional Maritime Cooperation* adopted at the 10th EAS in 2015 calls on EAS participating countries to take concrete actions to enhance maritime cooperation, including in sustainable marine economic development, promoting peace, stability and security, addressing transboundary challenges, developing maritime connectivity, and promoting cooperation between research institutions, among others. *The EAS Leaders' Statement on Combatting Marine Plastic Debris* adopted at the 13th EAS in 2018 stresses the importance of and promotes participating countries' efforts in combating marine plastic debris in the region. The *EAS Leaders' Statement on Marine Sustainability* adopted at the 15th EAS in 2020 emphasises the importance of promoting cooperation on marine sustainability, including, but not limited to, the protection and conservation of the marine environment and its resources, through dialogue and optimising the appropriate and relevant ASEAN-led mechanisms.

Numerous activities have been undertaken by the participating countries over the years to strengthen EAS maritime cooperation in line with the Manila POA and EAS Leaders' Statements, including the EAS Conference on Maritime Security and Cooperation organised by India in 2015, 2016, 2018, 2020, and 2021, among others. Maritime cooperation remains an important area in the new EAS Plan of Action which is being developed for the next five years. Strengthening EAS maritime cooperation will contribute to ASEAN's efforts in mainstreaming the AOIP.

The ASEAN Foreign Ministers' Meeting (AMM) and ASEAN Senior Officials' Meeting (SOM)

The ASEAN Foreign Ministers' Meeting (AMM) is one of the ASEAN Sectoral Ministerial Bodies under the APSC pillar. The AMM plays an essential role in providing guidance to the implementation of the APSC Blueprint and charting the future direction for the ASEAN Community-building process. The AMM makes recommendations to the ASEAN Leaders and decides on important issues such as maintaining regional peace and security, promoting ASEAN's shared values and norms, protection and promotion of human rights, maintaining ASEAN's central role in the regional architecture and leading the conduct of external relations between ASEAN and external partners, among others. The AMM in many instances, since the foundation of ASEAN, has been successful in finding a peaceful solution to regional flashpoints, potential or ongoing conflicts and disputes as well as coordinating policies and mobilising resources for strategic areas of cooperation under the APSC pillar.

The ASEAN Senior Officials' Meeting (ASEAN SOM) is the subsidiary body of the AMM, which supports the AMM in its daily operations. The ASEAN SOM is the Lead Sectoral Body for Maritime Cooperation in ASEAN. As such, it is expected to coordinate, oversee, and report to the AMM on various maritime cooperation initiatives and activities, including on the implementation of the *Declaration on the Conduct of Parties in the South China Sea (DOC)* signed by the ASEAN and China Foreign Ministers in 2002 in Phnom Penh, Cambodia.

The DOC constitutes a significant instrument in promoting mutual trust, confidence and cooperation between ASEAN Member States and China in the South China Sea, thereby contributing to peace, stability and maritime security and safety in the region. The ASEAN-China Senior Officials' Meeting on the Implementation of the DOC (SOM-DOC) and the ASEAN-China Joint Working Group on the Implementation of the DOC (JWG-DOC) provide institutional support for the implementation of the DOC.

The *Guidelines for the Implementation of the DOC* was adopted by the ASEAN-China Foreign Ministers in 2011 and was a major step forward in the implementation of the DOC. To date, the implementation of the DOC has been progressing well with various projects and activities being implemented, as outlined in the annual Work Plan on the Implementation of the DOC, which represents an accumulation of projects and activities by individual ASEAN Member States and China or regional initiatives to support the implementation of the DOC, including maritime search and rescue, safety of navigation and communication at seas, maritime scientific research, and marine environmental protection.

The ASEAN Foreign Ministers have continued to reiterate the need to realise the full and effective implementation of the DOC in its entirety and the expeditious conclusion of an effective and substantive *Code of Conduct in the South China Sea (COC)*, in accordance with international law, including the 1982 UNCLOS. The Ministers also adopted the *Joint Statement on the Full and Effective Implementation of the DOC* at the Post-Ministerial Conference Plus One (PMC+1) Session with China on 25 July 2016, in Vientiane, Lao PDR, to reaffirm the importance of the DOC in maintaining peace and stability in the region. Recently, the ASEAN and China Leaders issued the *Joint Statement on the 20th Anniversary of the DOC* at the 25th ASEAN-China Summit in November 2020, in Phnom Penh, Cambodia, which reaffirms both sides' commitment to implement the DOC and reflects their visions on its future implementation.

In efforts to create a conducive environment for peace and stability in the region as well as for the COC consultations, ASEAN and China have undertaken the agreed early-harvest measures, such as (i) The Hotline Communications among Senior Officials of the Ministries of Foreign Affairs (MFA) of ASEAN Member States and China in Response to Maritime Emergencies in the Implementation of the DOC since April 2017; and (ii) *The Joint Statement on the Application of the Code for Unplanned Encounters at Sea (CUES) in the South China Sea*, which was adopted by the ASEAN and China Leaders at the ASEAN-China Commemorative Summit on 7 September 2016, in Vientiane, Lao PDR. The ASEAN and China Leaders also adopted the *Declaration for a Decade of*

Coastal and Marine Environmental Protection in the South China Sea (2017-2027) at the 20th ASEAN-China Summit on 13 November 2017 in Manila, the Philippines.

With the negotiations on the COC officially announced at the 20th ASEAN-China Summit in November 2017, and substantive COC negotiations commenced at the 23rd JWG-DOC in March 2018, in Nha Trang, Viet Nam, the first reading of the Single Draft COC Negotiating Text (SDNT) was completed at the 29th JWG-DOC held in July 2019 in Penang, Malaysia, and announced at the PMC+1 Session with China in July 2019, in Bangkok, Thailand.

Textual negotiations were stalled as a result of the COVID-19 pandemic but have since resumed in July 2021, as approved by the 19th SOM-DOC in Chongqing, China, the month prior. Since then, ten JWG-DOC meetings, both in virtual and physical formats, were convened. The 25th ASEAN-China Summit on 11 November 2022 welcomed the continuation of the second reading of the SDNT in 2022 through in-person meetings and encouraged further progress towards the early conclusion of an effective and substantive COC that is in accordance with the universally recognised principles of international law, including the 1982 UNCLOS, within a mutually agreed timeline.

The 38th JWG-DOC convened on 8-10 March 2023 in Jakarta, Indonesia, continued the second reading of the SDNT as well as discussed the implementation of the DOC. The 2023 Work Plan on the Implementation of the DOC includes proposed meetings and activities by ASEAN Member States and China on marine environmental protection, maritime law enforcement, hotline communication, maritime search and rescue, and marine scientific research. The 20th SOM-DOC and the 39th JWG-DOC were convened on 17 May 2023 and on 18-20 May 2023, respectively in Ha Long, Viet Nam. The second reading of the SDNT was completed at the 39th JWG-DOC. The *Guidelines for Accelerating the Early Conclusion of an Effective and Substantive Code of Conduct* in the South China Sea was also finalised at the 39th JWG-DOC, endorsed *ad referendum* by the SOM-DOC and adopted by the PMC+1 Session with China in July 2023.

Among other key maritime-related initiatives, the AMM issued the ASEAN Declaration on Cooperation in Search and Rescue of Persons and Vessels in Distress at Sea on 27 October 2010 in Ha Noi, Viet Nam. The Declaration prescribes that ASEAN Member States will “strengthen and where necessary develop a coordinated approach, and create or upgrade regional policies, operational mechanism, plans and communication systems to prepare for and ensure rapid and effective response to distress situations”. The ASEAN Foreign Ministers also encouraged, through the Declaration, for ASEAN Member States to designate relevant authorities as Rescue Coordination Centre (RCC) or similar agencies to collaborate with corresponding authorities of other ASEAN Member States to ensure timely assistance to persons and vessels in distress at sea. As a follow-up to the Declaration, ASEAN Member States have been maintaining the *ASEAN Search and Rescue (SAR) Directory*, which is accessible through the ASEAN website.

The AOIP which was adopted by the 34th ASEAN Summit in June 2019, in Bangkok, Thailand identifies maritime cooperation as one of the four areas of cooperation, the other three areas are connectivity, the Sustainable Development Goals (SDGs), and economic and other possible areas of cooperation. The AOIP is aimed at: (i) offering an outlook to guide cooperation in the region; (ii) helping to promote an enabling environment for peace, stability and prosperity in the region in addressing common challenges, upholding the rules-based regional architecture, and promoting closer economic cooperation, and thus strengthening confidence and trust; and (iii) enhancing ASEAN’s Community-building process and further strengthening existing ASEAN-led-mechanisms, such as the EAS.

As stipulated in the AOIP, areas of maritime cooperation may include the further enhancement of: (i) cooperation for peaceful settlement of disputes; promoting maritime safety and security, and freedom of navigation and overflight; addressing transnational crime, including trafficking in persons or of illicit drugs, piracy and armed robbery against ships at sea; (ii) cooperation for sustainable management of marine resources; to continue to promote maritime connectivity; protect livelihood of coastal communities and support small-scale fishing communities; to develop

blue economy and to promote maritime commerce; (iii) cooperation to address marine pollution, sea-level rise, marine debris, conservation of the marine environment and biodiversity; promoting green shipping; and (iv) technical cooperation in marine science collaboration; research and development; sharing of experience and best practices, capacity-building, managing marine hazards, marine debris, raising awareness on marine and ocean-related issues.

At the 40th ASEAN Summit in November 2022 in Phnom Penh, Cambodia, the ASEAN Leaders issued the *Declaration on Mainstreaming Four Priority Areas of the AOIP within ASEAN-led Mechanisms*. The Declaration stipulates that projects and activities initiated by ASEAN or jointly initiated by ASEAN and external partner(s), including those with open and inclusive participation of interested parties in the Asia-Pacific and Indian Ocean regions, and approved by ASEAN, could be considered as projects implementing the AOIP. The Declaration mandated ASEAN Sectoral Bodies to take measures to strengthen coordination in the promotion and implementation of the principles and relevant priority areas of the AOIP and to develop cross-pillar and cross-sectoral synergies in ASEAN. In the context of this Declaration, the Committee of Permanent Representatives to ASEAN (CPR) has pursued discussions on how to effectively implement the AOIP, particularly with ASEAN’s external partners and has endorsed the *List of Criteria on Mainstreaming the ASEAN Outlook on the Indo-Pacific (AOIP)* in October 2022 to help determine and identify projects to implement the AOIP.

The ASEAN Regional Forum (ARF)

The ASEAN Regional Forum (ARF) was established in 1994 with the objectives of fostering constructive dialogue and consultation on political and security issues of common interest and concern, and to make significant contributions to efforts towards confidence-building and preventive diplomacy in the Asia-Pacific region. It consists of 27 countries and regional organisation namely Australia, Bangladesh, Brunei Darussalam, Cambodia, Canada, China, Democratic People’s Republic of Korea, the European Union (EU), India, Indonesia, Japan, Lao PDR,



Malaysia, Mongolia, Myanmar, New Zealand, Pakistan, Papua New Guinea, the Philippines, the ROK, Russia, Singapore, Sri Lanka, Thailand, Timor-Leste, the U.S., and Viet Nam.

The ARF is assisted and supported by the ARF Senior Officials' Meeting (ARF SOM) and several working-group level meetings, with maritime security as one of the areas of cooperation. The other focus areas are: (i) disaster relief; (ii) counter-terrorism and transnational crime; (iii) non-proliferation and disarmament; (iv) information and communication technologies (ICTs) security; (v) defence dialogue; (vi) peacekeeping; and (vii) confidence-building measures and preventive diplomacy.

Various activities under the ARF, including seminars, workshops, training and exercises, have been conducted to explore ways and means to enhance cooperation in dealing with maritime security issues. Recent activities include workshops on the Law of the Sea, including 1982 UNCLOS, training on International Ship and Port Facility Security (ISPS) Code, and enhancing regional maritime law enforcement cooperation, among others.

Maritime cooperation in ARF is facilitated by the Inter-Sessional Meeting on Maritime Security (ISM on MS) with the inaugural meeting being convened in March 2009, in Surabaya, Indonesia. The ISM on MS provides a platform for ARF Participants to discuss maritime security cooperation issues, facilitates information sharing, lessons learned and best practices, and recommends specific guidelines and cooperative implementation, and reviews reports of *ad hoc* ARF activities such as workshops, seminars, exercises, symposia, conferences, and training activities.

Upon the approval of the 28th ARF in August 2021, Indonesia, Cambodia, China, India, and the U.S. will serve as co-chairs of the ARF ISM on MS on a rotational basis until 2026. The ISM on MS is guided by the ARF Work Plan on Maritime Security (2020-2026). The following priority areas are identified in the Work Plan: (i) Shared Awareness and Exchange of Information and Best Practices; (ii) Confidence Building Measures based on International and Regional Legal Frameworks, Arrangements and Cooperation, including the 1982 UNCLOS; and (iii) Capacity Building

and Enhancing Cooperation of Maritime Law Enforcement Agencies in the Region.

During the Inter-Sessional Years 2021-2022 and 2022-2023, the following activities have been conducted under the ARF ISM on MS:

- a. The ARF Workshop on the Law of the Sea and Fisheries was organised by Indonesia, India, and Australia on 7-8 December 2021 via videoconference, and discussed various fisheries management-related legal frameworks and mechanisms, including, the 1982 UNCLOS, UN Fish Stocks Agreement (UNFSA), and Regional Fisheries Management Organisation (RFMO).
- b. The 4th ARF Workshop on Enhancing Regional Maritime Law Enforcement Cooperation, co-chaired by Viet Nam, Australia, and the EU on 6-7 April 2022, via videoconference, discussed options for maritime law enforcement agency collaborative framework, and legal obligations, identified concrete steps to protect ships from piracy and armed robbery against ships, and considered operational aspects of regional inter-agency coordination.
- c. Indonesia, India and the U.S. held the 13th ARF ISM on MS on 12 May 2022, via videoconference, discussed, among others, regional maritime security cooperation, efforts on combating IUU fishing and its challenges during the pandemic, and air and sea communication mechanisms. ARF Participants also exchanged views and shared information on their national efforts to ensure maritime security and stability in their respective regions.
- d. ARF Workshop on ISPS Code Training Series Part 1, co-chaired by the Philippines, India, Papua New Guinea, and the U.S., was held on 5-9 September 2022, in London, the United Kingdom (UK), and highlighted best practices and implementation of the requirements under the International Maritime Organization's Safety of Life at Sea Convention on International and Ship and Port Facility Security Code.

- e. The 4th ARF Workshop on Implementing the 1982 UNCLOS and other International Instruments to Address Emerging Maritime Issues, co-chaired by Viet Nam, Australia, the EU, and New Zealand, was held on 30 November – 1 December 2022, via hybrid format in Ha Noi, Viet Nam. The Workshop reaffirmed the central role of the 1982 UNCLOS as the legal framework within which all activities in the oceans and seas must be carried out; noted several emerging challenges in the implementation of the 1982 UNCLOS; and underlined the importance of enhancing international cooperation that includes involvement of all relevant stakeholders at all levels and in addressing emerging maritime issues.
- f. The 14th ARF ISM on MS, cochaired by Cambodia and China, on 25-26 May 2023 via hybrid format in Cambodia discussed and exchanged views on ongoing maritime security cooperation and efforts to address existing and emerging challenges in line with the objectives of the ARF, the ARF Ha Noi Plan of Action (2020-2025) and the ARF Work Plan for Maritime Security (2022-2026). The topics covered, among others, synergies between regional maritime related frameworks and initiatives, environmental management and conservation, and ways forward with the aim to contribute to peace, stability, prosperity and sustainable development in the region.

The ARF Ha Noi Plan of Action II (2020-2025) (HPOA II) adopted by the 27th ARF in September 2020 includes measures to support the work of the ARF ISM on MS as an established regional framework that addresses maritime security issues. The HPOA II consists of 12 maritime-security related action lines which set out, among others: (i) to promote cooperation on maritime issues through information sharing; (ii) to promote regional maritime security capacity building; and (iii) to promote and strengthen networking with other maritime-related fora.

The ASEAN Defence Ministers' Meeting (ADMM) and ASEAN Defence Ministers' Meeting-Plus (ADMM-Plus)

The ASEAN Defence Ministers' Meeting (ADMM) was established in 2006 with the mandate to promote, among others, regional peace and stability through dialogue and cooperation in defence and security as well as mutual trust and confidence through greater understanding of defence and security challenges, and enhancement of transparency and openness.

In addition, the ADMM engages eight of ASEAN's Dialogue Partners through the ADMM-Plus, which was established in 2010 as a platform to discuss strategic defence and security issues in the region as well as undertake practical cooperation in areas such as maritime security, humanitarian assistance and disaster relief, counterterrorism, military medicine, peacekeeping operations, humanitarian mine action, and cybersecurity.

The defence sector operates through its three levels of policy-making meetings and its technical working groups. The policy-making meetings are the ADMM/ADMM-Plus at the highest approving level, the ASEAN Defence Senior Officials' Meeting (ADSOM)/ADSOM-Plus at the intermediate level where policy endorsement is usually made, and the ADSOM Working Group (WG)/ADSOM-Plus WG at the next level where policy recommendations are discussed and crafted.

Maritime security is one of the main areas of cooperation under the ambit of the ADMM. The 8th ADMM in 2014 agreed to establish the Direct Communications Link in the ADMM to provide a permanent, rapid, reliable and confidential means by which any two ASEAN Defence Ministers may communicate with each other to arrive at mutual decisions in handling crisis or emergency situations, in particular related to maritime security. It comprises of two phases: (i) Phase 1 on secure voice and fax communications; and (ii) Phase 2 on secure email communications and video teleconference. Phase 1 was launched at the sidelines of the 4th ADMM-Plus in 2017, and will be expanded to include the Plus Countries, subject to their availability and readiness. This initiative was renamed the ASEAN Direct Communications Infrastructure (ADI) in 2017. With the adoption of the Concept Paper on Enhancing the Usage of ADI as Defence Communications Architecture in the ADMM Process by the 15th ADMM in June 2021, the ADI may, in the future, be utilised for non-crisis situations (e.g. intelligence exchange) and in multilateral settings.

The 13th ADMM in 2019 adopted the *Guidelines for Maritime Interaction*, in view of establishing comprehensive and feasible maritime conflict management measures on the basis of confidence-building, preventive diplomacy, and peaceful management of tensions that could arise at seas. The testing and validation of the Guidelines are currently being discussed under the ASEAN Navy Chiefs' Meeting (ANCM). At the ADMM-Plus Experts' Working Group on Maritime Security in 2017, all ADMM-Plus navies agreed to adopt the Western Pacific Naval Symposium (WPNS) *Code for Unplanned Encounters at Sea (CUES)* and practice it as a confidence-building measure, in order to enhance maritime safety, reduce misunderstandings, and prevent miscalculations at sea.

The ADMM has also conducted joint exercises with individual Plus Countries, namely China, India, Russia, and the U.S. The ADMM +1 joint exercises were approved by the ADMM on a one-off basis based on the modalities under the *Concept Paper on the ADMM's External Engagements* adopted by the 15th ADMM in 2021.

Maritime security is also one of the seven areas of practical cooperation under the ADMM-Plus and is pursued by a dedicated Experts Working Group (EWG) on Maritime Security (EWG on MS). To date, the current cycle of the EWG on MS from 2021-2024 has also convened a Maritime Security Conference, Planning Conferences for the Table-Top Exercise (TTX), the Future Leaders Programme under the theme of "Women, Peace, and Security in Maritime Security for Sustainable Blue Economy Development", the Maritime Security Roadmap Workshop and TTX. The TTX, conducted in February 2023, simulated three operations, namely: (i) search and rescue (SAR); (ii) countering human trafficking, weapons and drug smuggling via sea transportation; and (iii) countering and prevention of piracy. Each operation highlighted the issues and challenges involved in establishing, planning and executing multinational naval operations at operational and strategic levels.

ASEAN Ministerial Meeting on Transnational Crime (AMMTC)

The AMMTC is the highest policy-making body on ASEAN cooperation in combating transnational crime. It provides

policy guidance to the relevant bodies namely the ASEAN Senior Officials Meeting on Transnational Crime (SOMTC) and the ASEAN Directors General of Immigration and the Heads of Consular Affairs of the Ministries of Foreign Affairs Meeting (DGICM). Sea piracy is one of the 10 priority areas under the purview of the AMMTC, led by SOMTC-Malaysia as Voluntary Lead Shepherd. To date, activities related to sea piracy have been implemented under the AMMTC on the topics of maritime search and rescue, piracy, sea robbery and maritime terrorism. Since 2015, there has been ongoing discussion on the need to revisit the scope of sea piracy and the proposal to rename the priority area to Non-Traditional Maritime Crime.

ASEAN Maritime Forum (AMF) and the Expanded ASEAN Maritime Forum (EAMF)

The ASEAN Maritime Forum (AMF) was established in 2010 as part of the efforts towards creating an effective ASEAN mechanism to address regional maritime issues in a holistic and integrated approach. It reports to the ASEAN SOM and serves as a forum for dialogue and coordination among concerned agencies on maritime-related issues within the ASEAN framework. Neither designed nor oriented to become security-centric in the traditional sense, it acknowledges the multi-dimensional nature of maritime issues and the necessity to develop a comprehensive regional approach to maritime cooperation. Since its inception, the AMF has discussed a wide array of maritime-related issues, including maritime connectivity, maritime security and safety, search and rescue, safety and security of the sea lines of communications, maritime domain awareness, management and protection of the maritime ecosystem, biological diversity and aquatic resources, and eco-tourism.

The AMF has been held regularly on an annual basis except for one instance in 2016. The 10th AMF in 2020, which was chaired by Viet Nam, was of the view that while the AMF has become an integral part of ASEAN, there is a need to further promote the role of the AMF. The chairmanship of the AMF/EAMF has been voluntary since it was established until it was decided by the ASEAN SOM in March 2023 that the chairing and hosting of the two processes shall follow the rotation of the ASEAN chairmanship. Noting the role of

the ASEAN SOM as the Lead Sectoral Body on Maritime Cooperation, the Forum considered further supporting the ASEAN SOM by putting forth recommendations for its consideration, particularly considering the cross-cutting nature of maritime cooperation.

The Expanded ASEAN Maritime Forum (EAMF) was established in 2012 as a Track 1.5 platform for ASEAN to engage stakeholders, Dialogue Partners, and other external parties, in dialogue on important maritime issues of common interest in pursuit of maritime cooperation in ASEAN and for the enhancement of the AMF. Since its establishment, the EAMF has been held annually back-to-back with the AMF.

The 11th AMF, chaired by Brunei Darussalam in 2021, noted the recent developments in ASEAN maritime-related mechanisms across all three pillars of the ASEAN Community, the progress of negotiations on the COC as well as the *ASEAN Leaders' Declaration on the Blue Economy*. The Forum agreed that there is a need to uphold ASEAN Centrality in the EAMF process and that there may be merit in considering the development of a strategic maritime framework for ASEAN.

The Philippines hosted and chaired the 12th AMF and 10th EAMF in 2022, in Manila. The 12th AMF undertook a stocktaking of maritime cooperation in various ASEAN mechanisms. The Forum also exchanged views on regional maritime issues of common concern, including among others, on the progress in the implementation of the DOC and on the operationalisation of the ASEAN Network for Combating IUU Fishing (AN-IUU) Interactive Platform.

The 10th EAMF featured presentations from experts on ASEAN's implementation of the 1982 UNCLOS, the implications of sea-level rise, the effectiveness of information exchange mechanisms, and combating IUU fishing in the region. The Forum also noted the conduct of the Heads of the ASEAN Coast Guard Meeting on 22-23 November 2022, in Bali, Indonesia and on 7-8 June 2023 in Jakarta, Indonesia, and the ongoing discussion on the establishment of an ASEAN Coast Guard Forum (ACF). Both the AMF and the EAMF also considered two proposals on the future direction of the EAMF: (i) the creation of a dedicated website to serve as a repository for materials from previous EAMFs; and (ii) establishment of a pool of experts that the current EAMF Chair can tap to commission policy briefs.



The ASEAN Economic Community (AEC)



Under the ASEAN Economic Community (AEC) Blueprint 2025, several elements have addressed the importance of maritime economic cooperation in the region, among others through cooperation on fisheries, minerals, sciences and technology, transport, and tourism. Beyond these elements, there has been growing interest on maritime cooperation in other emerging areas, such as renewable energy (e.g. offshore wind and floating solar power), maritime trade and industrial cooperation, as well as statistical cooperation. On trade and industrial cooperation, for example, blue economy is listed as one possible area for economic cooperation in the upgraded *ASEAN-Australia-New Zealand Free Trade Agreement*. On statistical cooperation, there is the inclusion as an ASEAN Sustainable Development Goal (SDG) indicator the proportion of fish stocks within biologically sustainable development and coverage of protected areas in relation to marine areas. The stocktaking of the AEC-related maritime cooperation involves six Sectoral Bodies, mechanisms and processes as follows:

ASEAN Ministers on Agriculture and Forestry (AMAF)

As guided by the AEC Blueprint, fisheries cooperation focuses on: (i) enhancing intra and extra-ASEAN trade and fisheries products/commodities; (ii) promoting cooperation, joint approaches and technology transfer among ASEAN Member States and international, regional organisations and the private sector; and (iii) promoting ASEAN agricultural cooperatives as a means to empower and enhance market access for the benefit of farmers in the region.

Through the harmonisation of quality and standards, assurances of food safety, and standardisation of trade

certification, ASEAN agricultural (fisheries) products are expected to be ready to compete in the global market by offering safe, healthy and quality foods. ASEAN has developed *Good Aquaculture Practices (GAqP) for Food Fish*, and a code of conduct for responsible fisheries to be used as references for developing national standards, priorities and means to support the agro-industry.

Under the *Strategic Plan of Action for ASEAN Cooperation on Fisheries (2021-2025)*, priority measures, among others, include strengthening food security arrangements, frameworks and programmes in ASEAN, as well as establishing and harmonising national and regional standards/guidelines for fishery products with significant

trade impact and potential with regional and international norms.

Under the ASEAN Ministers on Agriculture and Forestry (AMAF) structure, the ASEAN Sectoral Working Group on Fisheries (ASWGF) has been mandated to strengthen fisheries cooperation through the exchange of information among ASEAN Member States to achieve the following objectives: (i) to facilitate cooperative undertakings in this sector of the economy, as well as the eventual coordination and harmonisation of ASEAN fisheries policies; (ii) to identify areas of cooperation among ASEAN Member States as well as with Dialogue Partners, international organisations, to promote sound development of the sector in the ASEAN region; and (iii) to monitor and evaluate the progress made in the implementation of approved projects and activities.

Production of tradable fisheries products at the national level is an essential component for the realisation of an ASEAN single market. This calls for an appropriate set of macro-economic policies, country-specific economic conditions, quality education for farmers, adoption of suitable technology, and communication and marketing arrangements to enable access by farmers to information, capital and inputs for efficient production at a reduced cost. The increase in fisheries production in terms of quantity and quality, which is economically and environmentally sustainable, would also need to be addressed.

The 22nd ASWGF Meeting on 25-27 June 2014, in Kuala Lumpur, Malaysia, endorsed the ASEAN Guidelines for Good Aquaculture Practices (ASEAN GAqP) on Food Fish, which serves as one of the key deliverables under the ASEAN Cooperation in Fisheries. Subsequently, the 23rd ASWGF Meeting endorsed the following: (i) *ASEAN Guidelines for Preventing the Entry of Fish and Fishery Products from IUU Fishing Activities into the Supply Chain*; (ii) *Standard Operating Procedure (SOP) for Responsible Movement of Live Aquatic Animals in ASEAN*; and (iii) *Template on the Arrangement on the Equivalence of Fishery Products Inspection and Certification Systems*.

The Template on the Arrangement of the Equivalence of Fishery Products Inspection and Certification Systems was developed by ASEAN Member States in response to the

need to harmonise Sanitary and Phytosanitary Technical Barriers to Trade (SPS/TBT) measures and to establish mutual recognition agreements (MRAs). *The ASEAN Guidelines for Preventing the Entry of Fish and Fishery Products from IUU Fishing Activities into the Supply Chain* outlines the possible future actions in combating IUU fishing within the ASEAN region. It is expected that the Guidelines could serve as a basis for ASEAN Member States in formulating relevant policies and providing an enabling environment for a clear direction and understanding of the need to prevent the entry of IUU fish and fishery products into the supply chain. *The SOP for Responsible Movement of Live Aquatic Animals in ASEAN* aims to provide general recommendations for regional control that will reduce the risk of the spread of transboundary aquatic animal diseases resulting from the movement of live aquatic animals.

The 24th ASWGF Meeting on 1-3 June 2016, in Makati City, the Philippines, noted the project presentation of the United States Agency for International Development (USAID) Oceans and Fisheries Partnership that aims to improve marine biodiversity conservation and increase the sustainability of seafood trade by developing a Catch Documentation and Traceability system, promoting ecosystem approach to fisheries management, enhancing public-private partnerships and industry engagement, promoting safe, legal and equitable labour practices, and strengthening regional coordination and governance.

The Special SOM of the 37th AMAF Meeting (SSOM-AMAF) on 24-23 August 2016, in Palawan, the Philippines, endorsed the following guidelines: (i) *the ASEAN Regional Plan of Action for the Management of Fishing Capacity (RPOA-Capacity)*, which provides a basis for ASEAN Member States to develop their Plan of Action to manage fishing capacity and efforts at national and regional levels; and (ii) *the Regional Guidelines on Traceability System for Aquaculture Products in the ASEAN Region*, which guides ASEAN Member States in developing and implementing traceability information system in the aquaculture supply chain.

The SSOM-37th AMAF Meeting also noted *the Joint ASEAN-Southeast Asian Fisheries Development Center (SEAFDEC) Declaration on Regional Cooperation for Combatting IUU*

Fishing and Enhancing the Competitiveness of ASEAN Fish and Fishery Products was issued at the High-Level Consultation on Regional Cooperation in Sustainable Fisheries Development Toward the AEC 2015: Combating IUU Fishing and Enhancing Competitiveness of ASEAN Fish and Fishery Products, which took place on 3 August 2016 in Bangkok, Thailand.

The 38th AMAF Meeting on 6 October 2016, in Singapore adopted the ASEAN Regional Plan of Action for the Management of Fishing Capacity (RPOA-Capacity) and Regional Guidelines on Traceability System for Aquaculture Products in the ASEAN Region. The SSOM-38th AMAF Meeting on 14-15 August 2017 in Singapore noted the studies on the Stock and Risk Assessment of Neritic Tuna Resources in Southeast Asia.

The 39th AMAF on 28 September 2017, in Chiang Mai, Thailand, adopted the *ASEAN Catch Documentation Scheme for Marine Capture Fisheries*. With regard to Antimicrobial Resistance, the 39th AMAF noted Singapore's proposed initiative on Antimicrobial Resistance (AMR) in Aquaculture Sector aiming to develop prudent use guidelines on AMR, strengthen ASEAN Member States' laboratory capabilities and develop surveillance programmes for AMR in the aquaculture sector. The SSOM-39th AMAF Meeting on 27-28 August 2018, in Pattaya, Thailand, agreed on the Establishment of an Expert Working Group on ASEAN Good Aquaculture Practices (EWG-ASEAN GaqP) to support the implementation and management of Guidelines on ASEAN GAgP and ASEAN Shrimp GAP. One of the outcomes of the Meeting was the establishment of the Ad Hoc Task Force to Conduct a Feasibility Study on the development of the ASEAN General Fishery Policy (AGFP).

The 40th AMAF on 11 October 2018, in Hanoi, Viet Nam, adopted the *ASEAN Tuna Eco-Labeling (ATEL): Policy Paper on the Establishment of ASEAN Regional Eco-Labeling Scheme*. The SSOM-40th AMAF Meeting on 5-6 August 2019, in Hue City, Viet Nam, adopted the *Concept Proposal for the Establishment of the ASEAN Network for Combating IUU Fishing (AN-IUU)* as an operational framework for information sharing and capacity-building among ASEAN Member States in combating IUU fishing

in the region. One of the outcomes of the meeting was the development of the *Terms of Reference and Rules of Procedures*, including the *Cooperation Framework of the AN-IUU under the ASEAN E-READI project*. The SSOM-40th AMAF Meeting also noted the *Policy Brief on Applying Human Rights-Based and Gender Equality Approaches to Small-Scale Fisheries in Southeast Asia*.

The 41st AMAF Meeting on 15 October 2019, in Bandar Seri Begawan, Brunei Darussalam, adopted the *Regional Guidelines on Cold Chain Management for Seafood*, the *Regional Technical Guidelines on Early Warning System for Aquatic Animal Health Emergencies*, and the *Concept Proposal for the Establishment of ASEAN Network for Combating IUU Fishing (AN-IUU)*.

The 42nd AMAF Meeting on 21 October 2020 via videoconference, adopted the following documents: (i) *ASEAN Strategic Plan of Action for Cooperation in Fisheries (2021-2025)*; (ii) *Resolution and Plan of Action on Sustainable Fisheries for Food Security for the ASEAN Region Toward 2030*; (iii) *Cooperation Framework, Terms of Reference and Rules of Procedure of ASEAN Network for Combating Illegal, Unreported and Unregulated Fishing*; and (iv) *ASEAN Good Aquaculture Practices for Food Fish: Trainers' Guide*. The meeting noted the ASEAN General Fisheries Policy (AGFP) Feasibility Study Report.

The SSOM-42nd AMAF Meeting on 23 August 2021 via videoconference noted the *Concept Note on the Development of ASEAN Guidelines on Inspection and Quarantine for Imported Aquaculture Fish and Fisheries Products*. The Meeting was informed that following the ASEAN General Fisheries Policy (AGFP), Thailand requested the ASEAN Sectoral Working Group on Fisheries to consider developing an action plan to analyse existing regional policies and identify gaps resulting from policy implementation.

The 43rd AMAF Meeting on 27 October 2021 via videoconference adopted the following documents: (i) *Regional Guideline on Performing Risk Analysis for Antimicrobial Resistance Arising from the Use of Antimicrobial Agents in Aquaculture*; (ii) *ASEAN Guidelines*

for the Prudent Use of Antimicrobials in Aquaculture; (iii) Plan of Action (POA) for the ASEAN Cooperation in Combatting AMR in Aquaculture Sector (2021–2025); (iv) Guideline on Techniques for Veterinary Drug Residue Detection in Aquaculture Products; (v) Plan of Action for the ASEAN Cooperation on Good Aquaculture Practices (2021–2025); (vi) Recommendations on the ASEAN General Fisheries Policy Feasibility Study; (vii) Study Report on the Stock and Risk Assessments of Kawakawa (*Euthynnus affinis*) and Longtail Tuna (*Thunnus tonggol*) Resources in the Southeast Asian Waters using ASPIC; (viii) Regional Action Plan for Management of Transboundary Species: Indo-Pacific Mackerel in the Gulf of Thailand Sub-region; and (ix) Assessment on the Implementation of Standard Operating Procedure (SOP) for Responsible Movement of Live Aquatic Animals for ASEAN.

The 43rd AMAF also adopted the Priority Deliverables for 2022 of the Fisheries Sector, namely: (i) Regional guidelines on indicators for aquaculture and capture fisheries to facilitate the adaptation to the impacts of climate change and organise a virtual Consultative Workshop on Climate Change, Fisheries and Aquaculture; (ii) Regional strategies to encourage the implementation of the FAO Voluntary Guidelines for Securing Sustainable Small-Scale Fisheries (SSSF) in the Context of Food Security and Poverty Eradication; (iii) Common understanding and initiatives on sustainable small-scale aquaculture; and (iv) Guidelines for sharing, access to, and use of IUU fishing-related information for the AN-IUU interactive platform.

The 44th AMAF Meeting on 25 October 2022 via videoconference adopted the *ASEAN Standard on Good Aquaculture Practices for Food Fish and the Guidelines for Sharing, Access to, and Use of IUU Fishing-Related Information for the AN-IUU Interactive Platform*.

ASEAN Transport Ministers Meeting (ATM) and ASEAN Senior Transport Officials Meeting (STOM)/ Maritime Transport Working Group (MTWG)

The *Kuala Lumpur Transport Strategic Plan (KLTSP) 2016-2025* is the main reference guiding ASEAN transport cooperation. The maritime transport strategic goals under the KLTSP are to establish an ASEAN Single Shipping Market (ASSM) and to promote maritime safety, security, and strategic economic corridors within ASEAN.

ASEAN cooperation in maritime transport is also guided by the *Roadmap towards an Integrated and Competitive Maritime Transport in ASEAN*, which seeks to promote and strengthen intra-ASEAN shipping market and services. The measures under the Roadmap are focused on developing an ASEAN single voice in international maritime fora, infrastructure development, market integration through development strategies for an ASSM and human resources development.

As part of the *Implementation Framework of the ASEAN Single Shipping Market (ASSM)* endorsed by the 38th STOM/20th ATM in 2014, in Mandalay, Myanmar, a Cost and Benefit Analysis (CBA) is being conducted on three pilot ports, i.e. Johor Port (Malaysia), Davao Port (the Philippines) and the Port of Singapore. The CBA aims, among others, to identify specific measurable aspects and components related to ship and port clearance to be implemented by the three pilot ports and the costs involved based on the mandatory requirements of the International Maritime Organization's Convention on Facilitation of International Maritime Traffic 1965 (IMO FAL Convention 1965).

Following up on the recommendations from the *Master Plan and Feasibility Study on the Establishment of an ASEAN RO-RO Shipping Network and Short Sea Shipping*, which was completed in 2013, the implementing countries, i.e. Indonesia, Malaysia, the Philippines, and Thailand, were encouraged to explore possible avenues to operationalise three priority routes, namely General Santos-Bitung, Melaka-Dumai, and Belawan-Phuket-Penang. The maiden voyage of the Davao-General Santos (the Philippines)–Bitung (Indonesia) route was launched on 30 April 2017, in Davao City, the Philippines. Indonesia and the Philippines are strengthening coordination to ensure the sustainability of this route. However, due to certain constraints, the Belawan-Phuket-Penang route will be further deliberated by

the relevant Member States, which includes consideration of other potential and viable route. Meanwhile, Indonesia and Malaysia are preparing for the operationalisation of the Dumai-Melaka RO-RO route, which has been delayed due to COVID-19 restrictions. In October 2022, both Member States undertook technical site-visits to determine the readiness of the ports, with a view to commencing operations by 2024.

As a step toward a mutually-recognised certificate of competency for Near Coastal Voyages (NCV) issued by ASEAN Member States in line with the Manila Amendment 2010 of the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention, ASEAN adopted the *Framework of Cooperation on certification of competency for NCV certificates issued by ASEAN Member States* during the 22nd ATM in November 2016, in Manila, the Philippines. The Framework serves as a mechanism to address disparities in the area of trading limits and syllabus requirements between ASEAN Member States on NCV Certificates and focuses on capacity-building efforts and information-sharing among ASEAN Member States.

In order for ASEAN Member States to have a reference on safety standards for Non-Convention Ships (NCS), the *Memorandum of Understanding (MOU) on the Improvement of Safety Standards and Inspection for Non-Convention Ships (NCS)* within ASEAN Member States was signed during the 24th ATM in November 2018, in Bangkok, Thailand. Along with the signing of the MOU, the Guidelines for Safety Standards for Non-Convention Ships was also adopted. Both the MOU and the Guidelines provide safety references for small-sized ships that are not governed by international conventions, including, among others, fishing vessels, wooden ships of primitive build, and ships not propelled by mechanical means. The safety improvement of such small-sized vessels operating in ASEAN's waters could support small-scale trade and economic activities along the coastlines in the region.

On maritime security, ASEAN Member States focus on strengthening human resource base for port and shipping operations, including navigation safety and maritime security. To date, various activities have been carried out under ASEAN-Japan cooperation for the purpose of

facilitating smooth introduction of the International Ship and Port Facility Security (ISPS) Code and continuously improving security measures based on the ISPS code.

Under the 2017 *Regional Action Plan on Port Security (RAPPS)*, various efforts to improve port security capability are ongoing, including capacity building through domestic training across ASEAN Member States as well as the revision of ASEAN models of the Audit Training Programme and the Maritime Security Training of Trainers (ToT) Programme. *The Booklet of Best Practices in Port Security Measures for the Training of Trainers (ToT) Manual* and Model Audit Training was endorsed by the 21st STOM+Japan and 20th ATM+Japan in October 2022. The Booklet is a collection of case studies on port security-related activities in each ASEAN Member State and would serve as a reference for government officials and port security managers to improve their port security practical skills and aid in their planning and implementation of security measures.

To continue the activities under RAPPS 2017, the RAPPS 2024 is expected to be adopted at the 22nd STOM+Japan and 21st ATM+Japan in November 2023. Under RAPPS 2024, the following activities would be implemented: (i) continuous improvement of port security measures; (ii) human resource development and practical capacity building for port security measures; and (iii) upgrading port security measures for emerging issues.

On Search and Rescue (SAR) matters, the ASEAN Transport SAR Forum established in 2012 is a technical and policy forum for dialogue and coordination among ASEAN Member States pertaining to SAR cooperation activities, as described in its Programme of Action from 2015 to 2020. To facilitate communication pertaining to the SAR cooperation activities under the Forum, each ASEAN Member State has designated its SAR national focal points, who are responsible in coordinating with domestic relevant institutions.

The 28th ATM Meeting in October 2022, in Bali, Indonesia, adopted the *ASEAN Agreement on Aeronautical and Maritime SAR Cooperation* which was signed in January 2023, in Jakarta, Indonesia. This Agreement aims to

develop and strengthen aeronautical and maritime SAR cooperation in the region, and stipulates that each Member State shall establish its rescue coordination centre (RCC) and provide facilitation of permission to enter the territory of another Member State for SAR purposes through a request to the RCC of that receiving Member State. ASEAN Member States are also encouraged to jointly improve the effectiveness of their SAR operations through cooperation activities under this Agreement, including promoting SAR coordination, joint SAR exercise and training, and providing technical assistance to enhance SAR capability.

The ASEAN SAR Standard Operating Procedures (SOP) was adopted at the 24th ATM in November 2018, in Bangkok, Thailand. It serves as a guide for ASEAN Member States in the coordination, communication and procedures in SAR operations to achieve optimum outcomes.

Pursuant to the adoption of the ASEAN SAR SOP, and in line with the *Action of Programmes of ASEAN Transport SAR Forum (ATSF 2021-2025)*, ASEAN Member States agreed to conduct the ASEAN SAR Exercise (SAREX) regularly, to improve skills and capabilities on the command and control in SAR decision-making process. ASEAN SAR TTX would be held once a year in conjunction with the ATSF. ASEAN Member States also agreed that a correspondence group would be established to discuss the possibility of having the Command Post Exercise (CPX) and Full Troop Exercise (FTX) to improve the effectiveness of SAR operations in real-time situations. The SAR exercises have yet to be conducted due to the COVID-19 situation.

On marine environment matters, the ASEAN Transport Ministers signed the *MOU on ASEAN Cooperation Mechanism for Joint Oil Spill Preparedness and Response* at the 20th ATM Meeting in November 2014, in Mandalay, Myanmar. The MOU provides guidelines for regional cooperation in building capacities and capabilities as well as promoting mutual assistance in preparing for, controlling and combating oil spill incidents in the ASEAN region. The *ASEAN Regional Oil Spill Contingency Plan*, which was developed further to the MOU, was adopted at the 24th ATM in November 2018, in Bangkok, Thailand. The Contingency Plan provides a mechanism whereby ASEAN Member

States can request and provide mutual support in response to oil spills, to the extent that their resources allow. It also ensures that there is a common understanding and effective integration between affected and assisting ASEAN Member States, in the event of incidents involving oil spills.

To mitigate maritime transport Green House Gas (GHG) emissions, the *ASEAN Green Ship Strategy* was adopted at the 25th ATM in Hanoi in November 2019 to promote the use of environmentally friendly ships, particularly conventional ships, and to minimise the effect of climate change from GHG emissions. The Strategy does not set a numerical goal of GHG reduction. However, it is intended to facilitate information sharing on ASEAN Member States' national policies in an effort to encourage the use of green ships. To implement the Strategy, ASEAN Member States regularly share their respective national policies (policy inventory) as well as various national green ship and port initiatives through the MTWG meetings.

On container shipping, the *Implementation Framework and Action Plan to Enhance Container Circulation in ASEAN* was adopted by the 28th ATM in October 2022, in Bali, Indonesia. This document has 11 initiatives to be conducted between 2023 to 2026, with a view of strengthening long-term capabilities and resilience of regional container shipping and multimodal transport, and would help support growing maritime trade levels, as ASEAN economies recover from the COVID-19 pandemic.

The Guidelines on Smart Ports is targeted to be adopted at the 29th ATM in November 2023, which aims to promote port digitalisation and innovation in ASEAN. This initiative aims to enhance the technological level of ASEAN ports and bridge the performance gap between ASEAN ports and leading global ports. The Guidelines would assist ASEAN Member States to define the concept of Smart Port and identify Smart Port Performance Indicators (SPPI) in order to assess the level of port digitalisation in ASEAN Member States.

As part of the *ASEAN Comprehensive Recovery Framework (ACRF)*, the Recommendations on Maintaining Port Operations, Crew Change and Seafarer Repatriation are

being developed. The document aims to strengthen regional preparedness to handle future crises and is expected to be adopted by the 29th ATM in 2023.

On the implementation of the *Ballast Water Management (BWM) Convention*, discussions between the littoral states have been ongoing to establish a Same Rik Area (SRA) in the Straits of Malacca and Singapore so that ships operating in the region can carry out ballast water exchange and be exempted from the installation of BWM systems under the G7 Guidelines of the BWM Convention. It was also agreed that ASEAN Member States would pursue a phased approach in developing an ASEAN-wide SRA, with the Straits of Malacca and Singapore as Phase 1.

ASEAN Ministerial Meeting on Science, Technology, Innovation (AMMSTI) and the Committee on Science, Technology and Innovation (COSTI) and the relevant Sub-Committees

The ASEAN Ministerial Meeting on Science, Technology and Innovation (AMMSTI) is responsible for setting policy directions in the area of science, technology and innovation, including through the implementation of the *ASEAN Plan of Action on Science, Technology and Innovation (APASTI) 2016-2025*. The ASEAN Committee on Science, Technology and Innovation (COSTI) on the other hand is responsible for coordinating activities of subsidiary groups, creating public awareness of regional science and technology (S&T) activities and reviewing overall progress of collaboration, including that with the ASEAN's Dialogue Partners and other external parties, as mandated by AMMSTI.

The Sub-Committee on Marine Science and Technology (SCMSAT) under the ASEAN Committee on Science, Technology and Innovation (COSTI) promotes the sustainable development of marine living and non-living resources in the ASEAN region. The focus of the SCMSAT in the recent and coming years is on most pressing concerns and issues for the sustainable utilisation and development, as well as the protection of coastal and marine environments and resources in ASEAN and its neighbouring countries.

The 2016-2025 priority areas of the SCMSAT are: (i) biological diversity; (ii) trans-boundary aquatic pollution and marine debris; (iii) risk management and mitigation from climate change and ocean acidification; and (iv) renewable ocean-based energy.

SCMCAT gives high priority to the management and conservation of marine biological diversity. In this regard, it helps to ensure the protection and sustainable utilisation of marine living resources, which plays a critical role in supporting the region to achieve the Sustainable Development Goals 2030. SCMSAT has actively carried out climate change activities since 2018. In the area of risk management and mitigation from climate change, activities conducted thus far include: (i) technical workshops on carbon sink and sequestration in aquatic ecosystems, coastal adaptation of coastal communities, response to cross border oil spill incidents, and ocean acidification; (ii) climate change research that focuses on the assessment of carbon sinks or sequestration in the marine ecosystem; and (iii) the convening of a Climate Outlook Forum.

In the area of renewable ocean-based energy, a technical workshop on biofuel production from aquatic algae and seaweeds in ASEAN Member States is being proposed for the future initiative in collaboration with the Sub-Committee on Sustainable Energy Research (SCSER). In the areas of health and medicine, a capacity building on drug development from marine organisms is currently being proposed as a future initiative.

In the COSTI-82 Meeting on 19-20 October 2022, via videoconference, the National Research and Innovation Agency of Indonesia (BRIN) proposed a new initiative, namely "Blue Economy: Application of Science, Technology and Innovation," which received the full support of ASEAN Member States. There are three priority issues on the contribution of Science, Technology, and Innovation to the Blue Economy, namely, (i) Smart Aquaculture; (ii) Marine Ecosystem Health; and (iii) Integrated Ocean Monitoring (IOM). The main objectives are to assess the current conditions, analyse the gap in the shared priority issues and identify the scientific and technological requirements for the development of blue economy in the ASEAN region. This initiative is being implemented in 2023.

Meeting of the ASEAN Tourism Ministers (M-ATM) and the ASEAN National Tourism Organisations (NTOS)

Recognising the vital importance of the tourism sector to the economic development of the region, on 4 November 2002, the ASEAN Tourism Agreement was signed at the 8th ASEAN Summit in Phnom Penh, Cambodia which underscores ASEAN's commitment to cooperate closely in facilitating intra-ASEAN and international travel through such measures as developing quality tourism, ensuring the safety and security of travellers, joint marketing and promotion as well as developing human resources in the tourism and travel industry.

To monitor the development and implementation of projects and programmes under the ASEAN Tourism sector, four committees were established under the ASEAN National Tourism Organisations (NTOs), namely (i) the ASEAN Tourism Competitiveness Committee; (ii) ASEAN Sustainable and Inclusive Tourism Development Committee; (iii) ASEAN Tourism Resourcing and Monitoring and Evaluation Committee; and (iv) ASEAN Tourism Professional Monitoring Committee. Furthermore, to ensure the effective implementation of the ASEAN Tourism Strategic Plan (ATSP), the roles and responsibilities of the relevant bodies are defined, as follows:

- a. The ASEAN Tourism Ministers to provide the policy framework and directions;
- b. The ASEAN NTOs to serve as the executing body to implement and monitor the ATSP; and
- c. The aforementioned four committees to implement the action programmes and activities.

The 25th M-ATM on 19 January 2022, in Sihanoukville, Cambodia, recognised that the hiatus in cruise-related activities was an opportunity to bring together relevant agencies to work towards a sustainable recovery of the cruise sector, which brought clear benefits to destinations across ASEAN. The ASEAN Tourism sector has been working closely with all ASEAN Member States to promote

the adoption of a consistent, harmonised safe cruise standard across all Southeast Asian ports, which was critical for the safe resumption of ports of call in the region. The Ministers further acknowledged the *Cruise Tourism Work Plan 2022* which includes the joint ASEAN marketing initiatives at the annual Seatrade Cruise Global 2022 in Miami, U.S., as one of the world's largest cruise trade shows, to collectively raise awareness of Southeast Asia within the cruise community.

The 14th Meeting of the ASEAN Tourism Competitiveness Committee (ATCC) on 15 September 2022, in Siam Reap, Cambodia, noted updates particularly the completion of the Cruise Tourism Work Plan 2022 and the inclusion of the following in the proposed Cruise Tourism Work Plan 2023: (i) organising joint marketing initiatives to support Southeast Asia cruise tourism recovery; (ii) continuing collaborations with industry partners to develop relevant training content to update travel agents on cruise; and (iii) organising trade engagement events.

ASEAN Ministerial Meeting on Minerals (AMMin) and ASEAN Senior Officials on Minerals (ASOMM)

The ASEAN Ministerial Meeting on Minerals (AMMin), which consists of ASEAN Ministers responsible for minerals, discusses issues and developments of common interest and sets policy directions for the cooperation in the minerals sector. The ASEAN Senior Officials Meeting on Minerals (ASOMM) is the main operating arm of the AMMin and oversees the Working Groups that assist ASOMM in the development and implementation of the *ASEAN Minerals Cooperation Action Plan (AMCAP)*.

Under the *AMCAP-III Phase 2: 2021-2025*, the third minerals sector plan since AMCAP's inception in 2005, offshore mining or minerals and metals that are mined offshore is one of the emerging areas included, specified particularly in the Action Line IH2.2 of the *Programme Area on Capacity Building in Minerals*. Based on this Action Line, ASEAN seeks to develop and/or enhance knowledge not only in terms of smart-green mining techniques, but also

ensure that marine minerals in the region are extracted in a sustainable manner. An activity was implemented to pursue this specific area on offshore mining, i.e., through the conduct of a workshop, organised under the ASEAN-IGF¹⁴ cooperation platform, namely: the ASEAN-IGF Mining and Sustainability Forum which focused on “The Environmental Impacts of Offshore Mining”. Among the areas identified by the Forum as part of the key challenges of the offshore mining in the region are: (i) supervision and enforcement of sustainable offshore mining and exploration standards; (ii) oversight on illegal offshore mining, build capacity in offshore mine technology; and (iii) community acceptance. This was held in August 2021 through video conference.

High-Level Task Force on ASEAN Economic Integration (HLTF-EI)

Set up in 2003, the High-Level Task Force on ASEAN Economic Integration (HLTF-EI) provides advisory and strategic inputs to regional economic integration in ASEAN and beyond. Comprising high-ranking officials from ASEAN Member States, the HLTF-EI took the leading role in the development of the AEC Blueprint 2015, AEC Blueprint 2025 and AEC’s input to the ASEAN Community’s Post-2025 Vision.

As a follow-up to the *ASEAN Leaders’ Declaration on the Blue Economy* which was adopted at the 38th ASEAN Summit in October 2021, the 32nd ASEAN Coordinating Council (ACC) in February 2023, in Jakarta, Indonesia, agreed for the HLTF-EI to oversee the development an ASEAN Blue Economy Framework. This Framework is also one of the priority economic deliverables of Indonesia’s Chairmanship of ASEAN in 2023.

At the 43rd HLTF-EI Meeting in March 2023, Belitung, Indonesia, ASEAN Member States agreed on the *Concept Note on the Development of the ASEAN Blue Economy Framework*. The Framework aims to provide strategic direction and broad guideline of ASEAN’s work on blue economy under the ASEAN Community, including on

creating a value chain, supporting inclusiveness, and considering sustainability to make blue economy the new engine for ASEAN’s future economic growth. The Framework is expected to be endorsed by the AEC Council for further adoption by ASEAN Leaders at the 43rd ASEAN Summit in September 2023.

In addition, at the sidelines of the 43rd HLTF-EI Meeting, Indonesia co-organised with the Economic Research Institute for ASEAN and East Asia (ERIA), the “Multi-stakeholder Dialogue on the Development of the ASEAN Blue Economy Framework”. The Dialogue shared information on existing policies, activities, and challenges of blue economy in ASEAN Member States and exchanged ideas and perspectives on pathways to address multiple barriers to realising the blue economy. The event also showed that ASEAN can be at the forefront of blue economy in the Indo-Pacific region. Strong collaboration among ASEAN Member States is imperative to achieve this goal, especially in identifying economic potentials and tackling common challenges to ensure that blue economy becomes the new engine of growth for the region.

The Dialogue resulted in a common understanding of four main aspects: (i) the enormous economic potentials of blue economy, particularly for greater connectivity and advanced geostrategic objectives, which from these will also involve private sectors to develop new practical business strategies and investment plans; (ii) each ASEAN Member State has unique strengths and different kinds of challenges and opportunities in implementing blue economy activities; (iii) there are varieties of levels of development on blue economy among ASEAN Member States; with some ASEAN Member States having already addressed the issue in their national policies; and (iv) Blue Economy Framework is a geo-strategy that will be the working platform for ASEAN to collaborate in improving productivity and value-added.

Therefore, the ASEAN blue economy Framework will set up the transition towards the blue spirit, in which blue economy can be a means of enhancing ASEAN Connectivity and

¹⁴ Intergovernmental Forum on Mining, Minerals, Metals and Sustainable Development.

toward creating a new value chain within the region. The ASEAN Blue Economy Framework will not contradict each country's national plan. It will focus on a regional level to further strengthen the national policies, considering the diverse interests and priorities of ASEAN Member States and all relevant bodies and stakeholders. The framework will focus only on economic development and new growth engines and will not include political and security issues.



The ASEAN Socio-Cultural Community (ASCC)



ASEAN recognises the importance of protecting and conserving its marine environment and promoting sustainable use of its resources and has undertaken efforts to address coastal and marine environment issues and their management, including marine debris and circular economy. These efforts are led by the ASEAN Working Group on Coastal and Marine Environment (AWGCME) under the ASEAN Ministerial Meeting on Environment (AMME)/ASEAN Senior Officials on Environment (ASOEN). At the same time, the ASEAN Senior Labour Officials Meeting (SLOM) and the ASEAN Committee on the ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers (ACMW) work to strengthen labour inspection, eliminate the worst forms of child labour, promote the protection and promotion of the rights of migrant fishers, and support Technical and Vocational Education and Training (TVET) development to achieve greater labour mobility across the region. The overview on the work of the ASCC pillar in the maritime domain focuses primarily on two Sectoral Bodies, mechanisms and processes as follows:

ASEAN Ministerial Meeting on Environment (AMME), ASEAN Senior Officials on Environment (ASOEN) and ASEAN Working Group on Coastal and Marine Environment (AWGCME)

Promoting sustainable use of the coastal and marine environment is one of the priority areas of ASEAN environmental cooperation aimed at the promotion and preservation of the marine environment in the region.

The ASEAN Working Group on Coastal and Marine Environment (AWGCME) is a consultative platform to further strengthen regional coordination and cooperation in addressing problems associated with coastal and marine environment issues and their management, including activities and projects related to marine debris and circular economy. The AWGCME also monitors and enhances the implementation of applicable international and regional conventions and agreements related to coastal and marine environment. The AWGCME has a number of ongoing projects and activities related to Strengthening Capacity for Marine Debris Reduction, among others.

Marine debris has been an ASEAN priority issue since Thailand's ASEAN Chairmanship in 2019 and has been the highlight of AWGCME cooperation. Thailand hosted and organised the Special ASEAN Ministerial Meeting on Marine Debris (SAMM-MD) on 5 March 2019 in Bangkok, Thailand as a follow-up to the ASEAN Conference on Reducing Marine Debris in ASEAN Region held on 22-23 November 2017 in Phuket, Thailand. The outcome documents of the SAMM-MD are the *Bangkok Declaration on Combating Marine Debris in ASEAN Region* and the *ASEAN Framework on Marine Debris*, which were adopted and noted, respectively, by the ASEAN Leaders at the 34th ASEAN Summit on 23 June 2019 in Bangkok, Thailand.

Following extensive consultations among relevant ASEAN sectoral bodies, partners, and stakeholders, the *ASEAN Regional Action Plan (RAP) on Combating Marine Debris* was endorsed by the AWGCME and ASOEN and adopted *ad referendum* by the AMME. It was successfully launched on 28 May 2021. The RAP, including 14 activities under four priority areas of cooperation along the plastic value chain, has begun its implementation by entering the Planning Phase: Enabling Conditions.

Marine debris initiatives in the region are currently led by ASEAN Member States in coordination with the ASEAN Secretariat and ASEAN Dialogue and Development Partners. Under Thailand's leadership as the AWGCME Chair for 2019-2022, ASEAN Member States' commitment to marine debris cooperation in the region has been sustained through, among others, the launching of the ASEAN RAP on Combating Marine Debris. Partners such as Norway, Japan, Germany (through the Gesellschaft für Internationale Zusammenarbeit), United Nations Office for Project Services (UNOPS) and World Bank are currently supporting ASEAN marine debris-related projects and activities. Likewise, the ASEAN Secretariat led the coordination of marine debris initiatives between ASEAN Member States and Partners, especially, through the conduct of the Coordination Meeting on Marine Debris Action in ASEAN held in January 2019, and the ongoing mapping of ASEAN-wide initiatives on marine debris.

ASEAN Labour Ministers Meeting (ALMM), ASEAN Senior Labour Officials Meeting (SLOM) and the ASEAN Committee on the ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers (ACMW)

The labour sector plays an integral role in national development as well as in regional integration. ASEAN cooperation on labour is led by the ASEAN Labour Ministers Meeting (ALMM) and is supported by the ASEAN Senior Labour Officials Meeting (SLOM). Since its formal establishment in April 1975, ASEAN cooperation on labour has continuously grown in depth and scope.

SLOM is supported by three subsidiary bodies, namely:

- (i) SLOM Working Group on Progressive Labour Practices to Enhance the Competitiveness of ASEAN (SLOM-WG);
- (ii) ASEAN Committee on the Implementation of the ASEAN Declaration on the Protection and Promotion of the Rights of Migrant Workers (ACMW); and
- (iii) ASEAN Occupational Safety and Health Network (ASEAN-OSHNET). Meanwhile, the ASEAN Labour Inspection Committee (ALICOM) was institutionalised by SLOM in 2021, as another subsidiary body that facilitates cooperation among labour inspectorates in the region. Working alongside ALMM and SLOM is the ASEAN TVET Council (ATC) that was established in 2020 and serves as a multi-sectoral/cross-sectoral body to support the advancement of TVET in the region.

The labour sector has put forward several initiatives towards a human-centred development of the maritime sector. This year, ASEAN Leaders have adopted the *ASEAN Declaration on the Placement and Protection of Migrant Fishers* at the 42nd ASEAN Summit on 10th May 2023 in Labuan Bajo, Indonesia. The Declaration provides a framework of common understanding on the risks of migrant workers in fishing vessels, areas of challenges that require better protection for migrant fishers, and the priority areas of commitment and support by ASEAN as a region. The Declaration will be followed up through the ongoing development of an ASEAN Guidelines to elaborate concrete measures for better protection of migrant workers

in fishing vessels throughout the entire migration cycle. The development of the Declaration and its Guidelines involved relevant ASEAN bodies and regional representatives of employers, workers and civil society organisations in the region. Closer partnerships among agencies in charge of labour, fisheries, maritime, law enforcement, as well as with employers and civil society are important in protecting migrant fishers and improving their decent work conditions.

Recognising that fishing could be a hazardous occupation and that fishers are vulnerable to decent work deficits, the five-year work plans of SLOM-WG and ALICOM prioritise strengthening labour inspection in hard-to-reach sectors, including the fisheries sector, as well as referral systems to prevent forced labour and child labour. On the latter, SLOM and eight other ASEAN Sectoral Bodies solidified their commitments in eliminating the worst forms of child labour through the renewed *ASEAN Roadmap on Elimination of the Worst Forms of Child Labour by 2025* that was adopted by the Labour Ministers in 2020. Lastly, the ATC Work Plan 2021-2030 supports effective skills development to strengthen the comparability of selected sectors and reduce the gap between the demand and supply in skills and action towards greater labour mobility across ASEAN Member States.

An unexhaustive list of maritime-related documents and activities undertaken by ASEAN Sectoral Bodies, mechanisms and processes, as of May 2023, appears as **Annex 1**.



Other Bodies, Mechanisms and Processes, and Engagements with External Partners

In addition to the work by the three ASEAN Community pillars, maritime cooperation is also facilitated and supported by the ASEAN Connectivity Coordinating Committee (ACCC). Maritime cooperation is also a key area of cooperation with ASEAN's external partners.

ASEAN Connectivity Coordinating Committee (ACCC)

The ASEAN Connectivity Coordinating Committee (ACCC), which comprises the Permanent Representatives to ASEAN, facilitates the implementation of the Master Plan on ASEAN Connectivity (MPAC) 2025 through the development of projects and monitoring, review and evaluation of the initiatives.

In achieving the vision of a seamlessly and comprehensively connected and integrated ASEAN, seamless logistics is one of the *Master Plan on ASEAN Connectivity (MPAC) 2025*'s five strategic areas that focuses on enhancing trade routes and supply chain efficiency across the archipelagic and maritime Southeast Asia. The ACCC, the Senior Economic Officials Meeting (SEOM) and Senior Transport Officials Meeting (STOM) are jointly implementing a project on Development of ASEAN Database on Trade Routes and Framework for Enhancing Supply Chain Efficiency. It aims to identify and prioritise key trade routes, including land, maritime and air routes, and product groups, as well as to develop an ASEAN database on these trade routes. The scope of the project was expanded to include elements of resilience into the Framework and to conduct Supply Chain Analysis of 10 Specific Product Groups essential for mitigating the impact of COVID-19 and to stimulate post-pandemic economic recovery. *The Report on ASEAN Database on Priority Trade Routes and Product Groups* was endorsed in July 2021, while the *Report on Framework on ASEAN Supply Chain Efficiency and Resilience* and the *Report on Supply Chain Analysis of 10 Specific Product Groups* were endorsed in March 2023. Sustainable

Infrastructure is another strategic area that focuses on strengthening infrastructure across the region through the development of a rolling Initial Pipeline of ASEAN Infrastructure Projects that involve roads, rail, ports, and airports, among others.

Maritime Cooperation with ASEAN External Partners

As evident in the preceding discussion, maritime cooperation is also a key area of cooperation between ASEAN and its external partners. Maritime cooperation is present in the Plan of Action (POA) with all of ASEAN's Dialogue Partners, namely Australia, Canada, China, the EU, India, Japan, New Zealand, ROK, Russia, the UK and the U.S. Among ASEAN's Sectoral Dialogue Partners, issues related to maritime cooperation are included in the ASEAN-Norway Sector Dialogue Partnership: Practical Cooperation Areas (2021-2025). Cooperation on issues related to the maritime domain is also included in the Practical Cooperation Areas (PCA) with the four Development Partners (Chile, France, Germany, and Italy). Please refer to **Annex 2** for the details of ASEAN's maritime cooperation engagement with its external partners.

Section 3





Opportunities and Challenges on the Way Forward

Issues surrounding ASEAN's maritime domain are dealt with at various levels from the Leaders' level (EAS) to the level of ministers (i.e., foreign affairs, defence, law enforcement, transport, environment, agriculture and forestry, minerals, tourism, and, science, technology and innovation), and to the sub-ministerial mechanisms and processes, such as senior officials meetings, working groups and committees. Each of these mechanisms and processes deals with various aspects of maritime cooperation under their respective purviews. While these modalities have their merits and have contributed to the overall management of the maritime domain, much more needs to be done if these challenges to the maritime domain were to be addressed effectively and efficiently. In this regard, there are several structural and interlocking issues that need to be addressed. This section seeks to identify existing gaps and offer some perspectives to further improve the management and coordination of ASEAN cooperation in the maritime domain. The first part of this section looks specifically into issues relating to coordination and the second part highlights some of the evolving areas of maritime cooperation and emerging maritime issues which may require ASEAN's increasing attention, prioritisation and focus.

Management and Coordination of ASEAN Cooperation in the Maritime Domain



Given the myriad of sectoral bodies dealing with various aspects of maritime cooperation, it is imperative that a holistic and cross-pillar approach in dealing with maritime issues be pursued and promoted. Just like the seas, it is difficult to establish a demarcation on where the role and function of a sectoral body or mechanism begins or ends. Thus, the best approach to monitor cooperation is one that is holistic and cross-pillar. The AMO identifies three possible areas to improve the management and coordination of issues in the maritime domain.

Operationalising the Lead Sectoral Body on Maritime Cooperation

Noting the cross-cutting, multidimensional and inter-related nature of maritime issues, it is imperative for ASEAN to operationalise an overarching framework to oversee and coordinate cross-pillar and cross-sectoral issues on maritime cooperation, as well as to undertake a holistic approach on what is essentially a complex and diverse area of cooperation. It is evident from the stocktaking exercise conducted in this edition of the AMO that maritime cooperation is thus far conducted and led mainly by their respective Community pillars. In this context, the Lead Sectoral Body (LSB) for Maritime Cooperation could fill the institutional gap to further deepen maritime cooperation across the ASEAN Community. Based on the mandate provided by the *Terms of Reference for Lead Sectoral*

Bodies for ASEAN Cross-Pillar and Cross-Sectoral Issues, the ASEAN SOM, acting in its capacity as LSB for Maritime Cooperation, could take the lead to coordinate and facilitate cooperation between and among the ASEAN sectoral bodies, mechanisms and processes to advance further cooperation in the maritime domain, including working with external partners under the ambit of the AOIP.

Beyond enabling the sector specific bodies and mechanisms and given the plethora of these bodies in the maritime domain, the LSB on Maritime Cooperation should also emphasise better coordination to ensuring synergies among them so that they would complement each other as well as to avoid any overlaps and duplication of work. To achieve this goal, the LSB on Maritime Cooperation may need to explore a modality to bring all, or most, relevant stakeholders under an “one umbrella” to enable cross-pillar communication and coordination.

Strengthening the Role of the ASEAN Maritime Forum

Since its establishment in 2010, the AMF has served as a forum for dialogue and coordination among concerned agencies on maritime-related issues in recognition of the multidimensional nature of maritime issues and the necessity of developing a comprehensive regional approach to maritime cooperation. While the AMF was established under the aegis of the ASEAN SOM and is mandated to provide recommendations to the latter, in practice, it has been more active in facilitating information sharing and dialogues. Although the uncertainty surrounding the convening of the AMF, which until 2023 has operated on a “voluntary basis”, has been resolved with the alignment of the AMF chairmanship with the ASEAN chairmanship, the relationship between the AMF and the ASEAN SOM in the latter’s role of the LSB for Maritime Cooperation is yet to be defined.

2019, and the ongoing mapping of ASEAN-wide initiatives on marine debris. These efforts were supported by external partners such as Norway, Japan, Germany, UNOPS and the World Bank.

While this practice should not be taken as a one-size-fits-all approach, it is nonetheless a best practice that could be further replicated in dealing with priority issues in the maritime domain. It is also important to stress that ASEAN does not need to bear the burden and responsibility for the Southeast Asian maritime domain alone and would do well to establish frameworks of cooperation with external partners who are also the beneficiaries for safeguarding the region’s ecology, peace and stability. At the same time, cooperation with external partners whether within the framework of the AOIP or other ASEAN-led mechanisms should also affirm ASEAN Centrality.

A Collaborative Action

The management and safeguarding of the maritime domain in the region require a whole-of-Community response, which could also be reinforced by the broadening of cooperation with ASEAN’s external partners. The case of marine plastic debris best illustrates the synergistic benefits of this trilateral model of cooperation, involving ASEAN Member States, ASEAN’s external partners and the ASEAN Secretariat.

In this instance, the ASEAN Working Group on Coastal and Marine Environment (AWGCME) under the leadership of Thailand saw the launching of the *ASEAN Regional Action Plan on Combatting Marine Debris*. For its part, Indonesia, through Regional Capacity Centre for Clean Seas (RC3S), aims to realise the commitment of the *Bali Declaration on the Protection of the Marine Environment from Land-based Activities*. The ASEAN Secretariat, in turn, undertook coordination of initiatives between ASEAN Member States and partners such as through the conduct of the Coordination Meeting on Marine Debris Action in ASEAN held in January

Evolving Areas of Maritime Cooperation and Emerging Maritime Issues



The maritime domain presents both opportunities and challenges for ASEAN and the wider region. Undoubtedly, the maritime domain presents ASEAN with new areas of cooperation and growth toward a resilient, sustainable, prosperous, peaceful and stable region, as well as new avenues of partnership with ASEAN's external partners, including within the context of the AOIP.

This section surveys some of the evolving areas and emerging issues on maritime cooperation which would require ASEAN's collective attention and response in the immediate term and in the near future, as follows:

The ASEAN Outlook on the Indo-Pacific (AOIP)

Maritime cooperation, in accordance with universally recognised principles of international law including the 1982 UNCLOS has been identified as one of the four priority areas of cooperation in the AOIP and encompasses a wide array of issues and concerns, ranging from maritime safety and security to the sustainable management of maritime resources and the protection and preservation of the marine environment, among others. ASEAN has been undertaking concerted efforts to implement the areas of cooperation as guided by the *Declaration on Mainstreaming Four Priority Areas of the AOIP within ASEAN-led Mechanisms*, which was adopted by the ASEAN Leaders in 2022. In this

context, the CPR has been working on the modalities to implement the AOIP, including the finalisation of the List of Criteria on Mainstreaming the ASEAN Outlook on the Indo-Pacific (AOIP). The next steps for the AOIP relates to engagements with external partners for the implementation of the identified projects.

Marine Debris and Pollution

Six ASEAN Member States contribute approximately one third of the total global marine plastic pollution. Economic growth and rapid urbanisation are expected to exacerbate this threat. Marine debris ranges greatly in size from microplastics, which can be too small to be seen with the human eye, to large objects such as household appliances, construction debris, and abandoned and derelict vessels,

that can damage fragile habitats and threaten marine flora and fauna. The degradation of the marine environment may, in turn, negatively impact the region's food security as well as the lives and livelihoods of coastal communities. While marine debris is one of the priority areas of ASEAN environmental cooperation as manifested by the adoption of the *ASEAN Regional Action Plan (RAP) on Combating Marine Debris* by the ASEAN Ministerial Meeting on Environment (AMME) in May 2021, it is important to leverage and synergise the work of the environment sector with other areas of ASEAN cooperation, including circular economy and sustainable development.

Environmental Impacts of Maritime Transport

Maritime transport is significant for international trade and global economy. Nevertheless, it still generates negative impact on the marine ecosystems and global environment. As the share of shipping emissions in global anthropogenic emissions increased from 2.76% in 2012 to 2.89% in 2018,¹⁵ so has the associated risks and effects. The environmental impact of maritime transport is felt acutely in the region as Southeast Asia is home to one of the most strategic and busiest waterways with “more than 300 ships – including very large crude carriers (VLCCs) – pass through the Straits of Malacca every day.”¹⁶ International shipping causes, among others, air, water and noise pollution and the transfer of invasive aquatic species. For example, invasive aquatic species can have detrimental impacts on the environment by displacing native species and altering marine ecosystem dynamics, as well as negatively affecting industries such as fishing, aquaculture, and tourism, degrading habitats, or impairing recreational activities. In this regard, addressing emissions from shipping is crucial to protecting the environment and responding to the externalities of climate change.

Piracy and Armed Robbery against Ships

Despite on-going efforts by ASEAN Member States, the region continues to be affected by the threat of piracy and armed robbery against ships in the region. It bears reminding that there was a marginal increase of incidents occurring in the waters around the Straits of Malacca and Singapore and the South China Sea in 2022. Considering the strategic importance of the maritime domain and the SLOCs to the region's trade, energy security, supply chain, tourism and travel, ASEAN should continue to exert efforts in ensuring the safety and safe passage of vessels in the waters of Southeast Asia, especially in the matter of containing and eradicating the threat of piracy and armed robbery against ships.

Cyberattacks against Ships and Port Facilities

Cyberattacks are an emerging threat to the maritime sector as it can disrupt shipping operations and maritime trade as well as endanger safety at sea. To date, most cyberattacks in the maritime sector were aimed at compromising ports and shore-side corporate networks. However, threats to vessels and port equipment cannot be ruled out. The incidents of cyberattacks may intensify in the near future, especially considering the increasing levels of digitalisation and automation of the maritime transport industry. In this context, it is important to enhance the level of awareness and preparedness to handle cybersecurity threats across all ports in the ASEAN region, including establishing cybersecurity frameworks, protocols and regulations, along with closer international cooperation and information sharing among ports, governments, and international organisations may be required to enhance port cybersecurity levels in ASEAN.

¹⁵ International Maritime Organization, 2020, Fourth IMO Greenhouse Gas Study 2020, <https://www.imo.org/en/ourwork/Environment/Pages/Fourth-IMO-Greenhouse-Gas-Study-2020.aspx>

¹⁶ The Nippon Foundation, Safety in the Straits of Malacca and Singapore, <https://www.nippon-foundation.or.jp>

Irregular Movement of Persons

Irregular movement of persons is part of the issues being addressed through ASEAN cooperation and is manifested in the forms of people smuggling and trafficking in persons. On-going efforts in dealing with people smuggling include the establishment of the Heads of Specialist Unit (HSU) on People Smuggling in 2022 in accordance with the mandate from the Emergency ASEAN Ministerial Meeting on Transnational Crime concerning Irregular Movement of Persons in Southeast Asia (EAMMTC) to ensure ASEAN's capacity in responding to crisis and emergency situations arising from irregular movement of persons in the region.

Most recently, the ASEAN Leaders at the 42nd ASEAN Summit in May 2023 adopted the *ASEAN Leaders Declaration on Combatting Trafficking in Persons Caused by the Abuse of Technology* and emphasised the “need to synergise various ASEAN mechanisms, modalities and commitments and promote cross-pillar activities to address, prevent and combat trafficking in persons.” It is imperative to continue the momentum to stem out this threat in the region.

Illegal, Unregulated and Unreported (IUU) Fishing

Regional efforts such as the *ASEAN Roadmap for Combating IUU Fishing (2021-2025)* have borne fruit. IUU fishing can impact the marine environment. For example, the practice of destructive fishing, including cyanide fishing and electro-fishing, is commonly carried out by small scale fishermen. As these activities are usually conducted in shallow waters to catch fish that dwell among coral reefs, the damage wrought spills over to impact marine food chains as the coral reefs used by fish to breed are destroyed. Furthermore, as fishing is a hard-to-reach sector, it is challenging to ensure compliance of labour standards and decent work conditions in fishing vessels. Overall, multidimensional aspects of IUU fishing should be seen from a larger perspective.

Blue Economy

Despite the region's vast maritime resources, blue economy activities constitute up to only 20% of GDP in some ASEAN Member States, indicating opportunities to maximise the benefits of sustainable management of natural resources that act as a new driver for economic growth.¹⁷ In order to tap into the region's full potential in this area of cooperation, the ASEAN Blue Economy Framework is currently being developed to provide strategic direction and broad guidelines for ASEAN's work on blue economy across strategic sectors and stakeholders. In this regard, a Multi-Stakeholders Dialogue was held on 1 March 2023 in Belitung, Indonesia, to facilitate discussion and generate inputs from relevant ASEAN Sectoral Bodies, academia, civil society organisations, and businesses for the development of the ASEAN Blue Economy Framework.

In addition, a stocktaking exercise has been conducted by the ASEAN Secretariat to map the existing initiatives that have been pursued under different pillars of ASEAN Community, including key initiatives that have been pursued under different areas of AEC, such as fisheries, transport, energy, tourism, and other cross-sectoral initiatives. Inputs are also currently being sought from the relevant ASEAN Sectoral Bodies to ensure a comprehensive as well as tangible and practical approach to maximise opportunities in this area. Also in the works is the convening of the ASEAN Blue Economy Forum which will provide a platform for sharing best practices and to ensure continuous engagement on blue economy. Given its potential as a key driver for the region's immediate and future growth, blue economy stands out as one of the most important and promising areas of cooperation in the maritime domain.

Offshore Mining

Offshore mining is a nascent and emerging issue on the ASEAN agenda. The ASEAN-IGF Forum held in 2021 fleshed out challenges and addressing them would be a step in the right direction to help ASEAN Member States to ensure the protection of marine environments and resources

¹⁷ ERIA (2023). Background Paper of the ASEAN Blue Economy Framework

and promote sustainable mining development in the region. The potential for untapped resources for offshore mining in the waters of Southeast Asia is not fully understood. Thus, it is important for ASEAN to have a better understanding of the potential as well as the externalities of offshore mining in order to develop this area of cooperation in a sustainable and environmental responsible manner.

Offshore Renewable Energy

ASEAN has reached a 14.2% share of renewable energy (RE) in the total primary energy supply (TPES) in 2020. However, more needs to be done in the next few years to reach the target of 23% share of TPES by 2025, under the ASEAN Plan of Action on Energy Cooperation (APAEC). In addition, it also has to contend with the challenge on clean energy transition and climate action. To increase the deployment of RE in the region, ASEAN needs to maximise all energy sources and technologies, including those that utilise either marine renewable energy (waves, tides and

currents) or are sited in maritime spaces such as floating solar and offshore wind. In this context, a Workshop of Offshore Wind+ Energy Potential and Applications in ASEAN was held on 3 May 2023, in Vientiane, Lao PDR. In addition, the ASEAN Power Grid (APG) serves as an important initiative for the region to maximise its offshore renewable energy resources, while enhancing energy security. ASEAN is currently working towards the development of an ASEAN Offshore Wind Development Roadmap that will help to identify the technically exploitable offshore wind sites in the region as well as conduct policy environment and stakeholder analysis and prefeasibility assessment. Offshore renewable energy is a relatively untapped resource that could contribute to diversify the energy mix of ASEAN Member States and contribute towards the region's clean energy transition.



Moving Forward

This inaugural ASEAN Maritime Outlook is meant to be a practical tool that aims to capture the breadth, depth, and dynamics of maritime issues in all relevant ASEAN Sectoral Bodies, mechanisms and processes. It is hoped that the Outlook would assist the ASEAN Leaders, Ministers, Sectoral Bodies, and Partners in understanding the direction of ASEAN maritime cooperation so as to enable a more focused and integrated discussion on maritime matters, minimise duplication of work among relevant ASEAN-led mechanisms, and help identify possible new areas of cooperation. More importantly, the stocktaking exercise which provides an overview of ASEAN's work on maritime cooperation may assist policymakers to enhance coordination between and among all the relevant ASEAN Sectoral Bodies, mechanisms and processes. In the meantime, it is also proposed that ASEAN SOM as the LSB on Maritime Cooperation could suggest initiatives and measures to address the issues as identified and discussed in this Outlook, for the consideration of relevant ASEAN Sectoral Bodies. In this respect, all policy formulations and decisions on issues under the purview of existing ASEAN Sectoral Bodies shall remain under the respective Sectoral Bodies.



**LIST OF MARITIME-RELATED DOCUMENTS ISSUED AND ACTIVITIES UNDERTAKEN
BY ASEAN SECTORAL BODIES, MECHANISMS AND PROCESSES**

No	Sectoral Body	Documents	Activities
1.	East Asia Summit (EAS)	<ul style="list-style-type: none"> • <i>EAS Statement on Enhancing Regional Maritime Cooperation</i>, adopted by the 10th East Asia Summit on 22 November 2015 in Kuala Lumpur, Malaysia • <i>EAS Leaders' Statement on Combating Marine Plastic Debris</i>, adopted by the 13th East Asia Summit on 15 November 2018 in Singapore • <i>EAS Leaders' Statement on Marine Sustainability</i>, adopted by the 15th East Asia Summit on 14 November 2020 via videoconference 	<ul style="list-style-type: none"> • EAS Hackathon on Combatting Marine Plastic, co-organised by Australia, India and Singapore, 13-16 December 2022 in Jakarta, Indonesia • EAS Workshop on Maritime Cooperation: Technical and Scientific Cooperation Towards Clean Healthy, and Sustainable Oceans, 30 August - 1 September 2022 in Manila, the Philippines • EAS Workshop on IUU Fishing, hosted by India and co-organised by Singapore, 12-13 April 2022 via videoconference • EAS Workshop on Combating Marine Pollution with Focus on Marine Plastic Debris, co-hosted by Australia, India and Singapore, 14-15 February 2022 via videoconference • The 4th EAS Conference on Maritime Security Cooperation, 6-7 February 2020, Chennai, India • EAS Training Program on Vessel Traffic Service (VTS) Operators, 2-22 September 2019, Shanghai, China • EAS Seminar on Maritime Security and International Law co-hosted by Malaysia and Australia, 11-13 February 2019, Kuala Lumpur, Malaysia

No	Sectoral Body	Documents	Activities
			<ul style="list-style-type: none">• EAS Workshop on Maritime Search and Rescue co-organised by China and Thailand, 25-26 October 2018, Shanghai, China• EAS Workshop on Connectivity of Ships, Ports and People, 26 July 2018, Ningbo, China• The 3rd EAS Conference on Maritime Security and Cooperation, 7-9 June 2018, Bhubaneswar City, India

2.	ASEAN Foreign Ministers' Meeting (AMM) / ASEAN Senior Officials' Meeting (SOM)	<ul style="list-style-type: none"> • <i>ASEAN Declaration on Cooperation in Search and Rescue of Persons and Vessels in Distress at Sea</i>, issued by the ASEAN Foreign Ministers on 27 October 2010 in Ha Noi, Viet Nam • <i>Statement of ASEAN Foreign Ministers on ASEAN's Six-Point Principles in the South China Sea</i>, issued by the ASEAN Foreign Ministers on 20 July 2012 in Phnom Penh, Cambodia • <i>Declaration on the Conduct of Parties in the South China Sea (DOC)</i>, adopted by the Foreign Ministers of ASEAN Member States and China on 4 November 2002 in Phnom Penh, Cambodia • <i>Guidelines for the Implementation of the DOC</i>, adopted by the ASEAN Post Ministerial Conference (PMC) Plus One Session with China on 20 July 2011 in Bali, Indonesia • <i>Joint Statement of the 15th ASEAN-China Summit on the 10th Anniversary of the DOC</i>, adopted by the 15th ASEAN-China Summit on 19 November 2012 in Phnom Penh, Cambodia • <i>Joint Statement of the Foreign Ministers of ASEAN Member States and China on the Full and Effective Implementation of the DOC</i>, issued by 	<ul style="list-style-type: none"> • Workshop on the 20th Anniversary of the DOC: Achievements and Future Directions, 20 December 2022, Siem Reap, Cambodia (hybrid) • 4th ASEAN-India Workshop on Blue Economy: Partnership to Safeguard Our Oceans and Seas, 15-16 December 2022, New Delhi, India • ASEAN Regional Conference on the 40th Anniversary of the 1982 UNCLOS: Promoting Legal Order for the Seas and Oceans, 29 November 2022, Jakarta, Indonesia • Workshop on the 20th Anniversary of the DOC, 25 July 2022, China • The 2nd Training Course on Marine Scientific Research in the South China Sea, 22-26 August 2022 via videoconference. • 1st Workshop and Training Course on Marine Scientific Research in the South China Sea, 14-15 September in hybrid format and 13-17 December 2021 via videoconference respectively. • Workshop on Promoting Cooperation in Ensuring Just and Humane Treatment of Fishermen in the South China Sea, 3 November 2020 in hybrid format • ASEAN-China Workshop on Maritime Law Enforcement Agencies Cooperation, 18-19 March 2019, Kuala Lumpur, Malaysia • Workshop on Building Military-to-Military Confidence in the South China Sea, 12-13 December 2019, Hainan Province, China • 3rd ASEAN-India Workshop on Blue Economy, 12 September 2019, Bangkok, Thailand
----	--	--	---

		<p>the Foreign Ministers of ASEAN Member States and China on 25 July 2016 in Vientiane, Lao PDR</p> <ul style="list-style-type: none"> • <i>Joint Statement on the Application of the Code for Unplanned Encounters at Sea in the South China Sea</i>, adopted by the 19th ASEAN-China Summit on 7 September 2016 in Vientiane, Lao PDR • <i>Guidelines for Hotline Communications Among Senior Officials of the Ministries of Foreign Affairs of ASEAN Member States and China in Response to Maritime Emergencies in the Implementation of the Declaration on the Conduct of Parties in the South China Sea</i>, adopted by the 19th ASEAN-China Summit on 7 September 2016 in Vientiane, Lao PDR • <i>Declaration for a Decade of Coastal and Marine Environmental Protection in the South China Sea</i>, adopted by the 20th ASEAN-China Summit on 13 November 2017 in Manila, the Philippines • <i>Joint Statement on the 20th Anniversary of the DOC</i>, adopted by the 25th ASEAN-China Summit on 11 November 2022 in Phnom Penh, Cambodia 	<ul style="list-style-type: none"> • Workshop on the Safety of Navigation and Communication in the South China Sea, 30 November – 1 December 2018, Manado, Indonesia • 2nd ASEAN-India Workshop on Blue Economy, 18 July 2018, New Delhi, India • ASEAN-China Workshop on Marine Environmental Protection in the South China Sea, 12-13 July 2018, Phuket, Thailand • ASEAN-China Seminar on the Implementation of the DOC and Progress towards the COC, 3-4 September 2018, Siem Reap, Cambodia • Training Course for ASEAN Member States and China on Marine Information and Integrated Ocean Management, 14 August – 20 September 2018, Tianjin, China • ASEAN-India Workshop on Blue Economy: From Concept to Action, 24-25 November 2017, Nha Trang City, Viet Nam • ASEAN-China Workshop on Regional Maritime Search and Rescue, 8-9 March 2017, Nay Pyi Taw, Myanmar • “Exercise Hello” – Test Exercise for the MFA-to-MFA Hotline, 18-24 April 2017 • China and ASEAN Member States Search and Rescue Coordinator Training Program, July 2017, China • Seminar on the Implementation of the Declaration on the Conduct of Parties in the South China Sea, 28-29 August 2017, Manila, the Philippines
--	--	---	---

		<ul style="list-style-type: none"> • <i>Guidelines for Accelerating the Early Conclusion of an Effective and Substantive Code of Conduct in the South China Sea</i>, adopted by the ASEAN PMC Plus One Session with China on 13 July 2023 in Jakarta, Indonesia 	<ul style="list-style-type: none"> • ASEAN-China Seminar on the Role of Youth in Practical Maritime Cooperation in South China Sea, 28-29 August 2017, Sihanoukville, Cambodia • China-ASEAN Countries Marine Cooperation Forum, 15-16 December 2017, Kuala Lumpur, Malaysia • China Maritime Joint Search and Rescue Exercise observed by ASEAN Member States, 30 October – 1 November 2017, Zhanjiang, China • Workshop on the Impact of Extreme Climate on Southeast Asia and the Associated Disaster Prevention and Mitigation, 28-29 December 2017, Nanning, China • Satellite Survey of Physical Features in the South China Sea to Enhance Information on Marine Ecosystems and Biodiversity in the South China Sea, February 2015 – July 2016, Singapore • Vessel Traffic Services (VTS) Operators' Capacity-Building Program, December 2016, China • Table-top Exercise of Joint SAR, September 2016, China
--	--	--	---

No	Sectoral Body	Documents	Activities
3.	ASEAN Regional Forum (ARF)	<ul style="list-style-type: none"> • <i>ARF Work Plan on Maritime Security 2022-2026</i>, adopted at the 29th ARF on 5 August 2022 in Phnom Penh, Cambodia 	<ul style="list-style-type: none"> • ARF Workshop on ISPS Code Training Series Part 2, 11-14 April 2023, Mumbai, India • 4th ARF Workshop on Implementing UNCLOS and other International Instruments to Address Emerging Maritime Issues, 30 November-1 December 2022, Ha Noi, Viet Nam • ARF Workshop on ISPS Code Training Series Part 1, 5-9 September 2022, London, the United Kingdom • 4th ARF Workshop on Ferry Safety, 6-7 July 2022, via videoconference • 4th ARF Workshop on Enhancing Regional Maritime Law Enforcement Cooperation, 6-7 April 2022, via videoconference • ARF Workshop on Law of the Sea and Fisheries, 7-8 December 2021 via videoconference • ARF Training on Ferry Safety Capacity Building, 22-25 June 2021 and 5-9 July 2021, via videoconference • 3rd ARF Workshop on Implementing UNCLOS and other International Instruments to address Emerging Maritime Issues, 1-2 June 2021, via videoconference • 3rd ARF Workshop on Enhancing Regional Maritime Law Enforcement Cooperation, 16-17 March 2021, via videoconference • ARF Workshop on Dispute Resolution and Law of the Sea, 27-28 February 2020, Dili, Timor-Leste

No	Sectoral Body	Documents	Activities
			<ul style="list-style-type: none"> • 2nd ARF Workshop on Maritime Domain Awareness, 20 February 2020, Tokyo, Japan
4.	ASEAN Defence Ministers' Meeting (ADMM) / ASEAN Defence Ministers' Meeting Plus (ADMM-Plus)	<ul style="list-style-type: none"> • <i>ADMM Guidelines for Maritime Interaction</i>, adopted at the 13th ADMM, July 2019 in Bangkok, Thailand 	<ul style="list-style-type: none"> • Held 18 ADMM-Plus EWG on MS Meetings from 2011 to the most recent 18th ADMM-Plus EWG on MS Meeting, 20-23 Feb 2023, Bangkok, Thailand • ASEAN-India Maritime Exercise, 2-8 May 2023, Singapore • ADMM-Plus WEG on MS Table-Top Exercise (TTX), 22-24 February 2023, Bangkok, Thailand • ADMM-Plus WEG on MS Future Leaders' Programme, 31 May 2022, via videoconference • ASEAN-Russia Naval Exercise, 1-3 December 2021, Belawan, Indonesia • ADMM-Plus EWG on MS Conference on "Blue Economy Megatrends, Security Challenges and Opportunities for Cooperation", 1 Jul 2021, VTC • ADMM-Plus EWG on MS Future Leaders' Programme, 2-7 Sep 2019, Seoul and Busan, ROK • ASEAN-United States Maritime Exercise (AUMX), 2-6 Sep 2019, international waters in Southeast Asia • ADMM-Plus EWG on MS Field Training Exercise (FTX), 29 Apr-13 May 2019, Busan, ROK and Singapore

No	Sectoral Body	Documents	Activities
			<ul style="list-style-type: none"> • ADMM-Plus EWG on MS TTX, 13-16 Nov 2018, Singapore • ASEAN-China Maritime Exercise (ACME), 22-27 Oct 2018, China • ADMM-Plus EWG on MS Future Leaders' Programme, 17-21 Jun 2018, Singapore • ADMM-Plus EWG on MS FTX, 13-16 Nov 2016, Auckland, New Zealand • ADMM-Plus EWG on MS and EWG on Counter-Terrorism Exercise, 2-12 May 2016, Brunei Darussalam and Singapore • ADMM-Plus EWG on MS Future Leaders' Programme, 13-17 Sep 2015, Auckland, New Zealand • ADMM-Plus EWG on MS TTX, 27-31 Oct 2014, Brunei • Workshop on Counter-Piracy Operations, 23-26 Jun 2014, Auckland, New Zealand • ADMM-Plus EWG on MS FTX, Sep/Oct 2013, Jervis Bay, Australia • ADMM-Plus EWG on MS Table-Top Exercise (TTX), Sep 2012, Langkawi, Malaysia
5.	ASEAN Ministerial Meeting on Transnational Crime (AMMTC)	N/A	<ul style="list-style-type: none"> • Seminar on ASEAN Sea Piracy – Sharing of Knowledge, Information and Best Practices”, 15 September 2021 via videoconference • Seminar on ASEAN Piracy/Sea Robbery and Maritime Terrorism-Sharing of Knowledge,

No	Sectoral Body	Documents	Activities
			<p>Information and Best Practice, 24-26 February 2015, Kuala Lumpur, Malaysia</p> <ul style="list-style-type: none"> • Seminar on ASEAN Maritime Search and Rescue (SAR): National Maritime SAR System, 16-18 October 2012, Kuala Lumpur, Malaysia
6.	ASEAN Maritime Forum (AMF) / Expanded ASEAN Maritime Forum (EAMF)	<ul style="list-style-type: none"> • <i>Amendments to the Paper for the Establishment of AMF and Concept Paper of the EAMF</i>, adopted <i>ad referendum</i> by the ASEAN SOM on 21 March 2023 	N/A
7.	ASEAN Ministers on Agriculture and Forestry (AMAF)	<ul style="list-style-type: none"> • <i>Resolution and Plan of Action on Sustainable Fisheries for Food Security for the ASEAN Region Toward 2030</i>, adopted by the AMAF on 21 October 2020 • <i>Cooperation Framework, Terms of Reference and Rules of Procedure of ASEAN Network for Combating Illegal, Unreported and Unregulated Fishing</i>, adopted by the AMAF on 21 October 2020 • <i>Resolution and Plan of Action on Sustainable Fisheries for Food Security for the ASEAN Region Toward 2030</i>, adopted by the AMAF on 21 October 2020 • <i>Recommendations on the ASEAN General Fisheries Policy Feasibility</i> 	N/A

No	Sectoral Body	Documents	Activities
		<p><i>Study</i>, adopted by the AMAF on 27 October 2021</p> <ul style="list-style-type: none"> • <i>Guidelines for Sharing, Access to, and Use of IUU Fishing-Related Information</i>, adopted by the AMAF on 26 October 2022 	
8.	ASEAN Transport Ministers' Meeting (ATM) / ASEAN Senior Transport Officials Meeting (STOM) / Maritime Transport Working Group (MTWG)	<ul style="list-style-type: none"> • <i>Implementation Framework of the ASEAN Single Shipping Market (ASSM)</i>, endorsed by the 20th ATM in November 2014 in Mandalay, Myanmar • <i>Memorandum of Understanding on ASEAN Cooperation Mechanism for Joint Oil Spill Preparedness and Response</i>, signed at the 20th ATM in November 2014 in Mandalay, Myanmar • <i>Kuala Lumpur Transport Strategic Plan (2016-2025)</i>, adopted by the 21st ATM in November 2015 in Kuala Lumpur, Malaysia • <i>Memorandum of Understanding on the Improvement of Safety Standards and Inspection for Non-Convention Ships (NCS)</i>, signed at the 24th ATM in November 2018 in Bangkok, Thailand 	N/A

No	Sectoral Body	Documents	Activities
		<ul style="list-style-type: none"> • <i>Guidelines for Safety Standards for Non-Convention Ships</i>, adopted by the 24th ATM in November 2018 in Bangkok, Thailand • <i>ASEAN SAR Standard Operating Procedure</i>, adopted by the 24th ATM in November 2018 in Bangkok, Thailand • <i>The ASEAN Regional Oil Spill Contingency Plan</i>, adopted by the 24th ATM in November 2018 in Bangkok, Thailand • <i>ASEAN Green Ship Strategy</i>, adopted by the 17th ATM+Japan in November 2019 in Ha Noi, Viet Nam • <i>Booklet of Best Practices in Port Security Measures for the Training of Trainer (ToT) Manual and Model Audit Training</i>, adopted by the 20th ATM+Japan in October 2022 in Bali, Indonesia • <i>Implementation Framework and Action Plan to Enhance Container Circulation in ASEAN</i>, adopted by the 28th ATM in October 2022 in Bali, Indonesia 	

No	Sectoral Body	Documents	Activities
		<ul style="list-style-type: none"> • <i>ASEAN Agreement on Aeronautical and Maritime Search and Rescue Cooperation</i>, signed on 20 January 2023 in Jakarta, Indonesia 	
9.	ASEAN Ministerial Meeting on Science, Technology, Innovation (AMMSTI) / Committee on Science, Technology and Innovation (COSTI) and the relevant Sub-Committees	N/A	<ul style="list-style-type: none"> • Assessing Micro-Plastic Distribution Along the Mekong River in The Lower Mekong Basin • Study of new technologies and the promotion of cooperative research and partnership for marine environment protection against e-waste • Joint ASEAN-India Oceanographic Cruise Carbon sink and sequestration in aquatic ecosystems • Extent of Transfer of Alien Invasive Organisms (Nuisance) between South and SE Asia by Shipping (Phase II) • Initiatives in response to cross border oil spill incidents • Biofuel Production from Aquatic Algae in ASEAN Countries: Status Workshop and Capacity Development • Climate change impacts on coastal communities and adaptation measures in the South China Sea • ASEAN Tropical Marine Ecosystem Centre • ASEAN-India Cooperative R&D for Mariculture, Bio mining and Bioremediation Technologies • Framework for the Assessment of Coastal Ecosystem Condition Across ASEAN Countries

No	Sectoral Body	Documents	Activities
			<ul style="list-style-type: none"> • ASEAN Aquaculture Discovery Platform (ARIEL Portal) • Online Conference on Coastal and Marine Management in the ASEAN Region • Developing ASEAN Blue Economy Roadmap: Application of Science, Technology and Innovation (2023) • A Near Real-Time, High-Resolution Ocean and Wave Operational
10.	Meeting of the ASEAN Tourism Ministers (M-ATM) / ASEAN National Tourism Organisations (NTOs)	<ul style="list-style-type: none"> • <i>ASEAN Declaration on Cruise Tourism</i>, adopted by the M-ATM on 25 January 2018 in Chiang Mai, Thailand 	<ul style="list-style-type: none"> • Cruise Tourism Work Plan 2023: <ul style="list-style-type: none"> - Organise Joint Marketing Activities - Organise Training and Trade Engagement Activities for Cruise Travel Agents • Participated in the Seatrade Cruise Global (SCG) 2022, 25-28 April 2022, Miami, the United States
11.	ASEAN Ministerial Meeting on Minerals (AMMin) / ASEAN Senior Officials on Minerals (ASOMM)	N/A	<ul style="list-style-type: none"> • ASEAN-IGF Mining and Sustainability Forum - The Environmental Impacts of Offshore Mining on 27 August 2021, virtually hosted by Viet Nam
12.	High-Level Task Force on ASEAN Economic Integration	N/A	<ul style="list-style-type: none"> • Multi Stakeholder Dialogue on the Development of the ASEAN Blue Economy Framework, 3 March 2023, Belitung, Indonesia
13.	ASEAN Ministerial Meeting on Environment	<ul style="list-style-type: none"> • <i>ASEAN Regional Action Plan for Combating Marine Debris in the</i> 	<ul style="list-style-type: none"> • Webinar Local knowledge for regional development and solutions to a global problem:

No	Sectoral Body	Documents	Activities
	(AMME) / ASEAN Senior Officials on Environment (ASOEN) / ASEAN Working Group on Coastal and Marine Environment (AWGCME)	<p><i>ASEAN Member States (2021 – 2025)</i>, launched on 28 May 2021</p> <ul style="list-style-type: none"> • <i>ASEAN Sustainable Consumption and Production Framework</i>, was initiated by Indonesia with support from SWITCH-Asia, endorsed by ASEAN Working Group on Environmental Education (AWGEE) and ASOEN on 20 October 2021. The Framework was launched on 30 May 2022 	<p>Building capacity for reducing plastic pollution in the ASEAN region, part of the ASEAN Pavilion at Expo 2020 Dubai, 23 March 2023, Dubai, United Arab Emirates</p> <ul style="list-style-type: none"> • Capacity Development for ASEAN Member States on Identification and Differentiation of Spilled Oil and Tarballs, 15-19 May 2023, Tokyo, Japan • 2nd Regional Workshop of 3RproMar “Preventing Marine Plastic Pollution for a Stronger Circular Economy in ASEAN”, 22 May 2023, Bali, Indonesia • Implementation of the <i>ASEAN Regional Action Plan for Combating Marine Debris in the ASEAN Member States</i>, through SEA-MAP, and 3RproMar • Launch of the operationalisation of the ASEAN SCP Framework is expected in 2nd week of July 2023 • The ASEAN Indo-Pacific Workshop on Marine Plastic Debris, 15-16 June 2023, Bali, Indonesia
14.	ASEAN Labour Ministers Meeting (ALMM) / ASEAN Senior Labour Officials Meeting (SLOM) / ASEAN Committee on the ASEAN Declaration on the Protection and Promotion	<ul style="list-style-type: none"> • <i>ASEAN Declaration on Placement and Protection of Migrant Fishers</i>, adopted by ASEAN Leaders at the 42nd ASEAN Summit on 10 May 2023 • Guidelines to Implement the ASEAN Declaration on Placement and Protection of Migrant Fishers [forthcoming] 	N/A

No	Sectoral Body	Documents	Activities
	of the Rights of Migrant Workers (ACMW)	<ul style="list-style-type: none"> • <i>ASEAN Roadmap on Elimination of the Worst Forms of Child Labour by 2025</i>, adopted by ASEAN Labour Ministers in 2020 • <i>Senior Labour Officials Meeting Working Group on Progressive Labour Practices to Enhance the Competitiveness of ASEAN (SLOM-WG) Work Plan 2021-2025 and ASEAN Labour Inspection Committee (ALICOM) Work Plan 2022-2030</i> 	
15.	ASEAN Connectivity Coordinating Committee (ACCC)	<ul style="list-style-type: none"> • <i>Master Plan on ASEAN Connectivity 2025</i>, adopted by ASEAN Leaders at the 28th ASEAN Summit on 6 September 2016 • <i>ASEAN-China Joint Statement on Synergising the Master Plan on ASEAN Connectivity (MPAC) 2025 and the Belt and Road Initiative (BRI)</i>, adopted at the 22nd ASEAN-China Summit on 3 November 2019 • <i>ASEAN Plus Three Leaders Statement on Connecting the Connectivities</i>, adopted at the 22nd ASEAN Plus Three Summit on 4 November 2019 • <i>Joint Statement of the 22nd ASEAN-Japan Summit on Connectivity</i>, 	<ul style="list-style-type: none"> • Project on “Development of ASEAN Database on Trade Routes and Framework for Enhancing Supply Chain Efficiency” commenced in 2019 (ongoing)

No	Sectoral Body	Documents	Activities
		<p>adopted at the 22nd ASEAN-Japan Summit on 4 November 2019</p> <ul style="list-style-type: none"> • <i>ASEAN-EU Joint Ministerial Statement on Connectivity</i>, issued by ASEAN and EU Foreign Ministers on 1 December 2020 • <i>ASEAN Leaders' Statement on ASEAN Connectivity Post-2025 Agenda</i>, adopted by ASEAN Leaders at the 40th ASEAN Summit on 11 November 2022 	

Maritime Cooperation with External Partners based on their Respective Plan of Actions (POAs)/Practical Cooperation Areas (PCAs)

Dialogue Partners	Areas	Actions/Measures
Dialogue Partners		
Australia <i>Plan of Action to Implement the ASEAN-Australia Strategic Partnership (2020-2024)</i> <i>Annex A: ASEAN-Australia Comprehensive Strategic Partnership</i>	1.2 Security Cooperation	1.2.1 Promote dialogue and strengthen practical defence cooperation to address the challenges facing the region through the ADMM-Plus in the areas of Maritime Security, Military Medicine, Counter Terrorism, Humanitarian Assistance and Disaster Relief, Peacekeeping Operations, Humanitarian Mine Action and Cyber Security.
		1.2.2 Strengthen cooperation through the ASEAN Regional Forum (ARF) including in the areas of preventive diplomacy, disaster relief, maritime security, peacekeeping operations, defence dialogue, counter-terrorism and transnational crime, security of and in the use of ICTs as well as non-proliferation and disarmament.
	1.3 Non-Traditional Security and Counter-Terrorism	1.3.2. Enhance cooperation to prevent and combat transnational crimes including but not limited to illicit drug trafficking, trafficking in persons, people-smuggling, money laundering, arms smuggling, sea piracy, terrorism, cybercrime, international economic crime and illicit trafficking of wildlife and timber by utilising existing regional and international institutions and agreements.
	1.4 Maritime Cooperation	1.4.1 Promote maritime security and safety, freedom of navigation and overflight, unimpeded commerce, the exercise of self-restraint, the non-use of force or the threat to use force, and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS) the relevant standards and recommended practices of the International Civil Aviation Organization (ICAO), and instruments and conventions of the International Maritime Organization (IMO). Emphasise the importance of non-militarisation and the need to enhance mutual trust and confidence, exercise self-restraint in the conduct of activities and avoid actions that may complicate the situation.
		1.4.2 Strengthen cooperation in maritime safety and search and rescue (SAR), and the implementation of the ASEAN Declaration on Cooperation in Search and Rescue of Persons and Vessels in Distress at Sea and oil spill preparedness, including through technical cooperation, training exercises and exchange of visits of relevant ASEAN and Australian officials.

		1.4.3 Support the implementation of the ASEAN-Australia Maritime Cooperation package of initiatives announced at the ASEAN-Australia Special Summit and promote maritime cooperation, through appropriate ASEAN mechanisms, including the Expanded ASEAN Maritime Forum (EAMF), and where appropriate, promote technical cooperation, capacity building, exchange of experience and sharing of knowledge and expertise.
	3.6 Environment	<p>3.6.3 Continue to collaborate on capacity building for the implementation of the Aichi Biodiversity Targets and Sustainable Development Goals, information exchange and knowledge for the conservation and management of terrestrial, coastal and marine habitats/ecosystems.</p> <p>3.6.6 Promote regional collaboration with an effective holistic approach to combat marine debris, in line with the 2018 EAS Leaders' Statement on Combatting Marine Plastic Debris, Bangkok Declaration on Combating Marine Debris in ASEAN Region, and the ASEAN Framework of Action on Marine Debris.</p>
	1.0 Australia for ASEAN Initiatives	1.1.2 One hundred Australia for ASEAN Scholarships to support emerging ASEAN leaders to study in Australia in fields that advance the AOIP under its priority areas of cooperation including maritime, connectivity, economic, and sustainable development cooperation.
	2.2 Political-Security	<p>2.2.1 Cooperate to strengthen ASEAN Centrality, including through the ASEAN led mechanisms such as the EAS, ASEAN Regional Forum (ARF), the ASEAN Defence Ministers' Meeting Plus (ADMM-Plus), and Expanded ASEAN Maritime Forum (EAMF) in accordance with objectives and principles laid out in the ASEAN Charter, the TAC, the Southeast Asia Nuclear-Weapon-Free Zone Treaty (SEANWFZ) and the AOIP.</p> <p>2.2.3 Deepen engagement in support of regional security through the ADMM-Plus in areas such as maritime security, counter-terrorism, peacekeeping operations, humanitarian assistance and disaster response, military medicine, humanitarian mine action, and cyber security, and promote dialogue and cooperation on the Chemical, Biological and Radiological domain, in accordance with the ADMM processes.</p>
	2.4 Socio-Cultural	2.4.4 Cooperate on combatting the over-exploitation of fisheries, illegal, unreported and unregulated fishing (IUU Fishing), marine plastic debris and ocean habitat destruction, and promoting healthy oceans.
Canada	1.1 Cooperation on Political, Regional	1.1.7 Support the ASEAN Outlook on the Indo-Pacific by exploring possible cooperation with ASEAN in key areas outlined in the Outlook, namely maritime cooperation, connectivity, UN

<i>Plan of Action to Implement the Joint Declaration on ASEAN-Canada Enhanced Partnership (2021-2025)</i>	Peace and Stability	Sustainable Development Goals 2030, and economic and other possible areas of cooperation in order to contribute to peace, freedom, and prosperity in the region.
	1.2 Security Cooperation	1.2.2 Promote maritime security and safety, freedom of navigation and overflight, unimpeded commerce, mutual trust and confidence, the exercise of self-restraint, the non-use of force or the threat to use force and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant Standards and Recommended Practices of the International Civil Aviation Organisation (ICAO), and the relevant instruments and conventions of the International Maritime Organisation (IMO).
		1.2.3 Continue to strengthen cooperation within the framework of the ASEAN Regional Forum (ARF) including cooperation in ARF Inter-Sessional Meetings (ISMs) on Disaster Relief, Maritime Security, Counter-Terrorism and Transnational Crime, Non-Proliferation and Disarmament, and Security of and in the Use of Information and Communication Technologies (ICTs Security), as well as support ASEAN's central role in the ARF, including by strengthening confidence building measures as well as promoting preventive diplomacy activities and conflict resolution initiatives through capacity building and sharing of experience.
	1.3 Transnational Crime and Counter-Terrorism	1.3.1. Enhance cooperation in preventing and combating transnational crimes such as illicit trafficking of wildlife and timber, illicit drug trafficking, trafficking in persons, people smuggling, money laundering, arms smuggling, sea piracy and armed robbery against ships, terrorism including foreign terrorist fighters, international economic crime and cybercrime, by utilising existing regional and international institutions and agreements.
	2.6 Transport	2.6.1 Explore further transport cooperation in areas such as maritime, road, and rail transport infrastructure networks, including inland waterways and civil aviation through capacity building and exchange of best practices.
China <i>Plan of Action to Implement the</i>	3.2 Environment and Climate Change	3.2.5 Support the implementation of the Bangkok Declaration on Combating Marine Debris in ASEAN Region and the ASEAN Framework of Action on Marine Debris.
	1.4 Fully and effectively implement the Declaration on the	[a] Continue to promote maritime security and safety, maintaining peace and stability in the South China Sea, and upholding all principles of the DOC, particularly freedom of navigation and overflight, self-restraint in the conduct of activities that would complicate or escalate disputes and affect peace and stability, and have Parties concerned undertake to resolve territorial and jurisdictional

<p><i>ASEAN-China Strategic Partnership for Peace and Prosperity (2021-2025)</i></p> <p><i>Annex A: ASEAN-Australia Comprehensive Strategic Partnership</i></p>	<p>Conduct of Parties in the South China Sea (DOC) in its entirety and conclude a Code of Conduct in the South China Sea (COC)</p>	<p>disputes by peaceful means, without resorting to the threat or use of force, through friendly consultations and negotiations by sovereign states directly concerned, in accordance with universally recognised principles of international law, including 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant instruments and conventions of the International Maritime Organization (IMO), and the relevant Standards and Recommended Practices of the International Civil Aviation Organization (ICAO).</p>
		<p>[b]. Adhere to universally recognised principles of international law including the 1982 UNCLOS and other relevant instruments of the International Maritime Organisation.</p>
		<p>[e] Organise practical maritime cooperation initiatives, which contribute to the promotion of mutual trust and confidence in the South China Sea, in accordance with the Work Plan on the Implementation of the DOC and the Guidelines for the Implementation of the DOC.</p>
		<p>[f] Explore and/or undertake cooperative activities which may include marine environmental protection, marine scientific research, safety of navigation and communication at sea, search and rescue operation, humane treatment of all persons in danger or distress, and combating transnational crime, including but not limited to trafficking in illicit drugs, piracy and armed robbery at sea, and illegal traffic in arms, as well as holding dialogues and exchange of views as appropriate between their defence and military officials.</p>
	<p>1.6 Combat transnational crimes and address other non-traditional security issues through:</p>	<p>[f] promoting closer cooperation and coordination of law enforcement agencies between ASEAN and China through, among others, use of existing regional and international facilities and mechanism, where applicable, including cooperation between maritime law enforcement agencies on combating transnational crimes at the sea in line with respective international law and regulations.</p>
	<p>1.8 Enhance defence cooperation through:</p>	<p>[a] strengthening dialogue and practical cooperation in humanitarian assistance and disaster relief, maritime security, counter-terrorism, peacekeeping operations, military medicine, humanitarian mine action, and cyber security through the framework of the ASEAN Defence Ministers' Meeting Plus (ADMM Plus), to enhance mutual trust, confidence, capacity building and interoperability amongst ADMM-Plus countries in order to address security challenges and maintain regional peace, security and stability collectively.</p>

	2.5 Enhance maritime cooperation through:	[a] exploring projects to cooperate in marine economic cooperation, including marine finance, maritime connectivity, marine science and technology promotion and application, and marine environmental protection.
		[b] encouraging partnership on blue economy between ASEAN and China; and
		[c] promoting cooperation on marine biodiversity conservation and sustainable use of the ocean, seas and marine resources.
	2.8 Strengthen cooperation in transport through:	[b] joint projects/activities to implement the Revised Strategic Plan for ASEAN-China Transport Cooperation, the MOU between ASEAN and China on Transport Cooperation and the Agreement on Maritime Transport between ASEAN and China, and the ASEAN-China Maritime Education and Training Development Strategy.
		[c] Enhance cooperation in maritime transportation and development of seaports and promote cooperation among port cities with the objective of improving connectivity in all ASEAN Member States and China.
		[d] Promote cooperation in aeronautical and maritime search and rescue.
	3.6 Protect and conserve the environment and promote sustainable use of natural resources through:	[f] Promote marine ecosystem conservation and sustainable use of the ocean, seas and marine resources, including cooperation in marine science and technology, ocean observation and hazard mitigation.
		[g] capacity building and education programmes, joint-training courses, joint research, and staff exchange programmes on key issues of environmental management including integrated water resources and drought management, coastal and marine environment, cooperation in STI for management of natural resources, and public environmental awareness in the region.
		[i] strengthening policy exchanges and cooperation on combating marine plastic debris to improve environmental management and capabilities of coastal cities in the region in marine environmental governance, including through the ASEAN-China Partnership for Eco-Friendly Urban Development;
	3.0 Partnership for Prosperity	3.20 Encourage interested ASEAN Member States to explore the use of ASEAN-China Maritime Cooperation Fund on new projects to further maritime-related practical cooperation.
	4.0 Partnership for Sustainable Development	4.8 Implement programs of marine-related science and technology, including through regional and ASEAN Member States' maritime centres.
European Union (EU)	1.2 Enhance the ASEAN-EU	(c) Enhance dialogue and promote cooperation on defence and security matters, such as in the areas of maritime security, women, peace and security (WPS), youth, peace and security (YPS),

<p><i>Plan of Action to Implement the ASEAN-EU Strategic Partnership (2023-2027)</i></p>	cooperation in the ASEAN-led security architecture	<p>peacekeeping operations, military medicine, cybersecurity, and counter-terrorism, as well as on humanitarian assistance and disaster relief.</p> <p>(g) Explore potential collaboration in the four priority areas of the ASEAN Outlook on the Indo-Pacific (AOIP): maritime cooperation, connectivity, the UN Sustainable Development Goals (SDGs) 2030, economic and other possible areas of cooperation, and the seven priority areas of the EU Strategy for Cooperation in the Indo-Pacific: sustainable and inclusive prosperity; green transition; ocean governance; digital governance and partnerships; connectivity; security and defence; and human security, all in accordance with the principles of the Treaty of Amity and Cooperation in Southeast Asia, the ASEAN Charter, and the AOIP.</p>
	1.4 Enhance maritime security cooperation	(a) Enhance dialogue and exchange of views, experiences and best practices in maritime-related issues including through the regular conduct of the ASEAN-EU High Level Dialogue on Maritime Security Cooperation, and within the ARF Inter-Sessional Meeting on Maritime Security (ISM on MS) as well as sharing knowledge and expertise in the sustainable joint management of marine resources.
		(b) Underline the importance of the respect for the rule of law, sovereignty and territorial integrity of States, maritime security and safety, freedom of navigation and overflight, peaceful resolution of disputes, in accordance with the universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and the relevant standards and recommended practices by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).
		(c) Strengthen cooperation on maritime security such as in combatting sea piracy, armed robbery against ships, hijacking and arms smuggling, including through the enhancement of maritime law enforcement cooperation in accordance with international law, including the 1982 UNCLOS.
		(d) Strengthen cooperation on maritime domain awareness, maritime safety, including on passenger ship safety and seafarer training and welfare, as well as on search and rescue (SAR), including by exchanging best practices on the implementation of the ASEAN Declaration on Cooperation in Search and Rescue of Persons and Vessels in Distress at Sea, through activities such as exchange of information, technological cooperation, capacity-building projects, and exchange of visits of relevant ASEAN and EU officials, as well as on safe maritime shipping, in consultation with the relevant sectoral bodies.

	2.6 Strengthen cooperation in sectors on food, agriculture, fisheries, aquaculture and forestry	(c) Strengthen fisheries cooperation, including among others, supporting efforts to combat Illegal, Unreported and Unregulated (IUU) fishing, promote sustainable fisheries management and aquaculture development, improve the management of aquatic animal health, promote climate resilient aquaculture or fisheries technologies and approaches, protection of habitats, marine mammals, and other threatened species, disaster risk prevention and management and climate change adaptation, and address marine debris in the context of fisheries.
		(d) Support relevant activities under the ASEAN Network for Combating IUU-fishing (AN-IUU) in accordance with its Cooperation Framework, Terms of Reference and Rules of Procedure (CFTORROP).
	2.7 Enhance cooperation on research and innovation, science and technology	(g) Explore projects in consultation with the relevant ASEAN sectoral bodies and best engineering practices and innovation, on marine finance, marine science and technology.
		(j) Strengthen cooperation to address inter alia issues such as plastics pollution and marine litter, focusing efforts in particular on prevention and life-cycle approaches to promote circularity of plastics, in line with the ASEAN Regional Action Plan for Combating Marine Debris in the ASEAN Member States (2021- 2025).
	3.5 Address regional and global environmental challenges and promote sustainable development	(j) Strengthen cooperation to address inter alia issues such as plastics pollution and marine litter, focusing efforts in particular on prevention and life-cycle approaches to promote circularity of plastics, in line with the ASEAN Regional Action Plan for Combating Marine Debris in the ASEAN Member States (2021- 2025).
		(k) Reduce the pressures on the oceans inter-alia through the fight against marine litter and pollution, including from land-based sources as well as maritime human activities under international obligations applicable to the Parties, and through adaptation and mitigation measures to enhance the resilience of the oceans and coastal communities to climate change.
		(l) Encourage cooperation in addressing maritime-related issues in a comprehensive manner, including exploring projects in consultation with the relevant ASEAN sectoral bodies and best engineering practices and innovation, on marine finance, maritime connectivity, marine science and technology, marine environmental protection, biodiversity conservation, sustainable use of the oceans, seas and marine resources, disaster risk reduction and building resilience and mitigating the impact of climate change on the marine and coastal environment.

		(m) Promote long-term conservation and sustainable use of the oceans and their resources, while protecting biodiversity and the marine environment, in areas to be mutually agreed, in accordance with UNCLOS.
		(q) Continue promoting sub-regional cooperation to support social-economic development, environmental protection and sustainable water management, drawing out from relevant EU experience, and promoting the sustainable management and use of inland and transboundary water resources, coastal and marine environment.
		(r) Enhance cooperation on building resilience and mitigating the impact of climate change on the marine and coastal environment.
India <i>Plan of Action to Implement the ASEAN-India Partnership for Peace, Progress and Shared Prosperity (2021-2025)</i>	Security Cooperation	11. Promote dialogue and strengthen practical defence cooperation to address the challenges facing the region through the ADMM-Plus in the areas of maritime security, military medicine, counter-terrorism, humanitarian assistance and disaster relief, peacekeeping operations, humanitarian mine action and cybersecurity.
		12. Strengthen cooperation through the ARF including in the areas of preventive diplomacy, disaster relief, maritime security, peacekeeping operations, defence dialogue, counter-terrorism and transnational crime, security of and in the use of ICTs as well as non-proliferation and disarmament, and support ASEAN's central and active role in the ARF processes.
	Maritime Cooperation	14. Promote maritime security and safety, freedom of navigation and overflight, unimpeded commerce, mutual trust and confidence, exercise of self-restraint, the non-use of force or of the threat to use force, and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant Standards and Recommended Practices of the International Civil Aviation Organization (ICAO), and the relevant instruments and conventions of the International Maritime Organization (IMO).
		15. Explore cooperation, where appropriate, to promote common principles, objectives and elements between the ASEAN Outlook on the Indo-Pacific (AOIP) adopted at the 34 th ASEAN Summit in Bangkok and the Indo-Pacific Oceans Initiative (IPOI) announced by India at the 14 th East Asia Summit in Bangkok.
		16. Promote maritime cooperation, including maritime security, counter piracy, maritime safety and search and rescue (SAR) cooperation, and information sharing, through appropriate mechanisms under the ASEAN-India framework and other appropriate Final 4 ASEAN-led mechanisms,

		including EAS, ADMM-Plus, ARF, Expanded ASEAN Maritime Forum and where appropriate, promote technical cooperation, capacity building and development, exchange of experience and sharing of knowledge and expertise.
	Transport	34. Forge closer cooperation to enhance transportation infrastructure, networks and operations, including air, maritime, road and rail to improve ASEAN-India trade and tourism-related transport connectivity, including through supporting the implementation of the Kuala Lumpur Transport Strategic Plan (ASEAN Transport Strategic Plan) 2016-2025.
		36. Promote maritime transport cooperation between ASEAN and India and encourage potential private sector participation in the development of seaports, maritime logistics network and maritime services in order to create greater efficient linkages.
	Environment	56. Support the implementation of the Bangkok Declaration on Combating Marine Debris in ASEAN Region, the ASEAN Framework of Action on Marine Debris, and the 2018 EAS Leaders' Statement on Combatting Marine Plastic Debris.
Japan <i>Revised Implementation Plan of the Vision Statement on ASEAN-Japan Friendship and Cooperation: Shared Vision, Shared Identity, Shared Future</i>	1. Partners for Peace and Stability	1.2 Strengthen cooperation in the promotion of mutual trust and confidence including through the frameworks of ASEAN Plus Three, EAS, ASEAN Regional Forum, ADMM Plus and Expanded ASEAN Maritime Forum;
		1.4 Strengthen dialogue and cooperation for the maintenance of maritime security and safety, freedom and safety of navigation and overflight, and unimpeded commerce, and ensuring the resolution of disputes by peaceful means, without resorting to threat or use of force in accordance with universally recognised principles of international law including the 1982 United Nations Convention on the Law of the Sea (UNCLOS) in the Asia Pacific region.
		1.5 Strengthen cooperation and dialogue in support of maintenance of maritime security and safety including anti-piracy measures in the Asia Pacific region.
		1.8 Further strengthen cooperation to combat terrorism and other forms of transnational crimes such as cybercrime, illicit drug trafficking, trafficking in persons, money laundering, sea piracy, armed robbery against ships at sea, arms smuggling, and international economic crime, in accordance with the ASEAN-Japan Joint Declaration for Cooperation to Combat Terrorism and Transnational Crime and SOMTC Japan Work Plan for Cooperation to Combat Terrorism and Transnational Crime including through the development of the SOMTC-Japan Work Plan for Cooperation to Combat Terrorism and Transnational Crime (2018- 2022).

	3. Partners for Quality of Life	3.13 Forge closer cooperation in protecting and conserving the environment and promoting sustainable use and management of natural resources including through environmental education and public participation.
		3.16 Strengthen partnership in water resources management and wastewater management.
New Zealand <i>Plan of Action to Implement ASEAN-New Zealand Strategic Partnership (2021-2025)</i>	1.2 Strengthening Peace and Stability	1.2.1. Support the ASEAN Outlook on the Indo-Pacific (AOIP) and New Zealand's priorities for the Indo-Pacific, including by exploring possible cooperation in the key areas identified in the AOIP, in order to build the region's resilience and contribute to the maintenance of peace, freedom and prosperity in the region.
		1.2.2. Strengthen cooperation to prevent and combat transnational crimes including but not limited to illicit drug trafficking, trafficking in persons, people smuggling, money laundering, arms smuggling, piracy, terrorism, cybercrime, international economic crime and illicit trafficking of wildlife and timber, including by utilising existing regional and international institutions and agreements such as the ASEAN Plus New Zealand Senior Officials' Meeting on Transnational Crime (SOMTC + New Zealand) Consultations.
	1.4 Maritime Cooperation	1.4.1 Enhance maritime cooperation, including cooperation on maritime safety and security, through appropriate ASEAN-led mechanisms including the EAS, the ARF, the ADMM-Plus, the Expanded ASEAN Maritime Forum (EAMF), and where appropriate, promote technical cooperation, capacity-building, exchange of best practices and sharing of knowledge and expertise.
		1.4.2 Promote maritime security and safety, freedom of navigation and overflight, unimpeded commerce, mutual trust and confidence, the exercise of self-restraint, the non-use of force or of the threat to use force, and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant Standards and Recommended Practices of the International Civil Aviation Organization (ICAO), and the relevant instruments and conventions of the International Maritime Organization (IMO).
	3.5 Environment and Climate Change	3.5.2 Explore cooperation and best practices on the use of green technologies to maximise sustainable economic growth, while promoting environmental protection and sustainability, including cooperation on addressing marine plastic debris, and promoting climate-smart agriculture throughout the region.
Republic of Korea (ROK)	1.5 Maritime Cooperation	1.5.1 Further promote maritime cooperation, maritime security and safety, search and rescue, freedom of navigation and over-flight above the region and other lawful uses of the seas, and

ASEAN-Republic of Korea Plan of Action to Implement the Joint Statement for Peace, Prosperity and Partnership (2021-2025)		<p>unimpeded lawful maritime commerce, the exercise of self-restraint, the non-use of force or the threat to use force, and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant Standards and Recommended Practices of the International Civil Aviation Organization (ICAO), and the relevant instruments and conventions of the International Maritime Organization (IMO); and</p> <p>1.5.2 Promote cooperation for the protection and conservation of marine environment, and sustainability of the oceans, in accordance with the UNCLOS and where appropriate other relevant international conventions.</p>
	2.7 Transport	2.7.2 Support the implementation of the “Framework of Transport Cooperation between Transport Authorities of ASEAN and the Ministry of Land, Transport and Maritime Affairs of the ROK”, which was adopted in December 2009, and the revised ASEAN-ROK Transport Cooperation Roadmap, which will contribute, through the cooperation between ASEAN and the ROK, to the ASEAN Transport Strategic Plan 2016-2025.
	2.8 Food, Agriculture, and Forestry	2.8.5 Promote responsible fishing practices and combat illegal, unreported and unregulated fishing and enhance the capacity to preserve and manage the marine resources;
	3.2 Environment	3.2.6 Strengthen cooperation in environment, sustainable marine economic development, and human health by supporting existing efforts to combat plastic pollution and reduce marine plastic debris, through the implementation of the Bangkok Declaration on Combating Marine Debris in ASEAN Region and the ASEAN Framework of Action on Marine Debris, including by exploring the possible development of a regional plan of action and guidelines on combating marine plastic debris, and promoting efforts to support the development of national actions to prevent, reduce, and manage marine plastic debris.
Russian Federation Comprehensive Plan of Action (CPA) To Implement the Association of Southeast Asian	Political-Security Cooperation	<p>8. Enhance practical cooperation within the ASEAN Defence Ministers’ Meeting Plus (ADMM-Plus) particularly in the areas of maritime security, military medicine, counter-terrorism, humanitarian assistance and disaster relief, peacekeeping operations, humanitarian mine action, and cybersecurity.</p> <p>9. Enhance cooperation in the framework of the ASEAN Regional Forum (ARF) to promote confidence building measures and preventive diplomacy, including in the areas of disaster management, counter terrorism and transnational crime, information and communication</p>

Nations and the Russian Federation Strategic Partnership (2021-2025)		technologies (ICTs) security, maritime safety and security, non-proliferation and disarmament, peacekeeping operations and defence dialogue, and support ASEAN's central and active role in the ARF processes.
	Environment, Climate Change and Biodiversity	13. Continue cooperation between ASEAN and Russia within the Expanded ASEAN Maritime Forum (EAMF). 79. Promote cooperation in the area of environmental sustainability, including biodiversity conservation, coastal and marine environmental protection, climate change adaptation and mitigation.
United Kingdom (UK) <i>Plan of Action to Implement the ASEAN-United Kingdom Dialogue Partnership (2022-2026)</i>	1.1 Political-Security Cooperation and Dialogue	1.1.2 Support the ASEAN Outlook on the Indo-Pacific (AOIP), and its principles while noting the UK's tilt towards the Indo-Pacific, a key outcome of the 2021 UK Integrated Review of Security, Defence, Development and Foreign Policy.
	1.4 Maritime Cooperation	1.4.1 Underline the importance of the respect for the rule of law, sovereignty and territorial integrity of States, maritime security and safety, freedom of navigation and overflight, peaceful resolution of disputes, in accordance with the universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and the relevant standards and recommended practices by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).
		1.4.2 Promote deeper understanding of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) including through workshops, seminars and dialogues, while emphasising that UNCLOS is the basis for determining maritime entitlements, sovereign rights and jurisdiction in respect of maritime zones, and UNCLOS provides the comprehensive legal framework within which all activities in the oceans and seas must be carried out.
		1.4.3 Promote maritime security capacity building efforts, including on multilateral maritime law enforcement, through the delivery of regional courses, workshops and other knowledge exchange mechanisms to strengthen maritime cooperation, including on combating transnational crime.
		1.4.4 Encourage collaborative activities/programmes between ASEAN and UK maritime institutions and other related institutions on the area of marine science.
		1.4.5 Promote cooperation and dialogue in areas such as safety of navigation and communication at sea, maritime security, increasing resilience and capacity to promote the 1982 UN Convention on the Law of the Sea (UNCLOS), maritime domain awareness, building regional networks of

		maritime expertise and encouraging maritime cooperation in multilateral institutions, in consultation with the relevant sectoral bodies.
		1.4.6 Support the protection, restoration and sustainable management of the marine environment by supporting the development and implementation of an ambitious and transformative post-2020 Global Biodiversity Framework under the Convention on Biological Diversity, including the target to protect at least 30% of the global ocean by 2030, and promoting concerted international action to combat illegal, unreported, and unregulated fishing.
		1.4.7 Promote cooperation and dialogue in areas such as conservation of the marine environment, and encourage exchange of experience, knowledge and expertise in the sustainable management of marine resources.
		1.4.8 Explore opportunities to collaborate on maritime security within the framework of the ASEAN Outlook on the Indo-Pacific (AOIP).
		1.4.9 Promote cooperation in maritime safety and search and rescue (SAR), including by exchanging best practices on the implementation of the ASEAN Declaration on Cooperation in Search and Rescue of Persons and Vessels in Distress at Sea, through activities such as exchange of information, technological cooperation and exchange of visits of relevant ASEAN and UK officials.
	2.8 Agriculture and Forestry	2.8.3 Support initiatives and relevant activities under the ASEAN Network for Combating Illegal, Unreported and Unregulated Fishing (AN-IUU) including through capacity building in relevant areas.
	3.6 Environment and Climate Change	3.6.2 Support conservation and sustainable management, including the mitigation of and adaptation to the negative impacts of climate change on ASEAN's terrestrial and marine environment focusing on the restoration of degraded, fragile, and vulnerable ecosystems, such as forests.
		3.6.7 Promote regional collaboration with an effective holistic approach to combat marine debris, in line with the Bangkok Declaration on Combating Marine Debris in ASEAN Region, the ASEAN Framework of Action on Marine Debris, as well as the ASEAN Regional Action Plan for Combating Marine Debris in the ASEAN Member States.
United States (US) <i>Plan of Action to Implement the ASEAN-United States</i>	1.2 Security Cooperation	1.2.9 Promote dialogue and strengthen practical cooperation in areas including humanitarian assistance and disaster relief, maritime security, counterterrorism, peacekeeping, military medicine, humanitarian mine action, and cyber security through the ADMM-Plus framework, so as to build regional capacity, enhance mutual trust and confidence building measures in dealing with security challenges in a rules-based ASEAN.

<i>Strategic Partnership (2021-2025)</i>	1.3 Transnational Crime and Counter-Terrorism	1.3.2. Enhance cooperation to prevent and combat transnational crimes in areas such as illicit drug trafficking, trafficking in persons, people-smuggling, money laundering, arms smuggling, sea piracy and armed robbery against ships, counter-terrorism and violent extremism, cybercrime, international economic crime and illicit trafficking of wildlife and timber, including by utilising existing regional and international institutions and agreements such as the regular SOMTC + U.S. Consultations, where appropriate, and by promoting the exchange of best practices and organising training and capacity building activities for law enforcement agencies through the International Law Enforcement Academy (ILEA) and other relevant mechanisms.
	1.4 Maritime Cooperation	1.4.1 Deepen ASEAN-U.S. maritime cooperation, including maritime security, maritime domain awareness, information-sharing, search and rescue and safety of navigation in the region through appropriate and relevant ASEAN mechanisms and ASEAN-led fora such as the EAS, the ADMM-Plus, the ARF, and the Expanded ASEAN Maritime Forum (EAMF) and where appropriate, promote technical cooperation, shared awareness, capacity building, exchange of experience and sharing of knowledge and expertise.
		1.4.2. Promote maritime security and safety, freedom of navigation and overflight, unimpeded lawful commerce, mutual trust and confidence, exercise of self-restraint, the non-use of force or of the threat to use force, and the resolution of disputes by peaceful means, in accordance with universally recognised principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the relevant Standards and Recommended Practices of the International Civil Aviation Organization (ICAO), and the relevant instruments and conventions of the International Maritime Organization (IMO).
		1.4.3. Continue to support ASEAN Member States through multilateral maritime law enforcement capacity building efforts through the conduct of regional courses, Final Page 7 of 20 seminars and workshops and other events or support activities intended to strengthen maritime cooperation, including on combating transnational crime.
		1.4.4. Promote deeper understanding of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) through workshops, seminars and dialogues.
		1.4.5. Advance cooperation and dialogue in areas such as conservation of the marine environment, safety of navigation and communication at sea, and search and rescue operations.
		1.4.6. Encourage collaborative activities/programmes between ASEAN and US maritime institutions and other related institutions on the area of marine science.

	2.8 Food, Agriculture and Forestry	2.8.5. Strengthen cooperation to enhance ASEAN capacity in monitoring and controlling Illegal, Unreported and Unregulated (IUU) fishing and promote sustainable and responsible fisheries.
	3.2 Environment	3.2.5. Promote regional cooperation on the sustainable management of coastal and marine environment, including addressing threats to marine ecosystems.
		3.2.6. Promote regional collaboration with an effective holistic approach to combat marine debris, in line with the 2018 EAS Leaders’ Statement on Combating Marine Plastic Debris, while noting ASEAN instruments, as appropriate, such as the Bangkok Declaration on Combating Marine Debris in ASEAN Region, and the ASEAN Framework of Action on Marine Debris.
Sectoral Dialogue Partners		
Norway <i>ASEAN-Norway Sectoral Dialogue Partnership: Practical Cooperation Areas (2021-2025)</i>	Food, Agriculture, and Forestry	18.Explore ways of sharing experience in the areas of illegal, unreported and unregulated (IUU) fishing and transnational organised crime in the global fishing industry.
	ASEAN Smart Cities Network and Connectivity	37.Promote the exchange of experiences in areas related to electric vehicles and electric maritime transport.
	Ocean Sustainability, Biodiversity, Environmental Protection and Climate Change	20.Collaborate on topics relating to ensuring sustainable use of the ocean.
		21.Support the implementation of the Bangkok Declaration on Combating Marine Debris in the ASEAN Region and the ASEAN Framework of Action on Marine Debris, through the exchange of experience and knowledge, capacity building, and by helping to establish integrated solutions for waste management and cooperating to promote a circular economy.
		22.Strengthen global collaboration to combat marine plastic litter and work together to advance the development of a global agreement on marine litter.
		23.Continue cooperation within the area of green shipping.
Development Partners		
Chile <i>Practical Cooperation Areas for ASEAN-Chile Development</i>	2.0 Economic Cooperation	2.6 Marine Resources including Fisheries.

<i>Partnership (2021-2025)</i>		
France <i>ASEAN-France Development Partnership: Practical Cooperation Areas (2022-2026)</i>	Maritime Cooperation	7. Promote ASEAN-France maritime cooperation in line with the Plan of Action to Implement the ASEAN-European Union Strategic Partnership (2023-2027).
	Biodiversity, Environmental Protection, Climate Change and Circular Economy	36. Explore joint cooperation in the areas of sustainable management of coastal and marine environment.
		37. Support the implementation of the Bangkok Declaration on Combating Marine Debris in ASEAN Region and the ASEAN Framework of Action on Marine Debris through exchange of experience and knowledge, capacity-building, and by helping to establish integrated solutions for waste management and working together towards a circular economy.
Germany <i>ASEAN-Germany Development Partnership: Practical Cooperation Areas (2023-2027)</i>	1. Political-Security Cooperation	1.2 Maritime Cooperation.
	4.3 Climate cooperation and environmental protection	4.3.2 Waste management, marine litter and circular economy.
Italy <i>ASEAN-Italy Development Partnership: Practical Cooperation Areas (2022-2026)</i>	Maritime Cooperation	7. Underline the importance of and explore practical cooperation and capacity-building activities to promote the respect for the rule of law, sovereignty and territorial integrity of States, maritime security and safety, freedom of navigation and overflight, peaceful resolution of disputes, in accordance with the universally recognized principles of international law, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS), and the relevant Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO) and the relevant instruments and conventions of the International Maritime Organization (IMO).
	Food, Agriculture and Forestry	19. Exchange experience and best practices in combating illegal, unreported and unregulated (IUU) fishing.
	Environmental and Climate Change	49. Support the implementation of the Bangkok Declaration on Combating Marine Debris in ASEAN Region and the ASEAN Framework of Action on Marine Debris through exchange of experience and knowledge, capacity-building, and by helping to establish integrated solutions for waste management and working together towards a circular economy.