

ASEAN Transport Sectoral Plan 2026–2030



one vision
one identity
one community

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

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ASEAN Transport Sectoral Plan 2026–2030

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1. ASEAN – Sustainable Transport – Transport Facilitation

2. Air Transport – Land Transport – Maritime Transport

ASEAN: A Community of Opportunities for All

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ASEAN TRANSPORT SECTORAL PLAN

2026–2030

The ASEAN Secretariat
2025

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Introduction

ASEAN Transport Sectoral Plan 2026–2030

I. INTRODUCTION

1. Transport is pivotal to ASEAN's integration and connectivity agenda, serving as the backbone of regional development and facilitating the efficient movement of people and goods across the region. As ASEAN advances toward the Vision 2045 aspiration of a resilient, innovative, dynamic, and people-centred Community, a safe, secure, and sustainable transport system remains essential to achieving that vision. The transport sector continues to drive regional connectivity, supporting the movement of trade and people that underpins ASEAN's economic integration. A resilient and future-ready transport system enhances competitiveness, fosters inclusive growth, and ensures that all Member States and peoples of ASEAN benefit from greater connectivity.
2. Building upon the achievements of the Kuala Lumpur Transport Strategic Plan (KLTSPP) 2016–2025, the ASEAN Transport Sectoral Plan 2026–2030 sets out the next phase of ASEAN's transport cooperation to advance a more connected, innovative, and future-ready economy. It reaffirms ASEAN's collective commitment to realise a seamless, resilient, and efficient transport network that enhances trade, promotes sustainable and smart mobility, and enables the region to harness the opportunities of digitalisation and green growth.
3. The Mid-Term Review of the KLTSPP conducted in 2020 reaffirmed the importance of resilience, digital transformation, and regional coordination in sustaining connectivity during times of crisis. The End Review in 2025 recorded significant progress, with 96 percent of initiatives implemented across all transport areas and notable achievements in policy coordination, sustainable transport, and logistics efficiency. These reviews identified key priorities for the post-2025 agenda, including accelerating green and smart mobility, strengthening institutional capacity, deepening multimodal integration, and enhancing preparedness for future challenges.
4. The ASEAN Transport Sectoral Plan 2026–2030 builds on these priorities by translating them into key regional initiatives that will help ASEAN become a more connected, resilient, and sustainable region. It aims to strengthen regional supply chain connectivity, promote low-carbon and smart transport systems, and enhance ASEAN's position as a regional and global hub for trade, logistics, and supply chains. The Plan also emphasises capacity building, technology adoption, and closer cooperation with external partners to ensure that all ASEAN Member States benefit equitably from regional integration and growth.
5. Serving as one of the key instruments for implementing the ASEAN Economic Community (AEC) Strategic Plan 2026–2030, this Sectoral Plan reinforces transport's critical role in building a more globally competitive and seamlessly integrated single market and production base. Through enhanced connectivity, innovation, and sustainability, ASEAN aims to realise its vision of a dynamic, resilient, and people-centred Community that is well positioned as a major player in the global economy by 2045.



Implementation of the Kuala Lumpur Transport Strategic Plan 2016-2025

ASEAN Transport Sectoral Plan 2026–2030

II. IMPLEMENTATION OF THE KUALA LUMPUR TRANSPORT STRATEGIC PLAN 2016 - 2025

6. Significant progress has been achieved in the implementation of the Kuala Lumpur Transport Strategic Plan (KLTSPP) 2016–2025 programmes, projects, and activities by ASEAN Member States. As of 31 October 2025, 230 out of 240 initiatives (96%) had been completed, with only 10 initiatives (4%) yet to commence. This high level of implementation reflects the strong and continued commitment of ASEAN Member States to advancing regional transport connectivity, efficiency, integration, safety, and sustainability.

Air Transport

7. On economic elements of ASEAN Single Aviation Market (ASAM), ASEAN has made significant progress in advancing an efficient and competitive air transport market that underpins regional economic growth and strengthens ASEAN Centrality. Member States have continued to implement measures that liberalise air services, promote regional integration, and expand cooperation with Dialogue Partners to enhance ASEAN's role in global aviation.
8. Substantial milestones have been achieved in the liberalisation of air services through the conclusion and ratification of key protocols under the Multilateral Agreement on Air Services (MAAS), the Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS), and the Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS). These efforts mark steady progress toward the full realisation of the ASAM.
9. The liberalisation of ancillary air transport services has also deepened market access and competition through the Tenth, Eleventh, and Twelfth Packages of Commitments under the ASEAN Framework Agreement on Services (AFAS). In parallel, the ASEAN Trade in Services Agreement (ATISA), which entered into force in 2021, has reinforced ASEAN's commitment to open and transparent markets through a more progressive negative-list approach.
10. ASEAN's external aviation cooperation has expanded significantly with the signing of landmark agreements, including the ASEAN–EU Comprehensive Air Transport Agreement (AE CATA) and the ASEAN–New Zealand Air Services Agreement (ANZ ASA). Engagements with China, the United Kingdom, Japan, the Republic of Korea, India, and Hong Kong continue to advance ASEAN's broader connectivity agenda.
11. Beyond market liberalisation, ASEAN and its partners are intensifying collaboration in emerging and high-impact areas such as unmanned aircraft systems, airport environmental management, automation, smart airport technologies, and sustainable aviation practices. Capacity building, consumer protection, and regulatory harmonisation remain important priorities to ensure the region's aviation sector remains resilient and future-ready.

12. Collectively, these achievements demonstrate ASEAN's strong commitment to building a liberalised, efficient, and resilient air transport network. Continued efforts to accelerate ratifications, conclude negotiations, and embrace innovation will further strengthen ASEAN's position as a dynamic aviation hub and integral part of the global air transport system.
13. On technical elements of ASAM, ASEAN has made significant strides in strengthening aviation safety oversight, regulatory capacity, and regional cooperation. The establishment and operationalisation of key regional mechanisms such as the ASEAN Foreign Operator Safety Assessment (AFOSA) and the ASEAN Aviation Regulatory Monitoring System (AARMS) have improved coordination and transparency in safety oversight. In 2024 alone, ASEAN achieved over 590 ramp inspection reports with a 99% compliance rate, demonstrating maturity in regional safety management and data-driven oversight.
14. Progress has been achieved in the mutual recognition of approvals, certificates, and licences through the ongoing implementation of the Mutual Recognition Arrangements (MRAs) on Flight Crew Licensing and Part 145 Organisations. These frameworks, supported by EU–ASEAN technical cooperation, are advancing toward greater regulatory convergence, harmonised oversight, and enhanced cross-border recognition of aviation authorities and organisations.
15. ASEAN has also strengthened cooperation on Unmanned Aircraft Systems (UAS). The ASEAN Common Information Sharing Platform (ACISP) allows Member States to share and access national regulations, supporting greater transparency and safety in drone operations. Regional exchanges, such as the Thailand Drone Exhibition and Symposium, further promote knowledge sharing and innovation in integrating new airspace users.
16. In aviation security, ASEAN continues to align regional practices with ICAO Standards and Recommended Practices (SARPs). Regular Aviation Security Point of Contact exercises, capacity-building partnerships with Canada, ICAO, and Japan, and the adoption of the ASEAN Aviation Security Risk Statement have enhanced regional readiness and strengthened coordination during security contingencies.
17. Air traffic management cooperation has also deepened through the implementation of the ASEAN Air Navigation Services (ANS) Master Plan. The third edition, adopted in 2023, provides a harmonised framework for modernising air navigation systems, improving information exchange, and strengthening modelling and simulation capabilities.
18. Together, these achievements reflect ASEAN's collective commitment to building safe, secure, and seamless skies. Moving forward, ASEAN will continue to prioritise regional harmonisation, data-driven safety oversight, sustainable integration of emerging technologies, and close coordination with global partners to ensure that ASEAN aviation remains resilient, future-ready, and globally competitive.

Land Transport

19. ASEAN continues to make steady progress toward developing an efficient, safe, and integrated regional land transport network that facilitates trade, tourism, and sustainable economic growth. Member States have advanced both national and cross-border projects that strengthen physical connectivity, improve logistics efficiency, and promote multimodal transport linkages across the region.
20. Efforts have been devoted to the implementation of the Singapore–Kunming Rail Link (SKRL), ASEAN's flagship regional rail connectivity project. Construction and upgrading works on major national sections have progressed, particularly in Thailand, Malaysia, and Lao PDR, while feasibility studies and design reviews continue for the remaining spur lines and missing cross-border links between Cambodia and Viet Nam. Despite funding constraints and technical challenges, bilateral coordination remains active, including renewed discussions on alternative alignments such as Phnom Penh–Bavet–Ho Chi Minh City. Parallel initiatives, including double-track and electrified railway projects, are improving operational efficiency and laying the groundwork for future seamless rail operations across ASEAN.
21. The ASEAN Highway Network (AHN) has also advanced through the completion and upgrading of several key corridors that form the backbone of regional land connectivity. Most “below Class III” sections in Cambodia, Thailand, and Viet Nam have been upgraded, while projects in Lao PDR and Myanmar continue to progress as resources and conditions allow. Member States have also improved high-traffic routes, constructed new expressways such as the Phnom Penh–Sihanoukville and Phnom Penh–Bavet corridors, and completed the second Thailand–Myanmar Friendship Bridge. The installation of common road signs and the ASEAN route-numbering system has been largely completed, with remaining sections in Malaysia planned following the completion of road-widening works.
22. Efforts to promote digital and intelligent mobility have gained momentum through the formulation and implementation of National Intelligent Transport System (ITS) Master Plans. Several Member States, including Indonesia, Malaysia, Singapore, and Thailand, have completed their plans, while others are developing theirs with support from regional studies and training programmes. Ongoing cooperation with development partners has provided recommendations to enhance interoperability, integrate electric vehicles (EVs), and prepare for future technologies such as autonomous vehicles and Mobility-as-a-Service solutions.
23. Regional cooperation on dry-port development has been progressed with the completion of the ASEAN Dry Port Database and online dashboard, which compile detailed information on location, connectivity, and operational status across Member States. This tool serves as a referencing for improving coordination between road, rail, and maritime networks, and for identifying investment priorities to enhance port-hinterland linkages and multimodal efficiency.

24. ASEAN has also deepened collaboration on road-safety management in alignment with the UN Global Plan for the Decade of Action for Road Safety 2021–2030. Member States have adopted common data-collection templates, updated their national action plans, and conducted regional workshops to enhance enforcement, vehicle safety standards, and post-crash response. While progress varies across countries, regional coordination and capacity-building efforts continue to move ASEAN toward its shared goal of halving road fatalities by 2030.
25. The ASEAN Land Transport Network Map, which is publicly accessible online, provides consolidated data on highways, railways, ports, dry ports, and logistics hubs. Continued updates and information sharing by Member States will ensure that this platform remains a valuable tool for policymakers, investors, and development partners in advancing transport connectivity.
26. Overall, progress in the land transport sector reflects ASEAN's collective efforts to enhance regional connectivity through sustained infrastructure development, policy coordination, and technology adoption. While implementation has advanced across many priority areas, differences in national capacities, resource availability, and project timelines continue to pose challenges. Nonetheless, the progress achieved underlines ASEAN's steady movement toward a more integrated, safe, and sustainable regional land transport network that supports economic growth and social development.

Maritime Transport

27. ASEAN has made steady progress in developing a Single Shipping Market, with Member States implementing initiatives to improve port efficiency, operational coordination, and digitalisation. Pilot projects on port operations, upgrades to Electronic Data Interchange (EDI), and initiatives on cruise corridors have helped facilitate smoother maritime operations and regional collaboration. Key port infrastructure upgrades, including Tuas Port in Singapore, Laem Chabang in Thailand, and Sihanoukville Port in Cambodia, demonstrate the commitment to expanding capacity while incorporating sustainable and green practices.
28. The development of a regional roll-on/roll-off (RO-RO) network has focused on planning, coordination, and preparatory work to enhance maritime connectivity and support trade and tourism. The Davao–General Santos–Bitung route was launched but was unable to sustain operations, while efforts continue to prepare the Melaka–Dumai route for potential operation by 2028. ASEAN Member States have undertaken infrastructure improvements at key ports, established subcommittees to address land-side requirements, and engaged in bilateral meetings to harmonise safety, documentation, and regulatory arrangements. Complementary measures, such as identifying potential shipping operators and improving connectivity through passenger services and terminal facilities, have supported trade and tourism along these routes. Progress has been gradual, with challenges remaining in ensuring commercial viability, cross-border coordination, and timely operationalisation of the network.

29. Inland Waterway Transport (IWT) has been developed as a complementary transport mode to strengthen regional connectivity. Member States, including Lao PDR, Thailand, and Myanmar, have undertaken port development, channel improvements, and regulatory harmonisation. Feasibility studies and port management systems have been implemented with the support of Dialogue Partners, enhancing the efficiency and safety of inland navigation. These initiatives have contributed to a more integrated network that supports both trade and regional connectivity.
30. Navigation systems and maritime security have been enhanced in line with international standards. Vessel Traffic Services (VTS) operator training, adoption of port safety frameworks, and harmonisation with International Maritime Organization (IMO) guidelines have strengthened human resource capacity and port operations. Best practices in safety, health, and environmental management at ports have been implemented across ASEAN, contributing to safer, more secure, and environmentally responsible maritime transport.
31. Guidelines for navigational channel maintenance, container terminal performance, and vessel traffic management have been adopted. Collaboration with partners such as Japan and China have strengthened port technology, safety supervision, and operational procedures. These initiatives have facilitated coordinated maritime transport operations and contributed to more efficient logistics across the region.
32. Maritime safety has been strengthened through targeted capacity-building programmes and regional cooperation. Dedicated maritime safety organisations, contingency planning, and leadership training for passenger-ship crews have enhanced operational readiness. Joint hydrographic surveys and technical cooperation projects have improved navigational data and strengthened human resource capabilities, supporting safer and more reliable shipping operations.
33. ASEAN's aeronautical and maritime Search and Rescue (SAR) cooperation has improved coordination and emergency response capabilities. The ASEAN SAR Agreement provides a formal framework for regional collaboration, while regular exercises, planning courses, and structured information exchange have enhanced operational preparedness. Member States are actively progressing toward domestic ratification, establishing a legally recognised basis for coordinated SAR operations and engagement with international partners.
34. Overall, ASEAN's maritime transport sector has made noticeable progress across multiple areas, including shipping market integration, RO-RO connectivity, inland waterway development, navigation and port security, logistics cooperation, safety, and SAR operations. These outcomes reflect the ongoing efforts of Member States and Dialogue Partners to support regional maritime connectivity, operational efficiency, safety, and resilience.

Sustainable Transport

35. ASEAN has continued to advance sustainable transport policies and strategies, promoting cleaner, more efficient, and resilient transport systems across the region. Initiatives such as the ASEAN Fuel Economy Platform, the Green Logistics Partnership Conference, the Expert Group on Sustainable Land Transport, and the Expert Group on Green Ships have provided platforms for exchanging knowledge, developing regional guidelines, and supporting cleaner fuels, vehicles, and logistics practices. These collaborative efforts have fostered alignment among Member States in addressing energy efficiency, greenhouse gas reduction, and sustainable infrastructure development.
36. A range of practical tools and guidelines has been developed to support sustainable transport planning and operations. Regional guidelines covering Sustainable Urban Mobility Planning, Metropolitan Transport Executives, Light Electric Vehicles, Urban Freight Transport, and Sustainable Ship Waste Management provide actionable frameworks for Member States. Knowledge-sharing activities, including conferences, training programmes, and workshops, have enabled transport authorities and operators to learn from best practices and advance their national initiatives in line with regional objectives.
37. At the national level, Member States have implemented projects that translate regional strategies into concrete actions. Examples include Indonesia's Green Freight White Paper, Thailand's NDC Action Plan, Viet Nam's SDG Action Plan, and the ASEAN Electric Vehicle Implementation Roadmap. In aviation, guidelines on Airport Environmental Management Systems and Sustainable Aviation Action Plans support the adoption of sustainable fuels and lower-carbon technologies, while initiatives align with international goals for reducing aviation emissions. These measures reflect a growing integration of environmental considerations into transport planning and operations across ASEAN.
38. Efforts to identify and implement key measures for sustainable transport have strengthened the evidence base for low-carbon policies. Member States have incorporated greenhouse gas emissions data into regional platforms, adopted harmonised indicators, and followed guidance on fuel economy, energy efficiency, and urban mobility planning. Public–private partnership training and the development of sustainable urban mobility tools have supported capacity building, while guidelines for port sector PPPs provide frameworks for more sustainable infrastructure investment. Cooperation on international standards, including maritime environmental management, further promotes consistent practices across the region.
39. Capacity-building and human resource development remain central to advancing sustainable transport. ASEAN has established knowledge-sharing platforms and delivered specialised training programmes, supported by collaboration with national training institutes and international partners. Technical workshops, expert group meetings, and research projects have expanded the skills and expertise of transport agencies, particularly in areas such as fuel economy, urban mobility planning, and sustainable design of transport systems. These initiatives strengthen institutional readiness and the ability to implement low-carbon and environmentally responsible transport solutions.

40. Regional cooperation in the application of smart technologies has progressed steadily. The adoption of ASEAN Smart Port Guidelines and digitalisation frameworks provides reference points for automated port operations, while mobile data, app-based mobility studies, and ICT solutions for freight management have informed transport planning in urban and metropolitan areas. Collaborative efforts have facilitated the integration of digital tools to improve safety, efficiency, and service quality across land, maritime, and aviation transport.
41. In land transport, experiences with app-based mobility, proof-of-concept ICT projects, and digitalisation studies have provided practical insights for regulating and managing public transport and delivery services. These initiatives support safer and more efficient operations, improve traffic management, and provide data for better planning of urban mobility. Digital platforms and analytical tools are increasingly used to inform policy decisions and infrastructure development, reinforcing evidence-based transport planning in the region.
42. Maritime transport sustainability has also been strengthened through policy harmonisation, knowledge-sharing, and the implementation of environmental guidelines. Initiatives include port sustainability measures, adoption of cleaner vessel standards, and compliance with international environmental conventions. These measures contribute to safer, greener, and more resilient maritime operations and align ASEAN's maritime transport with global sustainability standards.
43. Air transport sustainability has advanced through adoption of Sustainable Aviation Action Plans, environmental management systems at airports, and initiatives to increase the use of Sustainable Aviation Fuels and lower-carbon aviation technologies. Regional coordination ensures that airports and airlines adopt common approaches to reduce emissions and improve efficiency, while capacity-building activities provide the technical knowledge required to implement these measures effectively.
44. Overall, ASEAN's sustainable transport initiatives have promoted integration across transport modes, strengthened regional cooperation, and built institutional and technical capacity to support low-carbon, safe, and resilient transport systems. Achievements across policy development, guideline formulation, human resource enhancement, and smart technology adoption reflect the ongoing commitment of Member States and partners to improve efficiency, environmental performance, and sustainability in regional transport.

Transport Facilitation

45. Collectively, ASEAN's transport facilitation initiatives have strengthened regional cooperation, harmonised regulatory frameworks, and improved cross-border connectivity for both goods and passengers. Efforts have focused on implementing key transport agreements, building institutional capacity, and promoting regional logistics cooperation to support seamless, efficient, and competitive multimodal transport systems.

46. The implementation of the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT) and the ASEAN Framework Agreement on the Facilitation of Interstate Transport (AFAFIST) has advanced steadily. Protocols under AFAFGIT are now in force, while the ASEAN Customs Transit System (ACTS) has expanded from pilot operations to live implementation in several Member States. For AFAFIST, most ASEAN Member States are ready to pilot operations, with technical and operational alignment progressing through bilateral and multilateral coordination. Moving forward, continued outreach to the private sector, updates to procedural guides, and enhanced capacity-building are expected to support full operationalisation.
47. National Transit Transport Coordinating Committees (NTTCCs) have played a central role in coordinating cross-border transport and facilitating the implementation of AFAFGIT and related agreements. Regular meetings, updates to focal points, and strengthened inter-agency collaboration have reinforced their effectiveness. Member States have aligned vehicle standards and documentation to enable seamless cross-border goods movement. Further capacity-building for NTTCCs is encouraged to enhance monitoring, data collection, and permit issuance under the ASEAN Goods Vehicle Cross-Border framework.
48. ASEAN's efforts to implement the Framework Agreement on Multimodal Transport (AFAMT) have supported the development of a competitive and integrated multimodal transport system. Pilot operations have expanded across several Member States, with active registration of Multimodal Transport Operators and coordination on legal and operational matters. Ongoing work includes the development of an ASEAN Multimodal Transport Document, alignment of national laws, and harmonisation of customs and transshipment procedures. Strengthened data collection and broader pilot implementation will further support regional multimodal transport integration.
49. Coordination with sub-regional initiatives such as the Greater Mekong Subregion (GMS-CBTA), BIMP-EAGA, and IMT-GT has enhanced cross-border transport convergence. Regular information-sharing, permit issuance, and trial runs have improved road freight and passenger operations under these arrangements. ASEAN continues to explore joint workshops and capacity-building activities with sub-regional groupings to promote smoother transport, trade, and tourism across the region.
50. The ASEAN Framework Agreement on Facilitation of Cross-Border Transport Passengers by Road Vehicles (CBTP) has been ratified by six ASEAN Member States. Pilot implementation is pending ratification by the designated pilot country. Completion of ratifications and subsequent practical testing will enable broader cross-border passenger services and further strengthen people-to-people connectivity.
51. Capacity-building for transport officials to implement facilitation procedures has seen partial progress, with earlier initiatives providing valuable lessons. There is continued recognition of the need to enhance officials' skills in managing cross-border transport, streamlining procedures, and supporting new technologies. ASEAN Member States are encouraged to develop forward-looking training and knowledge-sharing programmes to strengthen workforce competencies and ensure effective implementation of facilitation agreements.

52. Regional logistics cooperation within ASEAN and with Dialogue Partners has contributed to more efficient, sustainable, and resilient supply chains. Policy dialogues, expert group meetings, and capacity-building programmes have enhanced operational coordination, knowledge exchange, and adoption of best practices, including cold chain logistics, green logistics, and standards alignment. Ongoing collaboration with Japan, China, and other partners continues to support trade facilitation, operational efficiency, and regional economic integration.
53. The development of skills and capacity for Logistics Service Providers (LSPs) has contributed to a more capable and prepared logistics workforce in the region. ASEAN has put in place Regional Core Curricula, conducted specialised training programmes, and promoted knowledge-sharing in areas such as cold chain logistics, hazardous goods, cybersecurity, and sustainability. Continued training and sharing of best practices will enhance LSP competencies, support supply chain efficiency, and contribute to seamless regional trade and transport connectivity.
54. Overall, ASEAN's transport facilitation initiatives collectively reflect a commitment to building an integrated, efficient, and competitive regional transport system. Progress in implementing key agreements, strengthening institutional frameworks, enhancing human resource capacity, and promoting regional and sub-regional coordination has supported gradual improvements in cross-border goods movement. Continued collaboration with Dialogue Partners and active engagement of the private sector have strengthened operational efficiency and logistics capabilities, helping to build a more connected and sustainable transport network across the region.



ASEAN Transport Sectoral Plan 2026-2030

ASEAN Transport Sectoral Plan 2026–2030

III. ASEAN TRANSPORT SECTORAL PLAN 2026–2030 (ATSP)

55. The ATSP 2026–2030 is an integral part of the AEC Strategic Plan 2026–2030 and is one of the key sectoral plans supporting its implementation. As a sectoral plan under the AEC framework, the ATSP translates the AEC's strategic goals into specific initiatives for the transport sector. It focuses on enhancing regional connectivity, improving transport integration, and promoting sustainable and smart mobility. Through these efforts, the ATSP contributes directly to Strategic Goal 3 on building an enterprising, bold, and innovative community, and Strategic Goal 2 on creating a sustainable community through climate-responsive policies and technologies.
56. The ATSP supports the implementation of the AEC Strategic Plan by strengthening ASEAN's transport integration and connectivity across the air, maritime, and land sectors. It promotes key initiatives such as the ASEAN Single Aviation Market, the ASEAN Single Shipping Market, the ASEAN Highway and Railway Networks, and various cross-border transport facilitation frameworks, including AFAFGIT, AFAFIST, AFAMT, and CBTP. These initiatives aim to make the movement of goods, services, and people across ASEAN more seamless and efficient, helping to build a more competitive, resilient, and integrated regional economy.
57. Aligned with the AEC Strategic Plan, the ATSP also contributes to the broader goals of the ASEAN Vision 2045, which envisions a resilient, innovative, dynamic, and people-centred ASEAN. The ATSP's focus on connectivity, safety, innovation, and sustainability ensures that the transport sector continues to serve as a foundation for regional economic growth and integration. By incorporating elements such as transport safety, digitalisation, and environmental sustainability, the ATSP helps position ASEAN's transport systems to meet future needs and challenges.
58. The ATSP 2026–2030 is structured around four main areas: air transport, land transport, maritime transport, and transport facilitation. It comprises a total of 107 supporting initiatives to be implemented over the next five years. These initiatives address a broad range of priorities, including enhancing aviation safety and liberalisation, upgrading rail and road infrastructure, improving port efficiency and maritime security, and advancing integrated and efficient logistics systems.
59. Implementation is guided by a detailed matrix that presents Activities, Supporting Initiatives, Timeline for Implementation, and Expected Output for each line of work. This format provides a results-oriented structure for monitoring and coordination across ASEAN Member States, ensuring that activities are tracked against their timelines and outputs and that collective efforts effectively contribute to the delivery of the AEC Strategic Plan 2026–2030.

60. The ATSP also places strong emphasis on sustainability and innovation through its focus on sustainable and smart mobility. Initiatives such as the ASEAN Sustainable Aviation Action Plan, the Green Ship Strategy, the ASEAN Smart Port Roadmap, and studies on multi-fuel and electric vehicles demonstrate ASEAN's commitment to reducing emissions, improving efficiency, and adopting cleaner technologies in the transport sector. Altogether, the ATSP 2026–2030 not only supports the effective implementation of the AEC Strategic Plan 2026–2030 but also contributes significantly to the realisation of the ASEAN Vision 2045, helping to build a more connected, competitive, and sustainable ASEAN Community.

ASEAN ECONOMIC COMMUNITY STRATEGIC GOAL 3

An Enterprising, Bold, and Innovative Community

Enhancing sectoral cooperation, attuned to emerging trends and developments

OBJECTIVE 3.7

Invigorate ASEAN's transport integration and connectivity across air, maritime, and land sectors

Strategic Measure 3.7.1 AIR TRANSPORT

Strengthen the ASEAN Single Aviation Market for greater connectivity within and beyond ASEAN, safer and more secure skies, and enhanced air traffic management efficiency

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
1) Promote a more efficient and competitive ASEAN air transport market	1.1 Strengthen implementation of ASEAN Single Aviation Market						Complete and adopt the evaluation report of ASEAN Single Aviation Market (ASAM) implementation, including exploring further liberalisation to enhance air connectivity
	1.2 Complete the process of transposing the schedules of commitments for air transport ancillary services under AFAS into non-conforming measures under ATISA in coordination with ASEAN Coordinating Committee on Services (CCS)						Non-conforming measures (NCM) under ATISA for ASEAN-6 (Brunei Darussalam, Indonesia, Malaysia, Philippines, Singapore, Thailand) and Viet Nam are formally submitted and ATISA NCM replace AFAS SOC
	1.3 Deepen engagement with ASEAN Dialogue Partners and other partners to conclude more liberal and mutually beneficial regional air transport agreements, including 3 rd , 4 th , and 5 th freedom traffic rights as well as to enhance collaboration in other areas to support implementation of ASEAN Single Aviation Market						Conclude analysis on route development to promote direct air connectivity between ASEAN and EU
							At least one of ASEAN-China civil aviation technical cooperation project is implemented
							Conclude ASEAN air transport agreement(s) with Dialogue Partner(s) and other partner(s)

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
							Conduct at least two capacity building activities to support the implementation of economic elements of ASAM, with technical assistance from Dialogue Partners and other external partners
2) Continue to elevate the safety and efficiency of ASEAN skies	2.1 Continue efforts to bolster regulatory capability and elevate safety standards with the view to strengthen ASEAN Foreign Operator Safety Assessment (AFOSA) initiative via appropriate safety enhancements as agreed by the AFOSA National Coordinator Committee						• Harmonise foreign aircraft ramp inspection processes and standards through agreed mechanisms, such as regular technical exchange and checklist standardisation; • Conduct at least one annual Inspector Attachment Programme or its equivalent for the training of AFOSA inspectors within ASEAN Member States; and • Submit a target number of ramp inspection reports by ASEAN Member States, in support of the development of deeper insights on foreign air operators
	2.2 Work towards the implementation of the Mutual Recognition Arrangement on Flight Crew Licensing (MRA FCL)						Conclude the review of • Implementing Protocol (IP)1: Qualification of Flight Simulation Training Devices • IP2: Aviation Training Organisations, and • IP3: Safety Oversight Capabilities of National Aviation Administration
							Conclude IP-4: Conversion of flight crew licences (Commercial Pilot License CPL, Airline Transport Pilot License ATPL, Multi-Crew Pilot Licence only)
							Establish IMC

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
	2.3 Promote cooperation on Mutual Recognition Arrangement on Approved Maintenance Organisations (MRA-145)						Conclude the impact assessment study on the MRA-145
							Conclude the Framework Agreement of MRA-145
3) Implement aviation security measures in ASEAN in accordance with the International Civil Aviation Organization (ICAO) standards and recommended practices (SARPs)	3.1 Strengthen capacity building efforts and ensure alignment of aviation security measures with the standards and recommended practices of the ICAO						Conduct at least three workshops, trainings or seminars related to aviation security, with technical assistance from Dialogue Partners and external partners
							Conduct the Aviation Security Point-of-Contact (POC) network exercises twice a year
							Conduct exchange of information on the latest trends on aviation security
4) Enhance the efficiency of air traffic management in the ASEAN region	4.1 Review the ASEAN Air Navigation Service (ANS) Master Plan, and align it with ICAO Asia Pacific Seamless ANS Plan and ICAO Global Air Navigation Plan (GANP)						The review of the ASEAN ANS Master Plan (3rd edition) is conducted, and the ASEAN ANS Master Plan (4th and 5th edition) are adopted
	4.2 Work towards the implementation of the ASEAN Air Navigation Service (ANS) Master Plan (latest edition)						Updated tracking templates of ASEAN Member States for monitoring of ASEAN's overall implementation progress are submitted twice a year
	4.3 Progress air traffic management digitalisation through modernising infrastructure for information management and exchange aligned to ICAO's plans						ASEAN Air Traffic Management information exchange capability is modernised
	4.4 Continue strengthening ASEAN's modeling and simulation capability to analyse air traffic flows in support of the ASEAN ANS Master Plan						The Annual ASEAN air traffic baseline to support air traffic flow analysis is submitted

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
	4.5 Strengthen capacity building on satellite-based navigation systems						Global Navigation Satellite System (GNSS) Implementation Plan Training is conducted, with technical assistance from Japan
	4.6 Advance ATM operational concepts to realise the envisioned Seamless ASEAN Sky						Implement ATM operational concepts that will realise the Seamless ASEAN Sky vision, including through the conduct of trials and development of concepts
5) Strengthen Search and Rescue (SAR) cooperation among ASEAN Member States	5.1 Enhance capacity and capability of ASEAN SAR operations through SAR joint exercises						At least two (2) SAR joint exercises to enhance effectiveness of the implementation of SAR are conducted
	5.2 Conduct SAR Seminars and Training Programmes						At least two (2) SAR Seminars and Training Programmes are conducted

Strategic Measure 3.7.2 LAND TRANSPORT

Safeguard and elevate the quality of regional land transport network that is efficient, safe, and integrated within ASEAN and with neighbouring countries to support the trade and tourism

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
1) Support development and operationalisation of railway network	1.1 Adopt Action Programme on enhancing rail interoperability among ASEAN Member States						Action Programme on enhancing rail interoperability among ASEAN Member States
	1.2 Develop Guidelines for the High-Speed Rail network in ASEAN Member States						Guidelines for the High-Speed Rail network in ASEAN Member States is available for adoption
	1.3 Develop training material including online e-learning on enhancing rail interoperability						Training material is developed
	1.4 Conduct capacity building/expert group meetings on railway						At least (2) capacity building workshops/trainings/expert group meetings are conducted
	1.5 Exchange of information and best practices on development and operationalisation of rail connectivity						Conduct of at least three (3) exchanges of information and best practices on rail connectivity
2) Support development and maintenance of ASEAN Highway Network (AHN)	2.1 Upgrade the remaining “below Class III” roads on Transit Transport Route (TTR) in Lao PDR: AH12 Pakmong–Luang Prabang (112 km)						Completion of the remaining below “Class III” roads of the selected sections of AH routes in Lao PDR and Myanmar
	2.2 Upgrade the remaining “below Class III” roads on TTR in Lao PDR: AH15 Banlao–Nam Phao (98 of 132 km)						
	2.3 Upgrade the remaining “below Class III” roads on TTR in Myanmar: AH1 Tamu–Mandalay (4 of 600 km)						
	2.4 Upgrade the remaining “below Class III” roads on TTR in Myanmar: AH2 Meiktila–Taunggyi–Kengtung–Tachileik (84.25 of 790 km)						

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
	2.5 Conduct studies to analyse and improve the quality of transportation on TTRs						Analysis and recommendations from the studies
	2.6 Update AHN Inventory Data through stocktaking and analysis						Updated AHN Inventory Data and analysis
	2.7 Complete the installation of common road signs and route numbering system on TTRs in Pan-Borneo Highway of Sabah: AH150 (Kota Kinabalu–Sandakan–Lahad Datu–Tawau)						Completion of installation of common road signs and route numbering system in Pan-Borneo Highway of Sabah
	2.8 Complete the installation of route numbering system on TTRs in Pan-Borneo Highway of Sarawak: AH150 (Sematan–Kuching–Sibu–Miri)						Completion of installation of common route numbering system in Pan-Borneo Highway of Sarawak
3) Reduce road fatalities by at least 50% from 2020–2030	3.1 Align and implement road safety national action plan with the Global Action Plan of 2 nd UN Decade of Action on Road Safety						Confirmation from at least six (6) ASEAN Member States on the alignment of road safety national action plans with the Global Action Plan of 2 nd UN Decade of Action on Road safety
	3.2 Conduct capacity building trainings on road safety at regional and national level						At least three (3) capacity building workshops/ trainings at either regional or national level are conducted
	3.3 Support the development of an ASEAN common road traffic accident database and analysis system						Feasibility Study for establishment of an ASEAN common road traffic accident database and analysis system is completed
	3.4 Exchange of information on national regulations and policies for implementation of advanced technologies to improve safety for vehicles						Conduct of at least three (3) exchanges of Information, focusing on e.g. Intelligent Transport System (ITS), autonomous vehicles, advanced driver assistance systems, electronic stability control, lane-change warnings and automatic emergency braking

Strategic Measure 3.7.3 MARITIME TRANSPORT

Advance the realisation of the ASEAN Single Shipping Market (ASSM)

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
1) Strengthen the integration of maritime services in ASEAN towards a seamless and efficient regional maritime system	1.1 Develop policy recommendations for ASSM that can be implemented across ASEAN ports						Adoption of Policy Recommendations for ASSM
	1.2 Conduct a Study on the Analysis of Maritime Trade Patterns/Flows between ASEAN Network Ports						Study Report on the Analysis of Maritime Trade Patterns/Flows between ASEAN Network Ports is concluded
2) Support the implementation of initiatives to improve the efficiency and connectivity of ASEAN Network Ports	2.1 Compile best practices for port operations to enhance container handling efficiency						Compilation of best practices on port operations, aiming at improving container handling in ports, is completed
	2.2 Explore opportunities for enhanced connectivity between and beyond ASEAN Network Ports						A summary of best practices and strategic recommendations to enhance connectivity between and beyond ASEAN Network Ports is completed
3) Enhance maritime safety and security in ASEAN, including inland waterway transport (IWT) in the Mekong Region	3.1. Strengthen human capabilities in maritime safety and security through training programmes and technical workshop						At least three (3) regional training programmes or technical workshops related to maritime safety and security are conducted
	3.2 Improve port security in ASEAN Member States through implementation of programmes of the Port Security Group						At least three (3) Port Security Group meetings are convened to implement the Regional Action Plan on Port Security, which includes regular sharing of information on latest trends on port security
	3.3. Enhance the safety of ferry transportation through policy assessment and technical workshop						The assessment of domestic ferry safety policies and the conduct of technical workshops are completed in at least three (3) ASEAN Member States

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
4) Facilitate compliance with international technical standards and the International Maritime Organization (IMO) conventions	4.1. Establish ASEAN Same Risk Area (SRA) based on IMO's Ballast Water Management Convention in phases						Baseline surveys, list of proposed ports to be included in the coverage of the SRA, lists of watchlist, blacklist and targeted species, are agreed by ASEAN Member States involved in each phase
	4.2 Support to enhance implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and the Maritime Labour Convention (MLC) 2006						At least two (2) capacity building, technical exchange or training programmes to enhance implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and the Maritime Labour Convention (MLC) 2006 are conducted
5) Strengthen Search and Rescue (SAR) cooperation among ASEAN Member States	5.1 Enhance capacity and capability of ASEAN SAR operations through SAR joint exercises						At least two (2) SAR joint exercises to enhance effectiveness of the implementation of SAR are conducted
	5.2 Conduct SAR Seminars and Training Programmes						At least two (2) SAR Seminars and Training Programmes are conducted

Strategic Measure 3.7.4 TRANSPORT FACILITATION

Work towards an integrated, efficient, and globally competitive logistics and multimodal transportation system

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
1) Support the implementation of AFAFGIT	1.1 Issue the ASEAN Goods Vehicle Cross-Border (AGVCB) Permit based on demand						The list of issued AGVCB Permit
	1.2 Compile procedures for private sector to apply and for transport agency to distribute the AGVCB Permit						Compilation of procedures from at least seven (7) ASEAN Member States/ ACTS Participating Member States
	1.3 Update the ACTS Driver's Guide						Updated ACTS Driver's Guide from at least four (4) ASEAN Member States/ACTS Participating Member States
	1.4 Adopt and utilise Transport Monitoring System (TMS) by participating Member States						TMS is adopted and implemented in at least two (2) ASEAN Member States
	1.5 Conduct the ACTS Private Sector Outreach Program by participating Member States						Conduct at least three (3) ACTS Private Sector Outreach Program
	1.6 Conduct capacity building training to support AFAFGIT, which includes cross-border transportation of dangerous goods						At least two (2) capacity building workshops/ trainings/expert group meetings are conducted.
	1.7 Conduct review of transport-related protocols under the AFAFGIT that are currently being applied in the ongoing pilot implementation, with a particular focus on Protocols 3 and 4						Conclude the review with recommendations for potential improvements to Protocols 3 and 4 of the AFAFGIT
2) Support the implementation of AFAFIST	2.1 Ratification of AFAFIST by the remaining ASEAN Member States						Full ratification of AFAFIST
	2.2 Finalise the AFAFIST Procedures Manuals						AFAFIST Procedures Manuals

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
	2.3 Exchange of experiences on implementation of inter-state transport among ASEAN Member States and in the other region						Conduct at least three (3) exchange of information on implementation of inter-state transport in ASEAN Member States and in other region
	2.4 Explore pilot implementation of AFAFIST						Operating Procedures for pilot implementation of AFAFIST between two (2) ASEAN Member States
3) Support the implementation of AFAMT	3.1 Review current pilot implementation of AFAMT						Review and recommendations of current pilot implementation of AFAMT is available
	3.2 Collect and analyse data, information and transactions of multimodal transport to improve AFAMT Pilot implementation						Collection and analysis of data and transactions of multimodal transport from at least 2 (two) ASEAN Member States/AFAMT Pilot Countries
	3.3 Expand AFAMT Pilot implementation to more pilot countries						Increase number of AFAMT Pilot countries
	3.4 Develop ASEAN Multimodal Transport Document						ASEAN Multimodal Transport Document is developed
	3.5 Explore implementation of multimodal transport using ACTS						Review of requirements for the pilot implementation of multimodal transport using ACTS
4) Support the implementation of ASEAN CBTP	4.1 Ratification of ASEAN CBTP by the remaining ASEAN Member States						Full ratification of ASEAN CBTP
	4.2 Compile and analyse technical specifications of passenger vehicles under Implementing Guidelines of ASEAN CBTP						Compilation and analysis of technical specifications of passenger vehicles from at least two (2) ASEAN Member States/CBTP Pilot Countries
	4.3 Compile ASEAN Member States' Standard Operating Procedures (SOP) for transport operators to apply and for transport agency to distribute ASEAN Passenger Transport Vehicle Cross-Border (APTVCB) Permit						Compilation of ASEAN Member States SOPs from at least two (2) ASEAN Member States/CBTP Pilot Countries

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	EXPECTED OUTPUT
	4.4 Develop Operating Guidelines for ASEAN Passenger Transport Vehicle Cross-Border (APTVCB) Permit						Operating Guidelines for APTVCB Permit
	4.5 Issue the ASEAN Passenger Transport Vehicle Cross-Border (APTVCB) Permit based on demand						List of issued APTVCB Permit
	4.6 Explore pilot implementation of ASEAN CBTP						Operating Procedures for pilot implementation of ASEAN CBTP (among at least two (2) ASEAN Member States)
5) Support the implementation of Agreement on the Recognition of Domestic Driving Licences issued by ASEAN Countries	5.1 Compile and analyse ASEAN Member States' mechanism to mutually recognise domestic driving licenses issued by ASEAN Member States, including its digital version						Compilation and analysis of Member States' mechanisms
	5.2 Develop national regulations/procedures to support the mutual recognition of domestic driving licences issued by ASEAN Member States, including its digital version						At least two (2) ASEAN Member States' national regulations/procedures are developed
6) Promote implementation of Cold Chain Logistics in the ASEAN region	6.1. Exchange of information on challenges and opportunities for implementation of Cold Chain Logistics, including Logistics Service Providers' (LSP) compliance to the relevant guidelines and international service quality standards, such as ISO						Conduct at least three (3) exchanges of information on challenges and opportunities for implementation of Cold Chain Logistics
	6.2. Conduct capacity building on Cold Chain Logistics						At least two (2) capacity building trainings/ workshops/expert group meetings are conducted

ASEAN ECONOMIC COMMUNITY STRATEGIC GOAL 2

A Sustainable Community

Engendering and mainstreaming climate-responsive elements and policies in all dimensions

OBJECTIVE 2.10

Promote sustainable and smart mobility

Strategic Measure 2.10.1 SUSTAINABLE TRANSPORT

Foster regional cooperation to bolster the adoption of sustainable and smart mobility solutions

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
1) Explore the use of alternative fuels in the transport sector	1.1 Progress and implement the ASEAN Sustainable Aviation Action Plan (ASAAP) to drive sustainable aviation growth in ASEAN						ATWG	Work items under the ASAAP are implemented
	1.2 Initiate efforts to promote the adoption of Sustainable Aviation Fuels (SAF)						ATWG	ASEAN Sustainable Aviation Roadmap and SAF adoption plan are concluded
	1.3 Implement SAF adoption plan						ATWG	Relevant recommended projects, programmes and activities until 2030 are carried out
	1.4 Develop ASEAN-Japan CORSIA Eligible Fuels (CEF) Certification Guidebook - SAF feedstock diversification and certification						ATWG	ASEAN-Japan CEF Certification Guidebook
	1.5 Promote possible cooperation on the deployment of multi-fuel vehicles (MFV) for sustainable mobility						LTWG	Study on the development and deployment of MFV for sustainable mobility is conducted

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
	1.6 Support the development and implementation of policies to encourage use of cleaner fuels for vessels						MTWG	Roadmaps for implementation of new Green Ship Strategy for ASEAN Member States, which will take into account the respective national policies, are concluded
	1.7 Promote exchange of information on the supply, bunkering and use of alternative fuels for shipping						MTWG	Workshops, capacity building programmes and regular sharing sessions at the MTWG meetings on ASEAN Member States' efforts to promote supply, bunkering and use of alternative fuels for shipping are conducted
	1.8 Explore the development of Green Shipping Corridor for ASEAN using the Automatic Identification System (AIS)						MTWG	AIS-based Analysis Report mapping ship traffic and energy consumption patterns to identify potential green shipping corridor for the ASEAN region is completed
2) Strengthen cooperation in the application of smart technology, including artificial intelligence (AI), in the transport system	2.1 Promote the utilisation of Unmanned Aircraft System (UAS)/Advanced Air Mobility (AAM)						ATWG	Workshops/ Seminars on regulations related to UAS operations are conducted
	2.2 Promote the deployment of AI in Autonomous Vehicle (AV)						LTWG	AV Pilot Programme

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
	2.3 Enhance adoption of electronic data interchange (EDI) in ASEAN ports						MTWG	Study on Port EDI Implementation in ASEAN Ports, including the recommendations for harmonisation, is conducted
	2.4 Develop ASEAN Smart Port Roadmap outlining the strategies, actions, and timeline for the implementation of smart port technologies in ASEAN						MTWG	ASEAN Smart Port Roadmap is adopted
3) Strengthen the capability for sustainability, accessibility, and resilience in the transport sector	3.1 Implement Airport Environmental Management System in ASEAN Airports						ATWG	ASEAN EMS programmes/ activities with Dialogue Partners are conducted
	3.2 Facilitate information exchange to advance aviation sustainability and decarbonisation efforts in the region						ATWG	ASEAN Air Transport Sustainability Forum are convened
	3.3 Exchange of information and best practices on implementation of digitalisation of public transport and delivery services in ASEAN Member States and with Dialogue Partners						LTWG	Conduct of at least three (3) exchanges of information and best practices on implementation of digitalisation of public transport and delivery services
	3.4 Exchange of information and conduct study on facilitation of public transport access for people with disabilities (PWDs) and elderly in land transport						LTWG	Conduct of at least three (3) exchanges of information on facilitation of public transport access for PWDs and elderly
	3.5 Conduct Capacity Building for Transport Infrastructure, focusing on Safety, Resilience and Disaster Preparedness						LTWG TFWG MTWG	At least one (1) capacity building workshop/ training/expert group meeting is conducted

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
	3.6 Conduct Capacity Building for Inclusive Land Transport						LTWG	At least one (1) capacity building workshop/ training/expert group meeting is conducted
	3.7 Share best practices and successful case studies on gender mainstreaming in the transport sector						ATWG LTWG MTWG	Compilation of best practices in ASEAN
	3.8 Capacity building for implementation of smart mobility in ASEAN						LTWG	At least one (1) capacity building workshop/ seminar/expert group meeting is convened
	3.9 Exchange of information on cybersecurity regarding data capture and data exchange in land transport						LTWG	Conduct of at least three (3) exchanges of information on cybersecurity regarding data capture and data exchange in land transport
	3.10 Exchange information on port cybersecurity best practices through seminars and workshops						MTWG	Compilation of best practices on port cybersecurity in ASEAN is concluded
	3.11 Develop Guidelines for Realising Carbon Neutral Ports (CNP) in the ASEAN Region						MTWG	Guidelines for Realising Carbon Neutral Ports (CNP) in the ASEAN Region is concluded
	3.12 Enhance safe port management to support risk mitigation in response to climate change						MTWG	Action Plan for Developing Guidelines for Safe Port Management in Response to Climate Change is concluded
	3.13 Conduct capacity building to leverage data analytics or use digital documentation, etc., to enable more efficient transport movements						TFWG	At least one (1) capacity building workshop/ training/expert group meeting is conducted

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
4) Promote the adoption and safety of electric vehicles (EV) towards the development of EV ecosystem	4.1 Conduct capacity building on EV safety						LTWG	At least two (2) capacity building workshop/training/ expert group meetings are conducted
	4.2 Exchange of information and best practices on EV safety for users						LTWG	Conduct of at least three (3) exchanges of information and best practices on EV safety for users
5) Promote the adoption of electrified heavy-duty vehicles (HDVs)	5.1 Develop a roadmap and policy recommendations for HDV sector electrification in the ASEAN region						LTWG	Adoption of electrified heavy-duty vehicles (HDVs)
	5.2 Conduct capacity building on electrified heavy-duty vehicles (HDVs)						LTWG	At least one (1) capacity building workshop/ training/expert group meeting is conducted
6) Promote low-carbon modes of land transport	6.1 Exchange of information on promotion of active mobility in ASEAN						LTWG	Conduct of at least three (3) exchanges of information on active mobility
	6.2 Conduct Capacity Building for Transit Oriented Development						LTWG	At least two (2) capacity building workshops/ training/expert group meeting are conducted
7) Support implementation of ASEAN Fuel Economy Roadmap for Transport Sector	7.1 Sharing best practices on implementation of fuel economy among ASEAN Member States and between ASEAN Member States and Dialogue/ External Partners						LTWG	Conduct of at least one (1) sharing of information/ best practices on implementation of fuel economy among ASEAN Member States and Dialogue Partners/ External Partners
	7.2 Conduct capacity building to improve knowledge on fuel economy						LTWG	At least one (1) capacity building workshop/ training/expert group meeting is convened

ACTIVITIES	SUPPORTING INITIATIVES	2026	2027	2028	2029	2030	WG INVOLVED	EXPECTED OUTPUT
8) Support monitoring of greenhouse gas (GHG) emissions from transport sector, in line with the international standards/best practices	8.1 Exchange information on monitoring GHG emissions from transport sector among ASEAN Member States and between ASEAN and Dialogue/External Partners						LTWG MTWG	Conduct of at least one (1) exchanges of information on monitoring GHG emissions
	8.2 Capacity building for enhancing skills on collecting and analysing passenger and freight transport GHG emissions by transport mode						LTWG MTWG	At least one (1) capacity building workshop/training/expert group meeting is conducted
9) Promote awareness on the importance of Green Freight and Logistics	9.1 Convene Green Logistics Partnership Conference						TFWG	At least two (2) Green Logistics Partnership Conference(s) are convened by ASEAN Member States
	9.2 Conduct capacity building to support Green Freight and Logistics						TFWG	At least two (2) capacity building workshops/trainings/expert group meetings on Green Freight and Logistics are conducted
	9.3 Adopt customised Green Logistics Checklist at the national level						TFWG	At least one (1) Customised Green Logistics Checklist is available for adoption
10) Strengthen capacity on Reverse Logistics	10.1 Exchange of experiences on Reverse Logistics operation among ASEAN Member States and with Dialogue Partners						TFWG	Conduct at least three (3) exchanges of information on Reverse Logistics operation in ASEAN Member States and Dialogue Partners
	10.2 Conduct capacity building on Reverse Logistics						TFWG	At least two (2) capacity building workshops/trainings/expert group meetings are conducted



Chairmanship and Vice-Chairmanship

IV. Chairmanship and Vice-Chairmanship

61. The transport sectoral bodies play an essential role in coordinating, guiding, and monitoring the implementation of the ATSP 2026–2030. Under the overall supervision of the ASEAN Transport Ministers (ATM) and the ASEAN Senior Transport Officials Meeting (STOM), the sectoral Working Groups and Sub-Working Groups are responsible for implementing supporting initiatives. In particular, the Air Transport Working Group (ATWG), the Land Transport Working Group (LTWG), the Maritime Transport Working Group (MTWG), and the Transport Facilitation Working Group (TFWG) lead the implementation of initiatives within their respective areas. These bodies ensure that the proposed projects/programmes/activities are carried out in accordance with the agreed timelines and expected outputs, while also facilitating coordination, information sharing, and cooperation among ASEAN Member States. Their active leadership and collaboration are vital to maintaining the momentum of ASEAN's transport integration and ensuring that the outcomes of the ATSP contribute effectively to the AEC Strategic Plan 2026–2030 and ASEAN Vision 2045.
62. The Chairmanship and Vice-Chairmanship of the ASEAN Transport Ministers (ATM) and ASEAN Senior Transport Officials Meeting (STOM), as well as their respective Working Groups and Sub-Working Groups, shall, unless otherwise agreed by the concerned body, be determined on a rotational basis following the alphabetical order of ASEAN Member States.
63. The Chairmanship of the ATM and STOM shall be held for a period of one year, while the Chairmanship of each Working Group shall be for two years. The Vice-Chair shall subsequently assume the role of Chair for the next term. The Member State serving as Chair of the ATM, STOM, Working Group, or Sub-Working Group shall host the corresponding meetings, unless otherwise decided by the respective body.

CHAIRMANSHIP					
Year	STOM-ATM	ATWG	LTWG	MTWG	TFWG
2026	Philippines	Viet Nam	Indonesia	Cambodia	Malaysia
2027	Singapore	Viet Nam	Indonesia	Cambodia	Malaysia
2028	Thailand	Brunei Darussalam	Lao PDR	Indonesia	Myanmar
2029	Viet Nam	Brunei Darussalam	Lao PDR	Indonesia	Myanmar
2030	Brunei Darussalam	Cambodia	Malaysia	Lao PDR	Philippines

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