



BRUNEI ACTION PLAN

(ASEAN STRATEGIC TRANSPORT PLAN)

2011 - 2015

November 2010



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I. INTRODUCTION

1. The remarkable economic growth in many of ASEAN Member States (AMSs) has been a success story of economic development in the world. In achieving this growth, AMSs have successfully been attracting foreign direct investment (FDI), upgrading industrial structures, and integrating themselves more into the world economy through the participation in the international and regional production and distribution networks. All these developments have been supported by continuous improvement of the transport infrastructure network and services in the region.

2. Indeed, an efficient, secure and integrated transport network in ASEAN is still vital for realising the full potential of the regional economic integration as well as further enhancing the attractiveness of the region as a single production, tourism and investment destination. An integrated transport network is also vital for narrowing development gaps in the region. This task has been set as the ultimate objective for the cooperation and integration of the ASEAN transport sector in the 1992 Framework Agreement on Enhancing ASEAN Economic Cooperation, which is reaffirmed in the ASEAN Economic Community (AEC) Blueprint and the Roadmap for the ASEAN Community adopted by the ASEAN Leaders in 2009. To achieve this objective, cooperation and integration of the ASEAN transport sector has been guided by a series of consecutive plans of actions, i.e. the ASEAN Plan of Actions in Transport and Communications 1994-1996, the Transport Action Agenda and Successor Plans of Actions 1996-1998 and 1999-2004 and the ASEAN Transport Action Plan (ATAP) 2005-2010 that covers land, air, and maritime transport, and transport facilitation.

3. As the ATAP will soon expire in 2010, the ASEAN Strategic Transport Plan (ASTP) 2011-2015, also referred to as Brunei Action Plan (BAP) 2011-2015, presented here is adopted as its successor plan to provide the main reference guiding ASEAN transport cooperation and integration in the next five years. Based on a comprehensive assessment of the current transport situation in ASEAN and of the achievements in the implementation of the ATAP and other related plans, the ASTP identifies strategic actions to be implemented in the period 2011-2015 to support the realisation of the ASEAN Economic Community (AEC) by 2015 as well as the new priority of enhancing regional connectivity identified in the Master Plan on ASEAN Connectivity (MPAC). The ASTP is also formulated to reflect other ongoing developments in the world such as changing economic landscape, mainly due to

emergence of new economic powers such as China and India, and growing global concerns over environment, climate change, safety and security. It also seeks to identify long-term vision of ASEAN transport cooperation beyond 2015.

4. The ASTP was formulated based on the comprehensive assessment and recommendations of the Final Report on the ASEAN Strategic Transport Plan (ASTP): 2011-2015 prepared and submitted by the ERIA Study Team with the financial and in-kind support from the Economic Research Institute for ASEAN and East Asia (ERIA).

II. ASEAN TRANSPORT SECTOR: ACCOMPLISHMENTS AND CHALLENGES

ASEAN Transport Action Plan (ATAP): 2005-2010

5. In the period of 2005-2010, ASEAN transport cooperation has been guided by the ATAP 2005-2010 and three sectoral Roadmaps, i.e. the Roadmap for Integration of Air Travel Sector (RIATS), the Roadmap towards an Integrated and Competitive Maritime Transport in ASEAN and the Roadmap for the Integration of Logistics Services (RILS), which identified sectoral goals and strategic thrusts as follows:

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

6. The ATAP set out 48 actions to realise the above goals and strategic thrusts. Up to date, the implementation of the 48 actions has achieved encouraging results: 3 were completed, 42 are in various stages of implementation, and 3 are in the preparation stage. The ongoing actions will be carried over to the ASTP as they are still highly relevant for the next 5 years and beyond.

Land Transport

7. The implementation of the Ministerial Understanding on the Development of the ASEAN Highway Network (AHN) Project, which required the AMSs to upgrade all designated routes to Class III or above and to install road signs by 2004, achieved some progress, but still behind the schedule. Compared to the status in 2004, the total length of the AHN grew from 37068.9 km to 37690.9 km in 2008, and the length of roads of Class III and above grew 5.5%, from 30209.9 km to 31855.3 km. Roads below Class III, although reduced by 20%, still exist with a total length 5311.2 km, which include 1,999.55 km on the priority Transit Transport Routes (TTR). There are still missing links of a length of 227 km to be constructed.

8. For the Singapore – Kunming Rail Link (SKRL) Project, during the 5 years under the ATAP, feasibility studies have been conducted for the missing link sections of Ho Chi Minh City – Loc Ninh (Viet Nam), Nam Tok (Thailand) – Three Pagoda Pass (Myanmar), and Vung Ang (Viet Nam) – Tha Khek (Lao PDR), and several rehabilitation and construction projects have commenced. However, due mainly to financial constraints, the actual construction of the missing links is progressing slowly.

9. As railways promotion needs a huge investment and considering the economic capacity of the AMSs, it will also be wise to initiate efforts in parallel to improve and promote public transport (Bus Rapid Transport) to decongest and reduce accidents in the selected metro or capital cities in the AMSs. The efforts are required to utilise the immense potential of existing inland waterway in ASEAN nations.

Air Transport

10. Air travel is recognised as one of priority sectors for ASEAN integration. In

achieving this initiative, one of the main strategic thrusts in ASEAN air transport cooperation is to implement the Roadmap for Integration of Air Travel Sector setting specific actions and milestones for greater integration and liberalisation of ASEAN air freight and passenger services, including the ASEAN Open Sky Policy, on a staged and progressive basis. Remarkable accomplishments have been achieved to realise this goal. For air passenger service, the ASEAN Multilateral Agreement on Air Services (MAAS) and its six (6) Protocols, which provide for unlimited 3rd, 4th and 5th freedom traffic rights for scheduled passenger services from and to any points with international airports within and between the sub-regions of ASEAN and between the capital cities of AMSs, were signed in May 2009 and have entered into force among seven (7) AMSs which have ratified the agreements. Expansion of similar traffic rights for services between other ASEAN cities will be realised with the conclusion and signing of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) in November 2010. AMSs have also committed to full liberalisation of air freight services and accord full 3rd, 4th and 5th freedom rights to international freight services among any points with international airports within ASEAN by the conclusion of the ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) and its two (2) Protocols in May 2009. Liberalisation of other air transport ancillary services is also progressively pursued through consecutive rounds of negotiations, with the 6th package of commitments concluded in 2009. These developments have created new opportunities and contributed significantly to the strong growth of the region's air transport industry in the recent years, especially the rapid growth of low cost carriers (LCCs).

11. Work on developing an ASEAN Single Aviation Market (ASAM) is underway. The ASEAN air transport officials are now working on a Roadmap for the establishment of ASAM, which is expected to be comprehensive, encompassing all issues relevant to the effective operation of a regional civil aviation market that might include liberalisation of air traffic rights beyond the 5th freedom, air traffic management, aviation safety, aviation security, and institutional arrangements necessary for the effective administration of the single market.

12. In particular, the development of the ASAM would include necessary actions and measures to address the issues of growing global concerns in the areas of aviation safety, aviation security, and environmental issues which are essential prerequisites in improving the overall performance of the air transport sector. The measures could be in the form of applying internationally acceptable standards and new advance technologies.

Maritime Transport

13. In addition to the measures set out under ATAP 2005-2010, 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 ASEAN single voice in international maritime fora, infrastructure development, market integration through development strategies for an ASEAN Single Shipping Market (ASSM) and human resources development. Infrastructure measures of the Roadmap are aimed at ensuring that all ASEAN network ports meet the acceptable performance and capacity levels. The development of a Database of Maritime Trade Movements to and from within ASEAN spearheaded by Malaysia and assisted by the Republic of Korea (ROK) has been completed. This is also true for the development of the Guidelines for Assessing Port Development Priorities, including Acceptable Performance Levels led by Brunei Darussalam and the development of project priorities, based on the guidelines for assessing port development, to raise performance capacity levels toward bridging such gaps in ASEAN network ports led by Viet Nam and assisted by Japan International Cooperation Agency (JICA). Meantime, the strategy framework for the development of ASSM is being developed by the ASEAN Maritime Transport Working Group (MTWG).

14. Cargo throughput of the AMS has steadily increased, and considering the economic growth of the region, it is expected to increase continuously in forthcoming years. In order to accommodate this increasing cargo demand in the future, aside from port development/expansion through the introduction of advanced technology and establishment of new shipping routes, the enhancement of port productivity through privatisation and liberalisation would need to be considered.

15. Preservation of environment is a global issue which needs to be given prime importance. Though, from the viewpoint of carbon emissions, maritime transport is an environment-friendly mode of transportation in comparison with other modes of transportation, there still remains a scope to make it more energy efficient. Effective measures are required to accommodate international standard and execute them in cooperation with international organisation such as the International Maritime Organization (IMO).

16. Keeping safety and security are also fundamental matters for maritime navigation. Hence, the improvement of maritime safety and security will be a priority issue for further improvement. This will require further development of human resources and the introduction of advanced information and communications technologies in the maritime transport sector.

Transport Facilitation

17. Important progress has been made in the area of transport facilitation during the period of 2005-2010. Protocol 3 (Types and Quantity of Road Vehicles), Protocol 4 (Technical Requirements of Vehicles) and Protocol 5 (ASEAN Scheme of Compulsory Motor Vehicle Insurance) under the ASEAN Framework Agreement on the Facilitation on Goods in Transit (AFAFGIT) have been ratified by all Member States. The ASEAN Framework Agreement on Multimodal Transport (AFAMT) and the ASEAN Framework Agreement on Facilitation of Inter-state Transport (AFAFIST) were concluded in 2005 and 2008, respectively. The Transit Transport Coordination Board (TTCB), which is responsible for the overall coordination and implementation of these framework agreements, has been established and starts functioning. National Transit Transport Coordinating Committees (NTTCCs) have also been established in all AMSs. In order for the benefits of the ASEAN transit and transport facilitation system, which allows for seamless movement of goods vehicles across Member States' borders, to be fully utilised, the next important step is for all Member States to ratify the Agreements and their Protocols, and to align their domestic regulations to fully operationalise the Agreements.

18. Given the growing importance of the logistics industry, it is vital for ASEAN to improve the skills, knowledge, and competencies of the personnel in the industry. In this regard, national logistics training centres have been established in several AMSs and various capacity building programmes are ongoing. It is to be noted that capacity building programmes, including training trainers programmes, need to be continued for effective results

Cooperation with Dialogue Partners and Sub-regional Initiatives

19. In the last 5 years, ASEAN has been working closely with the Dialogue Partners,

such as China, the European Union (EU), India, Japan, and the ROK, in implementing transport-related initiatives in the forms of infrastructure development projects and capacity building programmes. In view of the vast demand for further improvement of transport sector in ASEAN, the cooperation with the Dialogue Partners will need to be enhanced through closer consultation.

20. In addition to the ongoing programmes and actions under ASEAN, there are certain sub-regional initiatives, such as the Brunei-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA), the Greater Mekong Subregion (GMS), the Indonesia-Malaysia-Thailand Growth Triangle (IMT-GT), and the air transport cooperation among Cambodia, Lao PDR, Myanmar and Viet Nam (CLMV), that have contributed significantly in improving the transport infrastructure in AMSs at sub-regional levels. The Asian Development Bank (ADB) made an immense contribution especially under the GMS and the BIMP-EAGA programmes in formulating development strategies for the sub-regions including various assistance programmes to finance transport infrastructure and to provide technical assistance.

III. STRATEGIC GOALS, ACTIONS AND MILESTONES FOR 2011-2015

21. Developing an efficient, secure and integrated transport system to support the realisation of the AEC and regional connectivity through improving its competitiveness and attractiveness to investments, facilitating the flow of goods, services and people, and integrating with the global economy, as identified in the previous ASEAN transport plans of actions, will remain the ultimate objective of ASEAN transport cooperation in the period of 2011-2015 and beyond. Towards that end, the ASEAN transport sector will continue to undertake concerted actions in all four areas of land transport, air transport, maritime transport and transport facilitation to achieve the specific strategic goals set for each area in line with the ultimate objective.

Land Transport

22. The main goal for land transport is to establish a safe, efficient, environmental-friendly and integrated regional land transport system to promote trade and tourism within ASEAN and with neighbouring countries. The priority will be given to the completion of the AHN and the -SKRL so that the land transport infrastructure network could help realise the strategy of developing the economic development corridors. Taking into account various advantages of railways and inland waterway related to climatic and environmental benefits, efforts are required to improve their share in ASEAN.

23. The following strategic goals and actions are set for the land transport sector for the period 2011-2015:

LTG-1.	Accomplish the implementation of the SKRL project;
LTG-2.	Complete the AHN;
LTG-3.	Reduce road fatalities by 50% in AMS by 2020;
LTG-4.	Establish efficient and integrated inland waterway transport (IWT) network;
LTG-5.	Develop "Intelligent Transport System" (ITS);
LTG-6.	Enhance human, technical and institutional capacity in AMS; and
LTG-7.	Establish a sustainable, energy efficient and environmental-friendly transport system.

LTG-1. Accomplish the implementation of the SKRL Project.

24. The Singapore-Kunming Rail Link (SKRL) has been a priority agenda in the ASEAN transport cooperation, and the political motivation to complete the SKRL is significantly high. The SKRL is expected to provide an alternative mode of land transportation, which is more environment-friendly than road transportation. The SKRL has two lines, the Eastern Line through Thailand, Cambodia and Viet Nam, with a spur line between Lao PDR and Viet Nam, and the Western Line through Thailand and Myanmar (see Figure 1). The main tasks to be undertaken to achieve this goal are to complete the missing link sections, especially those linking between Cambodia with Viet Nam, Cambodia with Thailand and Myanmar with Thailand, and to upgrade some sections to support the smooth operation of the whole SKRL. The specific actions and timelines to achieve this goal are as follows:

▶ LTA-1. Construct the missing link sections and spur lines of SKRL.

- Cambodia: Poipet – Sisophon (48km) by 2013.
- Cambodia: Phnom Penh – Loc Ninh (255km) by 2015.
- Lao PDR: Vientiane – Thakek – Mu Gia (466km) by 2020.
- Myanmar: Thanbyuzayat – Three Pagoda Pass (111 km) by 2020.
- Thailand: Aranyaprathet – Klongluk (6km) by 2014.
- Thailand: Three Pagoda Pass – Nam Tok (153km) by 2020.
- Viet Nam: Loc Ninh – Ho Chi Minh (129km) by 2020.
- Viet Nam: Mu Gia – Tan Ap – Vung Ang (119km) by 2020.

▶ LTA-2. Supplementary upgradation work in AMS to support SKRL.

- Cambodia: Rehabilitation/upgradation of Sisophon – Phnom Penh section (338 km) by 2013.
- Malaysia: Double track construction of Ipoh – Padang Besar section (329 km) by 2013.
- Thailand: Track rehabilitation of Kaeng Khoi – Kaeng Suaten, Suranarai – Bua Yai, Jira – Bua Yai and Bua Yai – Nong Khai sections (586 km) by 2013.

▶ LTA-3. Formulate a strategy for a seamless operation of SKRL by 2013.

▶ LTA-4. Mobilise financial resources and technical assistance from external partners, either on a bilateral basis or with the coordination of ADB, to support the completion of SKRL in accordance with the agreed deadline.

- ▶ **LTA-5.** Study the possibility of extending the SKRL to Surabaya, Indonesia.
- ▶ **LTA-6.** Conduct a feasibility study and preliminary design for the railway spur line between Kanchanaburi and Dawei.



Figure 1. Singapore-Kunming Rail Link (SKRL) Route Network

LTG-2. Complete the ASEAN Highway Network.

25. Sustaining and supporting the rapid economic and social development in ASEAN presents a range of complex challenges for the land transport system. Providing the capacity to accommodate vastly increasing vehicles especially 2-3 wheelers, freight volumes and meet the personal mobility needs of burgeoning urban populations is in itself a daunting task. Considering that currently railways and inland waterway have a very limited role in ASEAN, it is likely that the road sector will continue its dominance in the forthcoming years. With such trend, it is vital to accelerate the implementation of the AHN Project, especially to complete the missing sections and improve the quality of road infrastructure in the AMSs as envisaged in the MOU on the ASEAN Highway Network (AHN) Project.

26. Considering the importance of TTR in enhancing the trade and economic growth in the AMSs, the highest priority is given to upgrade existing “below Class III” sections of the TTR, total road length of which is 1,999.55 km in Indonesia, Lao PDR, and Myanmar, by 2012. The second priority is given to the construction of the missing links in Myanmar (201 km), and upgrading of other “below Class III” sections in Indonesia, Lao PDR, Malaysia, Myanmar, and Viet Nam, with a total length of 4,536.7 km. The upgradation of other existing “Class II or III” roads with high traffic volume to “Class I” could also be implemented, subject to the availability of financial and other resources in the respective country.

27. Taking advantage of the strategic location of ASEAN as the geographic centre of Asia, the most vibrant economy in the world, ASEAN has set a goal to become a transport hub in the region. For this purpose, road infrastructure development needs to be prioritised from the perspective of ASEAN and surrounding regions. It is therefore important to expedite the completion of the East-West Economic Corridor (EWEC) by constructing the missing link in Myanmar, to promote the Mekong – India Economic Corridor (MIEC) by constructing the Mekong Bridge in Neak Loung (Cambodia), a highway between Kanchanaburi and Dawei, and to upgrade the extension of the AHN to China and India, particularly sections from Hanoi via northern Lao PDR through Myanmar to the border with India, by 2015. Identifying and developing a network of dry ports in accordance with existing ASEAN initiatives such as the SKRL and the AHN would also need to be considered to support the development of regional multimodal transport systems in order to enhance intra and extra ASEAN connectivity

28. Route numbering and installation of road signage on the AHN is ongoing on certain

sections. However, considering the large network, the priority will be given to the TTR followed by other sections of the AHN.



Source: ASEAN Logistics Network Map Study, JETRO, 2009.

Figure 2. ASEAN Highway Network (includes Asian Highway)

29. To enhance the connectivity of intra-ASEAN transport networks, particularly of ASEAN mainland with the archipelagic countries such as Philippines and Indonesia, it is important to initiate a study to bridge the existing transportation connectivity gaps between the archipelagic countries and ASEAN mainland. Such study should be completed by 2015 for implementation thereafter.

30. The following specific strategic actions and timelines for the development of the AHN will be undertaken in the period 2011-2015:

► **LTA-7. Complete the AHN by constructing the missing links and upgrading to Class III and above.**

- Upgrade “below Class III” roads on the TTR by 2012:
 - Lao PDR: AH12 (293 km) and AH 15 (98 km)
 - Myanmar: AH1 (781 km), AH 2 (593 km) and AH3 (93 km)
 - Indonesia: AH25 (141.55 km)
- Construct other missing link sections on the AHN:
 - Myanmar: AH 112 (60 km) and AH 123 (141 km), starting from 2013
- Upgrade “below Class III” roads on the TTR by 2012:
 - Indonesia: AH150 (1762.3 km) and AH151 (611.9 km)
 - Lao PDR: AH131 (96 km) and AH 132 (126 km)
 - Myanmar: AH111 (239 km) and AH112 (1085 km)
 - Malaysia: AH150 (40 km)
 - Viet Nam: AH13 (215.5 km) by 2011 and AH132 (160 km) by 2012
- Upgrade “Class II or III” sections with high traffic volume to “Class I” by 2020.
- Upgrade the extension of AHN to China and India, particularly sections from Ha Noi via northern Lao PDR through Myanmar to the border with India, by 2015.
- Construct the Mekong Bridge in Neak Loung (National road No.1 in Cambodia) by 2015.
- Build the highway between Kanchanaburi and Dawei by 2020.
- Construct the missing link of EWEC in Myanmar.

► **LTA-8. Identify and develop a network of ASEAN dry ports in accordance with existing ASEAN initiatives such as the AHN and the SKRL.**

► **LTA-9. Install common road signs and the route numbering system in all designated routes with a specific priority on TTR routes.**

- Install common road signs and the route numbering system on all designated

routes with a specific priority on TTR routes by 2013:

- Install common road signs and the route numbering system on other ASEAN Highways, including the additional newly built highways.

- ▶ **LTA-10. Conduct a feasibility study on bridging the archipelagic and the mainland ASEAN by 2015.**

LTG-3. Reduce the road fatalities by 50% in AMSs by 2020.

31. Road safety has become a pressing issue in many AMS. There is a need for concerted efforts in the region to effectively address the issue. In line with the “UN Declaration on the Global Decade of Action on Road Safety 2011-2020”, ASEAN is developing an ASEAN Road Safety Action Plan, which would provide a strategic framework for cooperation among AMS in this area. Based on this framework, policy guidelines for the regional road safety and “National Road Safety Action Plan 2011-2020” will be formulated by 2012 for implementation thereafter.

- ▶ **LTA-11. Formulate “the ASEAN Regional Road Safety Strategy Plan 2012-2020” and “National Road Safety Action Plan 2012-2020” by the year 2012 and their implementation.**

- Formulate “the ASEAN Regional Road Safety Strategy Plan 2012-2020” by 2012.
- Formulate the “National Road Safety Action Plan 2012-2020” by all AMSs by 2012.
- Implement the “National Road Safety Action Plans” in AMSs.

LTG-4. Establish an efficient and integrated inland waterway transport (IWT) network.

32. With an objective to establish an efficient IWT system in ASEAN, it is essential to conduct a study and formulate a regional plan for developing IWT network in ASEAN. This study, after identifying inland waterway routes, their status and related issues, would propose long-, mid- and short-term measures to utilise and develop the IWT to its potential. Subsequently, based on the recommendations from this study, projects/programmes would be developed for implementation. Considering the large scope of work, the implementation of projects and programmes will require additional number of years and will be continued

beyond 2015.

► **LTA-12. Formulate a regional plan for developing IWT in ASEAN by 2012 and begin implementation thereafter.**

- Conduct a study and formulate a regional plan for developing IWT in ASEAN by 2012.
- Implement the suggestions/projects by the above study on regional plan for developing IWT in ASEAN thereafter.

LTG-5. Develop ITS.

33. Following the recommendations from the “ASEAN ITS Policy Framework: Plan of Action”, an “Intelligent Transport System (ITS) Master Plan for ASEAN” would be developed by 2013, addressing the goals, design of ITS architecture, determination of standards for ASEAN, implementation and monitoring measures among others. In addition, the ITS Master Plan would also highlight the development and application of the ITS on the existing AHN. It is also recommended that AMSs formulate their respective “National ITS Policy and Master Plan”.

34. In order to facilitate the establishment of the ITS system in the AMSs, it is necessary to conduct various capacity building programmes. Considering the socio-economic status in AMSs, the top priority for capacity building will be given to nations that are lagging behind. This is a continuous exercise and will need to be implemented throughout the ASTP duration as well as beyond it.

► **LTA-13. Formulate the “ITS Master Plan” by 2013 and its implementation**

- Formulate the “ITS Master Plan for ASEAN”, addressing the goals, design of ITS architecture, determination of standards for ASEAN and developing implementation and monitoring mechanism.
- Formulate the national ITS policy and master plans for AMSs addressing the policy, standards, ITS development, operation & maintenance, and monitoring mechanism.
- Implement the “ITS Master Plan for ASEAN” and the national ITS policy and master plans.

► **LTA-14. Implement the “ITS Capacity Building Programmes” in order to develop ITS**

- Organise and implement “ITS Capacity Building Programmes” in lagging nations.
- Organise and implement the “ITS Capacity Building Programmes” in other AMSs.

LTG-6. Enhance human, technical and institutional capacity with harmonised standards in AMS.

35. In order to facilitate the establishment of an efficient and integrated transport system in ASEAN, it is necessary to conduct various capacity building programmes. Considering the socio-economic status and existing capability to manage and implement transport projects/programmes in the AMSs, the top priority for capacity building will be given to the nations that are lagging behind. This is a continuous and ongoing measure and will need to be implemented throughout the ASTP duration as well as beyond 2015.

► **LTA-15. Implement programmes/seminars to enhance the “Technical, Institutional & Human Capacity” for safer, secured & efficient transport system.**

- Organise and implement Seminar/Workshop/Programme for “Technical, Institutional & Human Capacity Building” in lagging nations.
- Organise and implement seminars/workshops/programmes for “Technical, Institutional & Human Capacity Building” in other AMSs.

LTG-7. Establish a sustainable, energy efficient and environment-friendly transport system.

36. Pursuant to the commitment of ASEAN Transport Ministers on increasing energy efficiency, reducing consumption and carbon emissions in the transport sector, there is a need to initiate actions to mitigate climatic changes and global warming. To improve the public transport share in the selected capital cities in the AMSs, a study on green public transport system, including bus rapid transport (BRT), will be the first step to achieve this goal. Subsequently, based on the recommendations of this study, relevant projects/programmes would need to be developed and implemented. However, considering the large scope of the work, the suggested projects will require additional

number of years for implementation and will be continued beyond 2015.

37. The practice of exchange of experiences and knowledge related to an environment-friendly transport system, vehicles and fuels through specially organised seminars/workshops would continue. As per the nation's demand and requirement, the feasible projects may be adopted and implemented, first on a pilot basis and then later at larger scale. This is a continuous and ongoing exercise and will need to be implemented throughout the ASTP duration and beyond.

LTA-16. Exchange & adoption of experiences, projects & knowledge related to environmental-friendly transport system, vehicles and fuels.

- Exchange of experiences, projects & knowledge related to environmental-friendly transport system, vehicles and fuels
- Adoption and implementation of pilot projects based on the successful experiences and projects related to environmental-friendly transport system, vehicles and fuels
- Conduct a study on the promotion of a green public transportation system to improve and establish energy efficient green public transport (such as BRT and LRT) in the capital cities of the AMS, as per requirement by 2013
- Implement the suggestions/projects by the above study on the promotion of a green public transportation system

Air Transport

38. ASEAN Member States are now working toward the formulation of an ASEAN Single Aviation Market (ASAM) in order to achieve the realisation of the AEC. The development of the ASAM should also need to include necessary actions and measures to address the issues of growing global concerns, i.e. aviation security, aviation safety and environmental issues which are essential prerequisites in improving the overall performance of the air transport sector. The measures, among other, could be in the form of applying internationally acceptable standards and new advance technologies.

39. Considering the above and the review of earlier plans, current situation and regional issues, and emerging trend and challenges, actions to be undertaken in air

transport in the next five years are designed to achieve the following three specific goals:

ATG-1.	Establish an ASAM;
ATG-2.	Promote environmentally-friendly aviation; and
ATG-3.	Enhance engagement with Dialogue Partners to promote greater connectivity.

40. In order to pursue these three specific goals, six actions are to be implemented. The implementation of these actions will facilitate the development of a harmonised and integrated air transport system in ASEAN. Actions No. 1 to 4 are the leading actions to realise the implementation of ASAM. Whereas, Actions No. 5 and 6 will also provide necessary supports to develop an ASAM. To achieve a sustainable future for air transport sector, action No 5 will explicitly consider the environmental measures, which are highly necessary to reduce carbon emissions and mitigate negative environmental impacts.

ATG-1. Establish an ASAM.

41. As the first significant step for this goal to establish an ASAM, an ASAM Roadmap and Implementation Strategy will be formulated by 2011. Airline industry liberalisation, aviation safety, aviation security, civil aviation technology, air transport regulatory framework and human resource development are elements of an ASAM.

42. In order to achieve this goal, all AMSs are encouraged to ratify and implement the already-concluded agreements to implement the ASEAN Open Sky Policy, i.e. the MAAS, the MAFLAFS, the MAFLPAS and their respective Protocols.

43. Liberalisation of the air transport ancillary services is also an important component to promote an ASAM. Guidelines for liberalisation of the air transport ancillary services set out sub-sectors and their timeline to pursue freer trade in the ASEAN air transport ancillary services.

44. In order to address the rapidly changing business environment surrounding the air transport sector, ASEAN needs to further enhance the involvement of private sectors such as airline companies. The ongoing practice to hold the ASEAN Air Transport Working Group (ATWG) meetings back-to-back with the ASEAN Airlines Meeting (AAM) will be continued.

45. The following actions will be implemented to achieve the above goals:

▶ **ATA-1. Formulate an ASAM Roadmap and implementation strategy by 2011 and develop an ASAM by 2015.**

- Formulate ASAM Roadmap and implementation strategy by 2011.
- Develop an ASAM by 2015.
- Enhance search and rescue (SAR) capacity and capability through combined air and maritime SAR exercises (SAREX) by 2015:
 - Develop programmes for SAREX by 2012.
 - Implement regular SAREX by 2015.
- Cooperation in the areas of aviation safety, aviation security and Air Traffic Management (ATM).
- Human resource development for the implementation of an ASAM.

▶ **ATA-2. Ratify and implement the RIATS Agreements and MAFLPAS.**

- Ratify and implement the ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLAFS and its Protocols 1 and 2 as agreed by ASEAN Transport Ministers is 31 December 2008.
- Ratify and implement the ASEAN Multilateral Agreement on Air Services (MAAS) and its Protocols 1 to 6 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAAS as agreed by ASEAN Transport Ministers are 31 December 2008 for Protocol 5 and 31 December 2010 for Protocol 6.
- Sign the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) by 2010 and ratify and implement the MAFLPAS and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLPAS as agreed by ASEAN Transport Ministers are 30 June 2010 for Protocol 1 and 30 June 2013 for Protocol 2.
 - Ratify and implement Protocol 1 of MAFLPAS by 2010.
 - Ratify and implement Protocol 2 of MAFLPAS by 2013.

▶ **ATA-3. Implement the liberalisation of the ASEAN Air Transport Ancillary Services by 2015.**

- Continue liberalisation of Phase 1 sub-sectors as agreed in the "Guidelines for

liberalisation of the air transport ancillary services".

- Liberalise Phase 2 sub-sectors as agreed in the "Guidelines for liberalisation of the air transport ancillary services" by 2015.

▶ **ATA-4. Enhance the involvement of the private sectors/airlines.**

- Continue cooperation with ASEAN airline companies by holding the ATWG meetings back-to-back with the AAM.

ATG-2. Promote environmentally-friendly aviation.

46. As an initiative to address the environmental concerns, the AMSs agree to work towards the ICAO Programme of Action to reduce aviation emissions viz. the goals set out and endorsed by the ICAO High Level Meeting on International Aviation and Climate Change (HLM-ENV).

▶ **ATA-5. Develop programmes to improve environmentally-friendly aviation**

- Implement "ICAO Programme of Action on International Aviation and Climate" to reduce aviation emissions.
- Conduct a pilot study for the development of environmentally-friendly AMS airports by 2015.

ATG-3. Enhance engagement with Dialogue Partners to promote greater connectivity.

47. The ASEAN – China Air Transport Agreement (AC-ATA) is scheduled to be concluded and signed in November 2010. Several other Dialogue Partners, such as India and the ROK, have expressed their intention to conclude such agreements with ASEAN. It is important for ASEAN to maintain this momentum and to consider the expansion of air connectivity with other Dialogue Partners and other partners. The establishment of an ASAM and ATAs will surely enhance the ASEAN Connectivity as important elements of the AEC.

▶ **ATA-6. Conclude the Air Transport Agreement (ATA) with China by 2010, India, ROK and possibly other Dialogue Partners, not later than 2015, and**

thereafter consider the possible expansion to other partners.

- Conclude the ATA with China by 2010.
- Conclude the ATA with India by 2011.
- Conclude the ATA with ROK by 2015.
- Consider ATAs with other Dialogue Partners and other partners.

Maritime Transport

48. The main goal for maritime transport is to establish an integrated, competitive and seamless maritime transport network, paying explicit attention to promote maritime safety and security, and environment- and user-friendly ports. The three specific goals are:

MTG-1.	Accomplish an integrated, efficient, and competitive maritime transport system;
MTG-2.	Develop safety navigation system and establish advanced maritime security system in line with international standards; and
MTG-3.	Accomplish the Eco-Port and environmental-friendly shipping.

49. The following actions will be pursued to implement the above goals:

MTG-1. Accomplish an integrated, efficient, and competitive maritime transport system.

50. In order to achieve this goal, ASEAN needs to revitalise its efforts to establish an ASEAN Single Shipping Market (ASSM), by accelerating the formulation of the basic strategy for an ASSM and by developing a relevant framework for the implementation of the strategy. In addition, the AMSs need to enhance the capacity of the 47 designated ports of the ASEAN Port Network.

51. As a vital step to enhance the connectivity of archipelagic ASEAN, efficient and reliable shipping routes, including roll-on roll-off (RORO) routes, need to be established. As this is a new initiative for the ASTP, a study would need to be conducted to develop a master plan and feasibility studies for an ASEAN RORO Network by 2012.

52. Tourism industry, including cruising, is regarded as a promising industry in the archipelagic ASEAN and it is expected to play a central role to enhance people-to-people connectivity. A study on cruise infrastructure with reference to the related initiatives which will be stipulated in the ASEAN Tourism Strategic Plan (ATSP) will also be conducted.

► **MTA-1. Realise an ASSM by 2015.**

- Develop the strategies for an ASSM through completing a study by the end of 2011, and agree on the strategies for an ASEAN Single Shipping Market by 2012.
- Develop the relevant framework for implementation of an ASEAN Single Shipping Market by 2015.
- Develop guidelines on acceptable practices in the provision of fiscal support for shipping operations by 2011.
- Formulate the directory of ship registration by 2011.
- Develop guidelines for structure of port tariffs in ASEAN transport network ports by 2011.
- Formulate a strategy for Implementation of a single labour market for ASEAN seafarers by 2013 and implement the strategy by 2015.
- Support Privatisation/Commercialisation of port operation by 2014.
- Support Simplification and Harmonisation of Port Documentation by 2014.

► **MTA-2. Enhance the capacity of the 47 Designated Ports by 2015.**

- Develop project priorities based on the guidelines for assessing port development by 2011.
- Explore funding mechanisms to support the implementation of identified projects by 2012.
- Ensure the 47 designated ports to meet the acceptable performance and capacity levels by 2015.
- Identify and support Electronic Transmission of Information by 2014.
- Develop Port Technology (construction and maintenance of port facilities) by 2015.

► **MTA-3. Establish efficient and reliable shipping routes, including RORO, connections between mainland and archipelagic Southeast Asia, and strengthen the linkages with global and domestic routes by 2015.**

- Conduct Master Plan Study and Feasibility Study on Global/Domestic Shipping together with a Feasibility Study on an ASEAN RORO Network by 2012.
- Implement the proposed measures of Master Plan and Feasibility Study by 2015.

▶ **MTA-4. Establish and enhance the Cruise Corridors by 2015.**

- Conduct a Study on ASEAN cruise infrastructure development by 2011.
- Implement the proposed measures of the Study on ASEAN cruise infrastructure development by 2015.

MTG-2. Develop safety navigation system and establish advanced maritime security system in line with international standards.

53. Safety and security have been and will be the crucial elements of ASEAN maritime cooperation. For this purpose, the ASEAN Near Coastal Voyage (NCV) limits need to be reviewed as per the requirements of the Standards of Training, Certification and Watch-keeping (STCW) Convention by 2012.

▶ **MTA-5. Review ASEAN Near Coastal Voyage (NCV) Limits as per the requirements of Standards of Training, Certification and Watch-keeping (STCW) Convention by 2012.**

- Review current arrangements for STCW in ASEAN NCV Limits by 2012.

▶ **MTA-6. Enhance Search and Rescue (SAR) capacity and capability through combined air and maritime SAR Exercises (SAREX) by 2015**

- Develop the programme for SAREX by 2012.
- Implement regular SAREX by 2015.

▶ **MTA-7. Develop human resources to strengthen port and shipping operations, including the introduction of advanced technologies for navigation safety, maritime security and environment preservation.**

- Formulate training programme to enhance capability of port personnel by 2012.
- Exchange information of navigation system.
- Enforcement of cooperation relating to maritime casualty and marine incident investigation by 2013.
- Establish logistics education and training centres at selected tertiary institutions within ASEAN by 2012.
- Establish regional centres for training advanced maritime technology by 2013.
- Formulate the programme for seafarers training and implementation.
- Improve maritime security level and train security officer in accordance with ISPS

code.

- Develop strategy for enhanced shipboard placements by 2011.
- Hold the workshop and formulate the programme for realising environmental-friendly maritime transport system by 2015.
- Develop and implement the programme of port management system as to health and environment by 2015.

MTG-3. Accomplish the Eco-Port and environmentally-friendly shipping.

54. Though, from the viewpoint of carbon emissions, maritime transport is an environment-friendly mode of transportation in comparison with other modes of transportation, there still remains a scope to make it more energy efficient. Effective measures are required to accommodate international standard and execute them in cooperation with international organisation such as the International Maritime Organization (IMO).

► MTA-8. Enhance the activity in cooperation with IMO, and promote to sign and implement the relevant IMO initiative Conventions.

- Support formulation and implementation of ASEAN Oil Spill Response Action Plan (OSRAP) by 2011.
- Hold the regional workshop for maritime issues and sign and implement the relevant IMO initiative Conventions.

Transport Facilitation

55. The main goal for transport facilitation is to establish an integrated, efficient and globally competitive logistics and seamless multimodal transport system to enhance the connectivity within ASEAN and with the world, as well as pursuing green logistics for global environment preservation.

56. The following four specific goals place the prime importance on the framework of transport facilitation in ASTP as the result of the review of ATAP actions, emerging trend

analysis and issues covering three transport sectors, land, air and maritime transport.

TFG-1.	Establish integrated and seamless multimodal transport system;
TFG-2.	Enhance the competitiveness of ASEAN Logistics Industry;
TFG-3.	Establish safe and secure inter-state transport system; and
TFG-4	Develop environment-friendly logistics.

57. The following twelve strategic actions will be implemented to realise these goals:

TFG-1. Establish integrated and seamless multimodal transport systems to make ASEAN the transport hub in East Asia region and beyond.

58. A transport network is only as strong as the weakest link, and the weakest links can be found around the national borders. In order to realise the vision of “single market and production base” as envisaged in the AEC Blueprint, ASEAN’s connectivity should be enhanced through transport facilitation initiatives to minimise, and eventually eliminate, the frictions at national borders that increase the transactions costs of moving goods between countries in the region. Three framework agreements on transport facilitation have been concluded, and significant efforts will be required for these agreements to be operationalised, particularly by the completion of the remaining Protocols of the AFAFGIT, the ratification process and putting in place the necessary regional as well as national regulations and institutions.

59. The expansion of road and rail connections within ASEAN would certainly help facilitate land travel between the AMSs (by private vehicles, tour buses and coaches) which could likely to result in the development of new tour packages comprising of different Member States tourism products. However there are a number of obstacles that impede the free movement of vehicles, goods, and people across international borders, including: (i) restrictions on the entry of motor vehicles; (ii) different standards requirements (vehicle size, weight and safety requirements, and driver qualifications); (iii) inconsistent procedures related to customs inspections, customs clearances, and assessment of duties; and (iv) restrictive visa requirements. In addressing these concerns, GMS signed the CBTA to facilitate cross border transport for both goods and people, and BIMP-EAGA signed and implemented the Memorandum of Understanding on Cross Border Movement for Buses and Coaches. Several AMSs have entered into bilateral agreements to cater for greater

cross-border mobility of passenger vehicles. ASEAN should capitalise on the existing sub-regional agreements with the view to developing an ASEAN-wide agreement to facilitate inter-state passenger land transportation in the region.

60. With the purpose to integrate transport in an efficient way, specially land and maritime transport, and to reduce the risk of disruption (man-made or natural hazards) from the Strait of Malacca, which is currently the busiest international waterway, the idea of developing “Land Bridges” connecting the ports (sea and dry ports) at the eastern and western coasts of ASEAN mainland via land transport (road/highways or rail) should be considered, first by conducting a comprehensive study. With such development, it is likely that transportation will be more economical, time saving and safer and will provide access to Indian Ocean. This will also be able to set up a perfect example of “Multi-Modal Transportation” as has been propagated by the ASEAN Leaders.

61. To take advantage of the strategic location of ASEAN as the geographic centre of the emerging global centre of production and demand, it is necessary to strategise ASEAN as the transport hub in the region. EWECE will facilitate in economic development connecting ASEAN region and other countries. It is thus recommended to complete EWECE by constructing a missing link in Myanmar and develop or upgrade terminal ports, Yangon and Da Nang.

62. As the AEC Blueprint states, ASEAN transport is also critical in linking ASEAN with the neighbouring Northeast and South Asian countries. The development of such linkages by roads, bridges, ports, and railways will likely open multiple economic and trade related opportunities for ASEAN region. For this purpose, the MIEC need to be promoted.

63. ASEAN still needs to learn from the experience of the EU which is considered the best among the comparative regions in the world. A comparative transport study between these two regions will be the first step in this direction. Such study will bear fruits in the long term and will be the ready reference material for any improvement or modification in the transportation system in ASEAN.

► **TFA-1. Fully operationalise the three ASEAN Framework Agreements on transport facilitation.**

- Expedite the completion and ratification of the Agreements.
 - Accelerate the conclusion of Protocol 6 (Railway borders and interchange stations) under AFAFGIT for eventual signing by AMS by 2011.

- Expedite the finalisation of Protocol 2 (Frontier Posts) and Protocol 7 (Customs Transit) under AFAFGIT for eventual signing by AMS by 2011.
- AFAFGIT Protocol 1: Conclusion of Annex 1 and ratification by all Member States.
- AFAFGIT Protocol 3: Formally increase maximum number of vehicles to be registered per Member State from 60 to 500 and notify the increase on ASEAN web site.
- AFAFGIT Protocol 4: Implementation of guidelines, registration and certification procedures and begin registration of road transit transport vehicles
- AFAFGIT Protocol 5: Establishment of national and council of bureaus; review and amend national laws.
- AFAFGIT Protocol 5: Fix content and form and administer Blue Cards Insurance Scheme.
- AFAFGIT Protocol 5: Control of accidents and investigation and settlement of claims including issuing of Blue Cards.
- AFAFGIT Protocol 8: Establish bilateral, multilateral or ASEAN SPS arrangements and inspection procedures.
- AFAFGIT Protocol 9: Ratification by all Member States and adoption of international standards.
- AFAFGIT Protocol 9: Develop permit scheme.
- AFAMT -Ratification by all Member States.
- AFAFIST - Ratification by all Member States.
- Closely monitor the progress of implementation of AFAFGIT, AFAFIST and AFAMT in order to ensure their implementation by 2014-2015
 - Develop and implement work plan 2010 - 2015 initiated by TTCB.
 - Conduct regular TTCB meetings to operationalise the three framework agreements.
 - Evaluate/monitor regularly the implementation of the three framework agreements by TTCB and NTTCCs.

► **TFA-2. Implement initiatives to facilitate inter-state passenger land transportation.**

- Expedite the implementation of the existing bilateral and sub-regional arrangements on facilitation of inter-state passenger land transportation in the region by 2013.
- Develop a regional ASEAN arrangement on facilitation of inter-state passenger land transportation, based on the assessment of the implementation of the bilateral and sub-regional arrangements by 2015.

► **TFA-3. Conduct studies on potential multimodal transport corridors to empower parts of ASEAN to function as land bridges in global supply routes.**

- Study on the “Land Bridge” connecting the ports (dry and sea ports) in ASEAN mainland by 2013 and its implementation.

- Identification study of potential land bridges that may be taken up for further detail study by 2011.
- Study on the identified and suggested "Land Bridge" connecting the ports in ASEAN mainland by 2013.
- Implementation of the suggestions/projects by the above study on "Land Bridge" (from 2013 onwards).
- Study on MIEC as a land bridge by 2013 and its implementation.
 - Conduct study on MIEC utilising the research conducted by ERIA by 2013.
 - Implementation of the suggestions/projects by the above study on "MIEC" (2013 onwards).
- Conduct development studies on the following intra-ASEAN ferry links connecting ASEAN Highways and other priority routes by 2012 and its implementation thereafter:
 - Cambodia: Stung Treng - Thalaboriwat (2 km) on AH-11
 - Indonesia: Gilimanuk Terminal - Banyuwangi Terminal (8 km) on AH-2
 - Indonesia: Bakauheni Ferry Terminal - Merak Ferry Terminal (26 Km) on AH-25
 - Philippines: Matnog Terminal - Allen Terminal (25 km) on AH-26
 - Philippines: Ormoc Terminal - Cebu Terminal (65 km) on AH-26
 - Philippines: Liloan Ferry Terminal - San Francisco Madilao Port (60 km) on AH-26
- Develop a practical, simple, and uniform liability framework for multimodal transport through regional operation in line with global multimodal transport regime development.
 - Conduct comparison study between actual regional practices and global and other regional initiatives to develop the most effective liability regime by 2012.
 - Develop a liability framework for multimodal transport through regional operation in line with global multimodal transport regime development by 2012 onward.

▶ **TFA-4. Complete the EWEC.**

- Construct the missing link in Myanmar.
- Develop/upgrade terminal ports: Yangon, Da Nang.

▶ **TFA-5. Promote the MIEC as a land bridge.**

- Construct the Mekong Bridge in Neak Loung (National road No.1 in Cambodia).
- Develop the Dawei deep sea port (by 2020).
- Build the highway between Kancharaburi and Dawei (by 2020).
- Conduct a feasibility study and preliminary design for the railway spur line between Kancharaburi and Dawei.

► **TFA-6. Comparative study between EU & ASEAN region for the development of efficient transport system by 2013 and its adoption.**

- Conduct comparative study between EU & ASEAN region for the development of efficient transport system by 2013.
- Adoption and implementation of suggestions made by the above study “Conduct comparative study between EU & ASEAN region for the development of efficient transport system”. (2013 onwards).

► **TFA-7. Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS.**

- Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS

TFG-2. Enhance the competitiveness of ASEAN Logistics Industry.

64. Capacity building is still highly demanded in many AMSs. This requires continuous and long-term approach and efforts need to be accelerated in ASTP. Measures No.39 to 42 of the RILS are intended for capacity building under which the ASEAN Federation of Forwarders Association (AFFA) proposed and implemented related programmes. In addition, there is an action to provide training on multimodal transportation, logistics, and supply chain management in the Initiative for ASEAN Integration (IAI) Work Plan Phase II. It is important to develop a policy and a plan on capacity development for multimodal transport operators (MTOs) and logistics service providers (LSPs) and conduct related joint training and workshops, including training for international driving, with the support of the Dialogue Partners and AFFA.

65. Each AMS has developed or planned to develop their training centres for logistics management, sometimes in assistance with Dialogue Partners or ASEAN cooperation framework. To achieve improved capacity development for logistics, each AMS needs to (1) develop a national skills certification system for LSPs, (2) develop a common ASEAN core curriculum for logistics management, and (3) establishment of national/sub-regional centres of excellence (training centres) in each AMS.

66. It is necessary to consider infrastructure development for efficient and integrated logistics more than just establishing logistic centres, which was the focus of the ATAP. As

stated in said measure No.43 of the RILS, the followings should be the focus of such action; (1) improving inland transport network infrastructure and the inter-modal linkages of connecting transport, (2) matching inland and maritime transport infrastructure, and (3) developing connectivity between ASEAN logistics gateways. Also, it is important to identify infrastructure requirement by private sectors and to address private sector involvement and/or public-private partnership (PPP) in the development of transport logistics infrastructure. Conducting monitoring of corridor performance would help to keep their corridor performance.

► **TFA-8. Develop and upgrade skills and built capacity for MTOs and LSPs logistics service providers through joint training and workshops.**

- Develop a plan/ a policy of capacity building for MTOs and LSPs with the support of Dialogue Partners and AFFA
- Conduct capacity building through joint training and workshops, including training international driving, for multimodal operators and LSPs with the support of Dialogue Partners and AFFA
- Promote logistics regional cooperation in AMS

► **TFA-9. Establish national / regional centres of excellence (training centres), national skills certification systems for LSPs, and common core curriculum.**

- Develop national skills certification system for LSPs.
- Develop a common ASEAN core curriculum for logistics management.
- Establishment of national/sub-regional centres of excellence (training centres) in each AMS.

► **TFA-10. Identify and develop the ASEAN logistics network and formulate the necessary infrastructure development requirements.**

- Develop and upgrade an ASEAN database on logistics service providers.
 - Study on developing an ASEAN database on logistics with a view on enhancing the development of networking services by 2011.
 - Develop and update an ASEAN database on LSPs by 2014.
 - Monitor and update regularly the ASEAN database on logistics service providers 2013 onward.
- Identify and develop the ASEAN logistics network.
 - Improve intermodal linkages between connecting modes of transport to improve connectivity between ASEAN logistics gateways.
 - Develop logistics centres with strong intermodal connectivity and facilities for storage and special logistics services as well as distribution and consolidation hubs.

- Formulate the necessary infrastructure development requirements.
 - Establish enabling and conducive policy environment for increased private sector involvement and/or PPP in the development of transport logistics infrastructure and the provision and operation of transport logistics facilities.
 - Conduct periodic monitoring of regional corridor performance to gauge the progress of trade and transport facilitation, infrastructure development, and service improvement of LSPs.

TFG-3. Establish safe and secure inter-state transport system.

67. Application of new technologies including but not limited to electronic documentation and signature is expected to contribute to improve the efficiency of multimodal transport operation. Such appropriate technologies are important to establish safe, secure and efficient logistics network among ASEAN. To implement these technologies, capacity building and other knowledge sharing are essential. However, these systems are to be introduced gradually and carefully as per requirement as some of these advanced technologies may not be appropriate to some countries.

► TFA-11. Share and apply appropriate technologies of information systems for the promotion of supply chain security initiatives.

- Enhance cooperation and communication between TFWG and Customs Procedures and Trade Facilitation Working Group (CPTFWG) to facilitate cross-border electronic transactions, information sharing, electronic payment, and electronic signatures
- Promote relevant technologies for advanced information systems to be shared among governmental agencies, shippers, and industry players in advancing supply chain security initiatives
- Enhance transport security and safety in the regional supply chain networks through capacity building initiatives, technical networking, and regular exchange of relevant technologies, best practices, and information
- Support introduction of IT functions to logistics centres to enhance intra-ASEAN logistics

TFG-4. Develop environmental-friendly logistics.

68. To achieve efficient and environmental-friendly transport in the region, green

logistics is an essential concept to be introduced in the ASTP. At the same time, LSPs can gain intangible benefits in the form of meeting the social responsibility and reducing the costs by adopting green logistics approach. The best practices and new ideas derived from the discussions and exchange of experiences about green logistics should be shared and applied to other AMSs. This action can be covered by the proposed three measures in the ASEAN Logistics Development Study, (1) encouraging energy saving, (2) decreasing carbon emissions, and (3) environmental-friendly reverse logistics.

► **TFA-12. Develop green logistics through increase in logistics management efficiency and utilisation of environmental-friendly transport modes, fuel, fleets, and supporting logistics facilities.**

- Encourage energy saving in logistics services in all AMS utilising energy-efficient fleets, modal shift to less fuel-consuming modes, and increase freight load factors.
- Conduct studies to disclose CO² emissions from transportation in AMS and to develop environmental-friendly logistics including reverse logistics by 2013.
- Encourage environmental-friendly reverse logistics in line with the 3Rs (Reduce, Reuse and Recycles) 2013 onward.

IV. IMPLEMENTATION ARRANGEMENTS

Reporting and Monitoring Mechanism

Uniform reporting format and scorecard

69. A “Monitoring Guidelines” to guide all Working Groups in monitoring and reporting progress of implementation will be formulated. These guidelines may also be used by AMSs for monitoring and reporting at the national level. A “uniform reporting format” for each action will be developed and disseminated to all AMSs well in advance for the purpose of uniform reporting and easy understanding of the progress of each action. The ASEAN Secretariat (ASEC) may facilitate in developing such “uniform reporting format”. In addition, the practice of using a scorecard to assess the progress of implementation should continue. The existing AEC Scorecard will need to be expanded in accordance with the ASTP actions.

Lead Country Coordinators and Priority Centres

70. “Lead Country Coordinators” could be nominated to lead the coordination, monitoring and implementation of priority actions. Although this is currently practiced for selected measures and in certain working groups, this can be further improved in terms of coordination and management.

71. For the actions and measures which involve substantial processing data and spatial information and require significant monitoring at the regional level, the establishment of dedicated centres or “priority action centres” could be considered. For example, it is suggested to establish an “ASEAN Highway Centre” with Geographic Information System (GIS) facilities for ASEAN Highways in Bangkok, Thailand, which will be responsible for overall coordination and data management, including spatial information related to ASEAN Highways. Similarly, a “Road Safety Centre” may be established or a reputed institution may be made responsible for updating and managing road safety related data. The decision on the establishment of such priority centres will be made based on the scope of the action and its regional influence. As the operation of the priority centres require resources, the proposals from certain AMSs to host and support the operation of these centres should be encouraged.

Enhancing coordination at the national level

72. The AMSs would need to enhance the implementation coordination and monitoring at the national level. For this purpose, it is suggested that “National Workshops/Meetings” be held annually within each AMS to discuss in detail the progress and issues related to the implementation of transport actions. This will bridge the existing reporting missing links between the working group and the AMSs. Such process, in addition to strengthening the monitoring system, would also accelerate the implementation and will assist in resolving implementation issues.

Roles and Functions of Sectoral Working Groups

Active functioning of the Working Groups

73. The Working Groups will need to actively and continuously pursue follow-up actions in between their regular meetings in order to assist in progress evaluation and to facilitate the implementation. This would complement the adoption of the suggested “uniform reporting format” and make the meetings more effective and shorten the time of resolving implementation issues.

Better coordination and management

74. Should similar issues require discussion in at least two working groups, the coordination and management of issues prior to the conduct of meetings can be improved through prior information sharing and consultation between working groups. A mechanism for coordination between the Chairs of the working groups should be explored and instituted accordingly.

75. The regular activity involving sharing and implementation of best practices need to be better managed and organised. Currently, the AMSs present the best practices on a voluntary basis during working group meetings without much emphasis on implementation mechanism, which can facilitate other AMSs to adopt these practices as a pilot projects in their respective countries. Thus, it is important that “Best Practices” with a general implementation details need to be presented and planned in advance.

Review the roles and responsibilities of the Working Groups

76. Considering the increasing complexity of the issues in all modes of transport and the emerging demand for collaborative action among these three sectors in the context of transport facilitation and an integrated transport system, the roles and responsibilities of the various transport working groups may need to be reviewed. This is with a view to streamlining and rationalising the division of work among these working groups.

77. One of the goals of the ASTP and the MPAC is to develop multimodal transport systems and corridors. The scope of the Transport Facilitation Working Group's (TFWG) will need to be widened to cover the actions and measures related to the development of such system, such as the studies on potential multimodal transport corridors to enable parts of ASEAN to function as land bridges in global supply routes, and conduct of a comparative study between EU and ASEAN for the development of efficient transport system by 2013 and its adoption.

Financial Mobilisation to Implement the ASTP

Emphasis on mobilising financial resources during Working Groups meeting

78. The working groups also need to discuss the resource requirements and funding options for the implementation of the actions and measures under the ASTP since this is a major issue that hinders implementation progress. Feasible options need to be discussed and be elevated to STOM and ATM for further decision and action. Currently, issues related to funding options and financial constraints are not discussed in detail at the working group level.

Mobilise and generate financial resources

79. Enhancing linkages with private agencies and promotion of PPP is essential for the realisation of the actions agreed in the ASTP. If required, respective country policies need to be reviewed and revised for the promotion of private sector involvement in the transportation projects. To overcome the financial constraint, the private organisations and industries need to be mobilised to sponsor or assist in cash or kind for the implementation of

transport actions.

80. “Special Fund Raising/Mobilising Team” may be constituted within the ASEC to mobilise resources and raise funds for the implementation of the ASTP actions. The role of this team will be to mobilise resources by establishing linkages with industries and organisation in the AMSs. This team will also promote and encourage industries to sponsor or support in cash or kind for the implementation of at least national projects/programmes related to the ASTP. In addition, the team will also be responsible for coordinating with Dialogue Partners, international agencies, financial institutions, donor agencies and others for financial mobilisation.

81. The need is to integrate the ongoing efforts of “Initiative for ASEAN Integration (IAI)” with ASTP actions. Under this framework, funds may be made available for the technical cooperation and implementation of the ASTP actions. In consultation and coordination with AMSs, the ASEC could play an active role in facilitating and directing IAI funds to AMSs that are financially struggling or finding difficult to implement the ASTP actions from their own resources. Such arrangements will provide a well-established regional platform to help and enhance the capacity of national government to implement ASTP actions.

82. Similar to arrangements in other sectors (e.g., ASEAN ICT Fund, ASEAN Energy Endowment Fund), it is suggested to constitute an “ASEAN Transport Fund” to be administered by the ASEC for the purpose of assisting the implementation of priority regional actions. In addition, efforts may be initiated by the AMSs as well as by the ASEC to explore and further raise funds from Dialogue Partners and other international organisations.

Engagement with Stakeholders, including the Private Sector and Research Institutions

Enhance linkages with academic/research institutions

83. It is important to enhance the linkages between the ASEC, the AMSs and academic and research institutions (in host AMS or neighbouring countries). The ASEAN University Network may be utilised to assist the AMSs in the implementation of the ASTP actions. An institute/university may also be assigned to handle data management of few

selected actions.

84. In addition, linkages should also be established with academic and research institutions in Dialogue Partner countries. Special technical support may also be sought from these institutions. In addition, these institutions may also be invited to share best practices related to transport development.

Synchronising the ASTP with ongoing or planned initiatives and programmes /projects

85. It is essential to synchronise and align the ASTP activities with the other ongoing initiatives, projects and programmes at regional and national level. This will help reduce resource constraints in implementation. For example, the GMS is implementing many transport related projects and many of the actions/measures as proposed in the ASTP will overlap with the projects/programmes in the GMS. Two other examples are the GMS programmes supported by ADB on railway development and facilitation of cross-border traffic and passenger travel. Efforts need to be initiated to synchronise and align with such projects/programmes in the region to provide benefits in terms of cost reduction, time savings and synergy.

Strengthening the ASEC to Monitor and Facilitate the Implementation of Transport Cooperation

86. Considering the issues discussed in the earlier sections, it is of significant importance to strengthen the capacity of the ASEC to efficiently support the implementation of the ASTP, in terms of human and financial resources. The mandate of the ASEC in respect of supporting ASEAN transport cooperation would include: (1) providing strategic policy and technical advice and recommendations on sectoral activities; (2) facilitating technical discussions and negotiations among AMS; (3) developing, implementing and evaluating programmes in support of sectoral activities; (4) monitoring progress against the ASTP and the AEC Blueprint; (5) managing, coordinating and assisting in project implementation by providing technical guidance and inputs into projects; (6) assisting in resource mobilisation for project activities; (7) monitoring and following-up on compliance with agreements; (8) liaising with a wide range of international organisations and with Dialogue Partners; (9) providing technical and advisory support to related ASEAN transport

entities; and (10) servicing meetings of ASEAN transport bodies.

87. Clearly, the breadth of such mandate will require sufficient resources and significant effort to strengthen the ASEC. It could be strengthened through: (1) enhancing the human resource capacity through the recruitment of competent professionals and personnel; (2) appropriate technical training to strengthen its advisory and analytical capability; and (3) provision of adequate financial support to manage the coordination and monitoring of the ASTP actions.

V. ASEAN TRANSPORT COOPERATION BEYOND 2015

88. The ASTP stipulates specific goals, actions, and milestones in support of the enhancement of the ASEAN Connectivity and the establishment of the AEC by 2015. It is noted that the target implementation date of 2015 was made by ASEAN Leaders in January 2007 to accelerate the establishment of the AEC as originally envisioned in the ASEAN Vision 2020, in response to intensifying global and regional competitions. There is a need to look beyond 2015, and formulate a vision for continuing and strengthening ASEAN transport cooperation after the 5 years under the ASTP.

89. Some of the actions agreed in this ASTP will not be completed by 2015 and need to be continuously taken into consideration beyond 2015. In order to achieve truly ultimate objective of ASEAN transport cooperation, ASEAN needs to formulate a common transport policy, as the ultimate goal of ASEAN transport cooperation.

Land Transport in 2015 and Beyond

90. The improvement of the AHN will facilitate economic growth but at the same time, if not planned, it would also generate more traffic volume, congestion, accidents and carbon emission. To avoid such situation, the balance between the economic growth and transportation need to be maintained by promoting and improving the public transport system in the AMSs. The development of integrated rail transport including the SKRL, urban public transportation such as LRT and BRT will be the key sectors for future development.

91. The AHN and the SKRL when completed will serve as the main skeleton of land transport for the region. Further development vertically at the national level is necessary for improved accessibility, as well as horizontally at the regional level to support regional economic developments. In this process, efforts must also be directed at mitigating negative environmental and social impacts, controlling carbon emissions, promoting energy efficient multimodal transportation (including possible modal shifts), encouraging the use of public transportation, improving network level transportation service by appropriate utilisation of ITS and Information and Communication Technology (ICT), and reducing traffic accidents.

92. The regional land transport network as will be developed during the ASTP duration will gain in popularity and importance, and will offer new business opportunities for the people. However, globalisation is an irreversible trend and new challenges and demands will emerge in land transport sector. The reduction of private vehicles, reducing congestion and accidents, developing integrated multi-modal transport, utilisation of ITS & ICT, enhancing capacity, strengthening financial system and controlling carbon emission will be the major challenge for land transport sector in 2015 and beyond.

93. **Controlling the Carbon Emission:** Considering the consequences of global warming specially on the existing islands and the regions next to sea, the challenge will be to reduce the carbon emission generated by land transport sector. Along with the development of public transport, the efficient rail network and inland waterway will be the key and will facilitate in controlling the carbon emission. However, the success of the rail transport and to certain extent IWT will depend on 3 basic concepts i.e. “comfortable”, “economical” and “time-saving” and these concepts need to be addressed during the planning of projects to win the acceptability from the people. Being economical and energy efficient, IWT can play a more important role in freight transportation. For better and “greener” future, the other alternatives like use of bio fuel, design of better mileage vehicles, use of renewable energy in transport also needs to be promoted and planned for.

94. **Multimodal Transport and Land Bridge Corridors:** The central role of regional initiatives will be to cooperate in the building of the trunk routes by road, rail and waterway, with feeder, local and distribution networks and interlinking them with other modes of transport which will provide access to intra, inter-regional and global networks. The development of “Multimodal transport”, including “Land bridge Corridors”, will be the thrust area in the future. For better accessibility with the rest of the world, the SKRL network and AHN need to be fully developed and to be integrated with “Trans-Asian Railways” and “Asian Highways” respectively.

95. **ITS and ICT:** The ITS and ICT will surely play a major role in future. There are ample of evidences showing the significant improvement and gains due to usage of modern ICT and ITS services. However, currently their role in regional cooperation and sharing of resources within ASEAN is limited and are slowly being developed. The challenge ahead is to build capacity, infrastructure and facilities to utilise the latest available technologies to its maximum.

96. **Capacity for Maintenance:** Currently, apart from economic status, the AMSs also differ considerably in the quality and type of existing transport infrastructure and the capacity to manage and implement transport projects. The capacity for the maintenance of existing and developed infrastructure assets also differs and is a major issue, as future rehabilitation or reconstruction costs will far exceed the cost of timely maintenance. Thus, a challenge ahead will be to bridge this existing wide gap. It thus becomes increasingly important to develop competencies among the lagging nations by enhancing the technical, institutional and human capacity. This will enable them to assess and plan for future developments and to prepare themselves for the challenges of tomorrow.

97. **Financing:** In order to meet the large and increasing infrastructure financing needs in the AMSs for the next 20 years or so, current means of financing must be strengthened and new innovative ways needs to be explored. Apart from funding and loans from international agencies and Dialogue Partners, there is also a need to leverage more private financing and strengthen PPP capacities, particularly from within the region.

Air Transport in 2015 and Beyond

98. The implementation of RIATS agreement and MAFLPAS is substantial for the development of ASAM. It is expected that with the implementation of an ASAM, the inbound and outbound air traffic movements in ASEAN will be increased significantly. Considering this, it becomes essential for the AMSs to enhance the airport infrastructure and implement projects with a special emphasis on the construction of regional terminals and LCC terminals. Such development will facilitate further expansion and improvement of airport facilities and services.

99. With the rapid increase of air traffic movements in the future, it will be important for the AMSs to enhance their capacity and capability to mitigate any impacts that may occur due to environmental, safety and security reasons.

100. **Environmentally-Friendly Aviation:** The development of environmentally-friendly aviation will be the key element for further enhancement in 2015 and beyond. To achieve this, the establishment of an ASAM will play a major role in the future. As air transport sector will have a major impact on climate changes mainly through the emission from aircraft operation, it becomes vital to implement the programme of action, which has

already been endorsed by the ICAO Council. Such programme will play a major role in reducing the aviation emissions and facilitate in developing environmentally-friendly aviation.

Maritime Transport in 2015 and Beyond

101. **ASSM:** According to the formulation of strategies to realise an ASSM, rationalisation, synchronisation, liberalisation and harmonisation of shipping services and trade procedures are key requirements. Concrete actions will have to be formulated in these areas, taking the differences in the level of development among AMSs into consideration.

102. It is envisaged that with the expected developments in multimodal transport and land bridge corridors, and new developments in the neighbouring regions and beyond, it would be necessary to review and revise the list of 47 designated ports. To meet the increasing cargo demand in line with economic growth in the AMSs and neighbouring countries, especially in China, measures to enhance the performance and cargo handling capacity will be continuously necessary.

103. **Efficient and Reliable Shipping Route:** Efficient and reliable shipping services in the archipelagic regions of ASEAN constitute a critical component for intra-ASEAN connectivity. Linkages of global and domestic shipping routes will have to be strengthened. These linkages will help to narrow the economic gaps between urban areas and under-populated areas of the archipelagic regions, and to accelerate regional economy. The Philippine Nautical Highway utilising the RORO system appears to be a promising avenue in establishing such linkages.

104. **Advanced Safety Navigation System and Maritime Security System:** The Strait of Malacca is one of the most important shipping routes connecting East Asia and India/Europe/Middle East. AMSs located along the Strait of Malacca have a significant role of facilitating safe navigation for vessels passing the Strait. As the maritime landscape and technology evolve beyond 2015, AMSs should continue to ensure that the navigation system and security measures in ASEAN waters meet international maritime safety and security standards.

105. **Eco-Port and Environmental-Friendly Shipping:** In line with economic growth in the AMSs, cargo throughput and number of calling vessels are supposed to increase fairly. In spite of these situations, total volume of carbon emissions should be surely reduced for environmental preservation. Human resource development of port operating personnel and introduction of advanced environmental technology for cargo handling system/equipment and ocean-going vessels will be necessary.

Transport Facilitation in 2015 and Beyond

106. **Integrated, Efficient and Globally Competitive Logistics and Seamless Multimodal Transport System:** There are still a lot of challenges that ASEAN have to address and to work on beyond 2015 for transport facilitation to enhance the competitiveness of ASEAN logistics industry. Establishment of safe and secure inter-state transport system is one of the most important challenges to improve ASEAN's competitiveness in the world. Full operationalisation of the three framework agreements on transport facilitation has to be accelerated alongside the ASTP and the MPAC to minimise the frictions at national borders to decrease the transactions costs of moving goods between countries in the region. This is an essential element to realise the vision of "single market and production base" as envisaged in the AEC Blueprint, and it is necessary to cooperate with the implementation bodies for trade facilitation.

107. It is important for ASEAN to streamline sectoral strategies with reference to the concept of multimodal transport system in order to enhance intra and extra ASEAN connectivity. Although the full implementation of the strategy will take a long time, it is nevertheless important to have a clear strategy of multimodal development in the ASEAN region in consonance with developments in the broader ASEAN + 6 region.

108. **Green Logistics for Global Environment Preservation:** Green logistics is a relatively new concept and the approaches vary among the AMSs. It is necessary to implement substantively identified approaches to develop environment-friendly logistics. Energy saving in logistics services has to be continuously conducted in all AMSs. This is a long-term approach, and furthermore, the requirement will definitely grow beyond 2015 for global environment preservation.



APPENDIX

SCHEDULE OF ACTIONS

Land Transport

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
LTG-1.	Accomplish the implementation of the SKRL project						
LTA-1.	Construct the missing link sections and spur lines of SKRL						
	Thailand: Aranyaprathet – Klongluk (6km) by 2014						
	Cambodia: Poipet – Sisophon (48km) by 2013						
	Cambodia: Phnom Penh – Loc Ninh (255km) by 2015						
	Viet Nam: Loc Ninh – Ho Chi Minh (129km) by 2020						
	Viet Nam: Mu Gia – Tan Ap – Vung Ang (119km) by 2020						
	Lao PDR: Vientiane – Thakek – Mu Gia (466km) by 2020						
	Myanmar: Thanbyuzayat – Three Pagoda Pass (111 km) by 2020						
	Thailand: Three Pagoda Pass – Nam Tok (153km) by 2020						
LTA-2.	Supplementary upgradation work in AMS to support SKRL						
	Cambodia (Rehabilitation/upgradation) : Sisophon – Phnom Penh (338 km) by 2013						
	Thailand (Track rehabilitation): Kaeng Khoi – Kaeng Suaten, Suranarai – Bua Yai, and Jira – Bua Yai (308 km) by 2013						
	Thailand (Track rehabilitation): Bua Yai – Nong Khai (278 km) by 2013						
	Malaysia (Double track construction): Ipoh – Padang Besar (329 km) by 2013						
LTA-3.	Formulate a strategy for a seamless operation of SKRL by 2013						
LTA-4.	Mobilise financial resources and technical assistance from external partners, either on a bilateral basis or with the coordination of ADB, to support the completion of SKRL in accordance with the agreed deadline.						
LTA-5.	Study the possibility of extending the SKRL to Surabaya, Indonesia.						
LTA-6.	Conduct a feasibility study and preliminary design for the railway spur line between Kanchanaburi and Dawei						
LTG-2.	Complete the AHN						
LTA-7.	Complete the AHN by constructing the missing links and upgrading to Class III and above						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	1. Upgrade “below Class III” roads on Transit Transport Routes (TTR) by 2012						
	Lao PDR: AH12 (293 km)						
	Lao PDR: AH 15 (98 km)						
	Myanmar: AH1 (781 km)						
	Myanmar: AH 2 (593 km)						
	Myanmar: AH3 (93 km)						
	Indonesia: AH25 (141.55 km)						
	2. Construct other missing link sections on the AHN						
	Myanmar: AH 112 (60 km)						
	Myanmar: AH 123 (141 km)						
	3. Upgrade other “below Class III” roads						
	Viet Nam: AH13 (215.5 km) by 2011						
	Viet Nam: AH132 (160 km) by 2012						
	Indonesia: AH150 (1762.3 km)						
	Indonesia: AH151 (611.9 km)						
	Lao PDR: AH131 (96 km)						
	Lao PDR: AH 132 (126 km)						
	Myanmar: AH111 (239 km)						
	Myanmar: AH112 (1085 km)						
	Malaysia: AH150 (40 km)						
	4. Upgrade “Class II or III” sections with high traffic volume to “Class I” by 2020						
	5. Upgrade the extension of AHN to China and India, particularly sections from Ha Noi via northern Lao PDR through Myanmar to the border with India, by 2015						
	6. Construct the Mekong Bridge in Neak Loung (National road No.1 in Cambodia) by 2015						
	7. Build the highway between Kanchanaburi and Dawei by 2020						
	8. Construct the missing link of EWEC in Myanmar						
	LTA-8 Identify and develop a network of ASEAN dry ports in accordance with existing ASEAN initiatives such as the AHN and the SKRL						
	LTA-9. Install common road signs and the route numbering system in all designated routes with a specific priority on TTR routes						
	1. Install common road signs and the route numbering system on all designated routes with a specific priority on TTR routes by 2013						
2. Install common road signs and the route numbering system on other ASEAN Highways, including the additional newly built highways							
LTA-10. Conduct a feasibility study on bridging the archipelagic and the mainland ASEAN by 2015							

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	1. Conduct a feasibility study on bridging the archipelagic and the mainland ASEAN by 2015						
LTG-3.	Reduce the road fatalities by 50% in AMS by 2020						
	LTA-11. Formulate “the ASEAN Regional Road Safety Strategy Plan 2012-2020” and “National Road Safety Action Plan 2012-2020” by the year 2012 and their implementation						
	1. Formulate “the ASEAN Regional Road Safety Strategy Plan 2012-2020” by 2012						
	2. Formulate the “National Road Safety Action Plan 2012-2020” by all AMSs by 2012						
	3. Implement the prepared “Road Safety Action Plans” in AMSs						
LTG-4.	Establish an efficient and integrated inland waterway transport (IWT) network						
	LTA-12. Formulate a regional plan for developing inland waterway transport in ASEAN by 2012 and begin implementation thereafter						
	1. Conduct a study and formulate a regional plan for developing IWT in ASEAN by 2012						
	2. Implement the suggestions/projects by the above study on regional plan for developing IWT in ASEAN thereafter						
LTG-5.	Develop ITS						
	LTA-13. Formulate the “Intelligent Transport System Master Plan” by 2013 and its implementation						
	1. Formulate the “ITS Master Plan for ASEAN”, addressing the goals, design of ITS architecture, determination of standards for ASEAN and developing implementation and monitoring mechanism						
	2. Formulate the national ITS policy and master plans for AMSs addressing the policy, standards, ITS development, operation & maintenance, and monitoring mechanism						
	3. Implement the “ITS Master Plan for ASEAN” and the national ITS policy and master plans						
	LTA-14. Implement the “ITS Capacity Building Programmes” in order to develop ITS						
	1. Organise and implement “ITS Capacity Building Programmes” in lagging nations						
	2. Organise and implement the “ITS Capacity Building Programmes” in other AMSs						
LTG-6.	Enhance human, technical and institutional capacity with harmonised standards in AMS						
	LTA-15. Implement programmes/seminars to enhance the “Technical, Institutional & Human Capacity” for safer, secured & efficient transport system						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	1. Organise and implement Seminar / Workshop / Programme for “Technical, Institutional & Human Capacity Building” in lagging nations						
	2. Organise and implement Seminars / Workshops / Programmes for “Technical, Institutional & Human Capacity Building” in other AMSs						
LTG-7.	Establish a sustainable, energy efficient and environmentally-friendly transport system						
	LTA-16. Exchange & adoption of experiences, projects & knowledge related to environmental-friendly transport system, vehicles and fuels						
	1. Exchange of experiences, projects & knowledge related to environmental-friendly transport system, vehicles and fuels						
	2. Adoption and implementation of pilot projects based on the successful experiences and projects related to environmental-friendly transport system, vehicles and fuels						
	3. Conduct a study on the promotion of a green public transportation system to improve and establish energy efficient green public transport (such as Bus Rapid Transit (BRT) and Light Rail Transport (LRT)) in the capital cities of the AMS, as per requirement by 2013						
	4. Implement the suggestions/projects by the above study on the promotion of a green public transportation system						

Air Transport

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
ATG-1.	Establish an ASAM						
ATA-1. Formulate an ASEAN Single Aviation Market (ASAM) Roadmap and implementation strategy by 2011 and develop an ASAM by 2015							
1. Formulate ASAM Roadmap and implementation strategy by 2011							
2. Develop an ASAM by 2015							
3. Enhance search and rescue (SAR) capacity and capability through combined air and maritime SAR exercises (SAREX) by 2015.							
Develop programmes for SAREX by 2012							
Implement regular SAREX by 2015							
4. Cooperation in the areas of aviation safety, aviation security and Air Traffic Management (ATM)							
5. Human resource development for the implementation of an ASAM							
ATA-2. Ratify and implement the RIATS Agreements and MAFLPAS							
1. Ratify and implement the ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLAFS and its Protocols 1 and 2 as agreed by ASEAN Transport Ministers is 31 December 2008							
2. Ratify and implement the ASEAN Multilateral Agreement on Air Services (MAAS) and its Protocols 1 to 6 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAAS as agreed by ASEAN Transport Ministers are 31 December 2008 for Protocol 5 and 31 December 2010 for Protocol 6							
3. Sign the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) by 2010 and ratify and implement the MAFLPAS and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLPAS as agreed by ASEAN Transport Ministers are 30 June 2010 for Protocol 1 and 30 June 2013 for Protocol 2							
Ratify and implement Protocol 1 of MAFLPAS by 2010							
Ratify and implement Protocol 2 of MAFLPAS by 2013							
ATA-3. Implement the liberalisation of the ASEAN Air Transport Ancillary Services by 2015							
1. Continue liberalisation of Phase 1 sub-sectors as							

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	agreed in the "Guidelines for liberalisation of the air transport ancillary services"						
	2. Liberalise Phase 2 sub-sectors as agreed in the "Guidelines for liberalisation of the air transport ancillary services" by 2015						
	ATA-4. Enhance the involvement of the private sectors/airlines						
	1. Continue cooperation with ASEAN airline companies by holding the ATWG meetings back-to-back with the AAM.						
ATG-2. Promote environmentally-friendly aviation							
ATA-5. Develop programmes to improve environmentally-friendly aviation							
	1. Implement "ICAO Programme of Action on International Aviation and Climate" to reduce aviation emissions						
	2. Conduct a pilot study for the development of environmentally-friendly AMS airports by 2015						
ATG-3. Enhance engagement with Dialogue Partners to promote greater connectivity							
ATA-6. Conclude the Air Transport Agreement (ATA) with China by 2010, India, ROK and possibly other Dialogue Partners, not later than 2015, and thereafter consider the possible expansion to other partners.							
	1. Conclude the ATA with China by 2010						
	2. Conclude the ATA with India by 2011						
	3. Conclude the ATA with ROK by 2015						
	4. Consider ATAs with other Dialogue Partners and other partners						

Maritime Transport

Goals, Actions, and Milestones	Timeline					
	2011	2012	2013	2014	2015	Beyond
MTG-1. Accomplish an integrated, efficient, and competitive maritime transport system						
MTA-1. Realise an ASSM by 2015						
1. Develop the strategies for an ASSM through completing a study by the end of 2011, and agree on the strategies for an ASEAN Single Shipping Market by 2012						
2. Develop the relevant framework for implementation of an ASEAN Single Shipping Market by 2015						
3. Develop guidelines on acceptable practices in the provision of fiscal support for shipping operations by 2011						
4. Formulate the directory of ship registration by 2011						
5. Develop guidelines for structure of port tariffs in ASEAN transport network ports by 2011						
6. Formulate a strategy for Implementation of a single labour market for ASEAN seafarers by 2013 and implement the strategy by 2015						
7. Support Privatization/Commercialisation of port operation by 2014						
8. Support Simplification and Harmonisation of Port Documentation by 2014						
MTA-2. Enhance the capacity of the 47 Designated Ports by 2015						
1. Develop project priorities based on the guidelines for assessing port development by 2011						
2. Explore funding mechanisms to support the implementation of identified projects by 2012						
3. Ensure the 47 designated ports to meet the acceptable performance and capacity levels by 2015						
4. Identify and support Electronic Transmission of Information by 2014						
5. Develop Port Technology (construction and maintenance of port facilities) by 2015						
MTA-3. Establish efficient and reliable shipping routes, including RORO, connections between mainland and archipelagic Southeast Asia, and strengthen the linkages with global and domestic routes by 2015						
1. Conduct Master Plan Study and Feasibility Study on Global/Domestic Shipping together with a Feasibility Study on an ASEAN RORO Network by 2012						
2. Implement the proposed measures of Master Plan and Feasibility Study by 2015						
MTA-4. Establish and enhance the Cruise Corridors by 2015						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	1. Conduct a Study on ASEAN cruise infrastructure development by 2011						
	2. Implement the proposed measures of the Study on ASEAN cruise infrastructure development by 2015						
MTG-2. Develop safety navigation system and establish advanced maritime security system in line with international standards							
MTA-5. Review ASEAN Near Coastal Voyage (NCV) Limits as per the requirements of Standards of Training, Certification and Watch-keeping (STCW) Convention by 2012							
	Review current arrangements for STCW in ASEAN NCV Limits by 2012						
MTA-6. Enhance Search and Rescue (SAR) capacity and capability through combined air and maritime SAR Exercises (SAREX) by 2015							
	1. Develop the program for SAREX by 2012						
	2. Implement regular SAREX by 2015						
MTA-7. Develop human resources to strengthen port and shipping operations, including the introduction of advanced technologies for navigation safety, maritime security and environment preservation							
	1. Formulate training program to enhance capability of port personnel by 2012						
	2. Exchange information of navigation system						
	3. Enforcement of cooperation relating to maritime casualty and marine incident investigation by 2013						
	4. Establish logistics education and training centres at selected tertiary institutions within ASEAN by 2012						
	5. Establish regional centres for training advanced maritime technology by 2013						
	6. Formulate the program for seafarers training and implementation						
	7. Improve maritime security level and train security officer in accordance with ISPS code						
	8. Develop strategy for enhanced shipboard placements by 2011						
	9. Hold the workshop and formulate the program for realising environmental-friendly maritime transport system by 2015						
	10. Develop and implement the program of port management system as to health and environment by 2015						
MTG-3. Accomplish the Eco-Port and environmental-friendly shipping							
MTA-8. Enhance the activity in cooperation with IMO, and promote to sign and implement the relevant IMO initiative Conventions							
	1. Support formulation and implementation of ASEAN Oil Spill Response Action Plan (OSRAP) by 2011						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	2. Hold the regional workshop for maritime issues and sign and implement the relevant IMO initiative Conventions						

Transport Facilitation

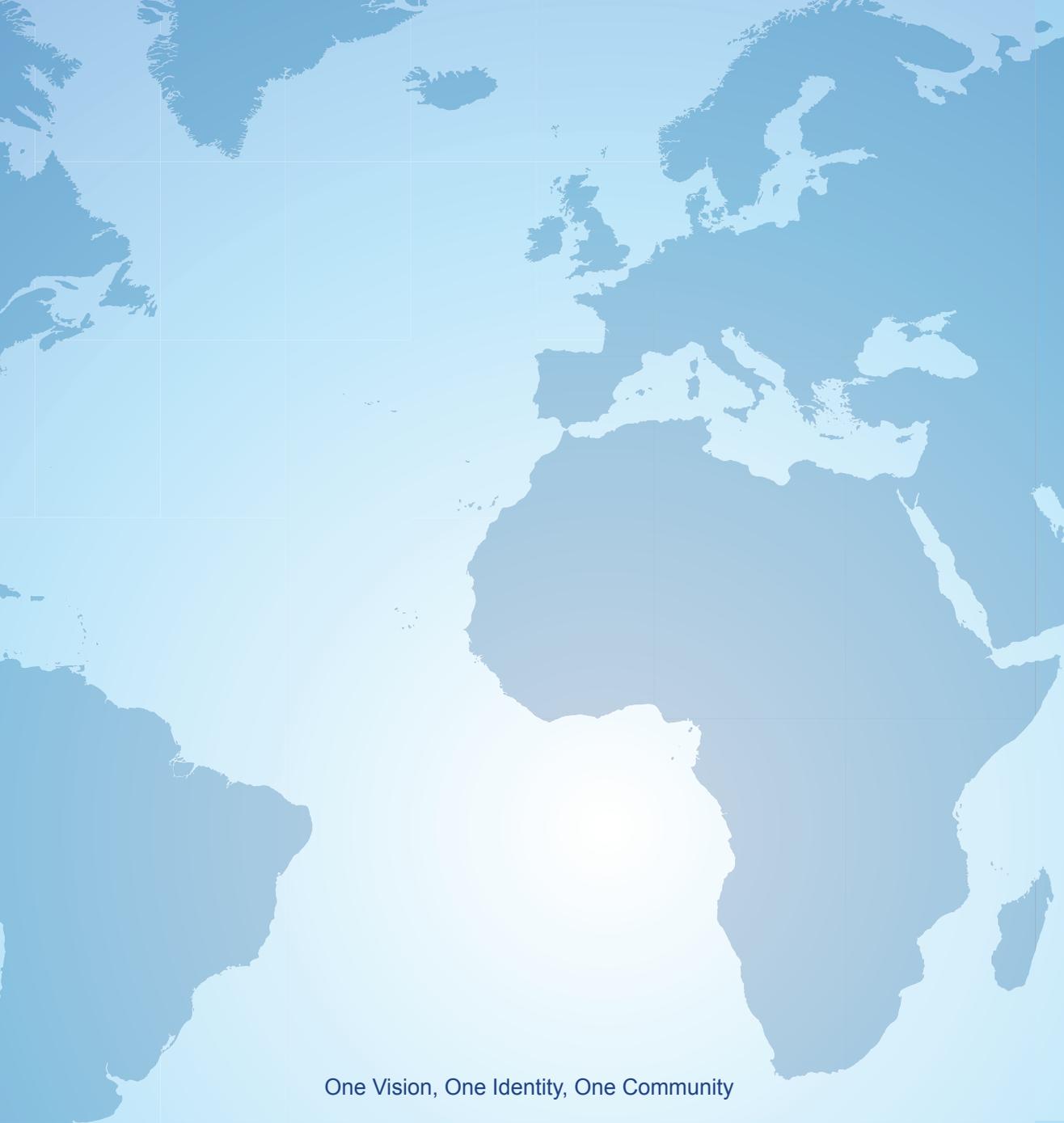
Goals, Actions, and Milestones	Timeline					
	2011	2012	2013	2014	2015	Beyond
TFG-1. Establish integrated and seamless multimodal transport systems to make ASEAN the transport hub in East Asia region and beyond						
TFA-1. Fully operationalise the three Framework Agreements on Transport Facilitation						
1. Expedite the the completion and ratification of the Agreements						
Accelerate the conclusion of Protocol 6 (Railway borders and interchange stations) under AFAFGIT for eventual signing by AMS by 2011						
Expedite the finalisation of Protocol 2 (Frontier Posts) and Protocol 7 (Customs Transit) under AFAFGIT for eventual signing by AMS by 2011						
AFAFGIT Protocol 1 - Conclusion of Annex 1 and ratification by all Member States						
AFAFGIT Protocol 3 - Formally increase maximum number of vehicles to be registered per Member State from 60 to 500 and increase notify on ASEAN web site						
AFAFGIT Protocol 4 - Implementation of guidelines, registration and certification procedures and begin registration of road transit transport vehicles						
AFAFGIT Protocol 5 - Establishment of national and council of bureaus, review and amend national laws						
AFAFGIT Protocol 5 - Fix content and form and administer Blue Cards Insurance Scheme						
AFAFGIT Protocol 5 - Control of accidents and investigation and settlement of claims including issuing of Blue Cards.						
AFAFGIT Protocol 8 - Establish bilateral, multilateral or ASEAN SPS arrangements and inspection procedures						
AFAFGIT Protocol 9 - Ratification by all Member States and adoption of international standards						
AFAFGIT Protocol 9 - Develop permit scheme						
AFAMT -Ratification by all Member States						
AFAIST - Ratification by all Member States						
2. Closely monitor the progress of implementation of AFAFGIT, AFAFIST and AFAMT in order to ensure their implementation by the ASEAN Member States by 2014-2015						
Develop and implement work plan 2010 - 2015 initiated by TTCB						
Conduct regular TTCB meetings to operationalise the three framework agreements.						
Evaluate/monitor regularly the implementation of the three framework agreements by TTCB and NTTCCs.						
TFA-2. Implement initiatives to facilitate inter-state passenger land						

Goals, Actions, and Milestones	Timeline					
	2011	2012	2013	2014	2015	Beyond
transportation						
1. Expedite the implementation of the existing bilateral and sub-regional arrangements on facilitation of inter-state passenger land transportation in the region by 2013						
2. Develop a regional ASEAN arrangement on facilitation of inter-state passenger land transportation, based on the assessment of the implementation of the bilateral and sub-regional arrangements by 2015						
TFA-3. Conduct studies on potential multimodal transport corridors to empower parts of ASEAN to function as land bridges in global supply routes						
1. Study on the "Land Bridge" connecting the ports (dry and sea ports) in ASEAN mainland by 2013 and its implementation						
Identification study of potential land bridges that may be taken up for further detail study by 2011						
Study on the identified and suggested "Land Bridge" connecting the ports in ASEAN mainland by 2013.						
Implementation of the suggestions/projects by the above study on "Land Bridge" (from 2013 onwards)						
2. Study on MIEC as a land bridge by 2013 and its implementation						
Conduct study on MIEC utilising the research conducted by ERIA by 2013						
Implementation of the suggestions/projects by the above study on "MIEC" (2013 onwards)						
3. Conduct development studies of the intra-ASEAN ferry links connecting ASEAN Highways and other priority routes by 2012 and its implementation thereafter						
Conduct the following along with other development studies for the ferry links by 2012:						
<u>Cambodia</u>						
1. Stung Treng - Thalaboriwat (2 km) on AH-11						
<u>Indonesia</u>						
2. Gilimanuk Terminal -Banyuwangi Terminal (8 km) on AH-2						
3. Bakauheni Ferry Terminal -Merak Ferry Terminal (26 Km) on AH-25						
<u>Philippines</u>						
4. Matnog Terminal - Allen Terminal (25 km) on AH-26						
5. Ormoc Terminal - Cebu Terminal (65 km) on AH-26						
6. Liloan Ferry Terminal -San Francisco Madilao Port (60 km) on AH-26						
Implement the projects/recommendation made in above studies. (2012 onwards)						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	4. Develop a practical, simple, and uniform liability framework for multimodal transport through regional operation in line with global multimodal transport regime development						
	Conduct comparison study between actual regional practices and global and other regional initiatives to develop the most effective liability regime by 2012						
	Develop a liability framework for multimodal transport through regional operation in line with global multimodal transport regime development by 2012 onward						
TFA-4. Complete the EWEC							
	1. Construct the missing link in Myanmar						
	2. Develop/upgrade terminal ports: Yangon, Da Nang						
TFA-5. Promote the MIEC as a land bridge							
	1. Construct the Mekong Bridge in Neak Loung (National road No.1 in Cambodia)						
	2. Develop the Dawei deep sea port (by 2020)						
	3. Build the highway between Kanchanaburi and Dawei (by 2020)						
	4. Conduct a feasibility study and preliminary design for the railway spur line between Kanchanaburi and Dawei						
TFA-6. Comparative study between EU and ASEAN region for the development of efficient transport system by 2013 and its adoption							
	1. Conduct comparative study between EU and ASEAN region for the development of efficient transport system by 2013						
	2. Adoption and implementation of suggestions made by the above study "Conduct comparative study between EU and ASEAN region for the development of efficient transport system". (2013 onwards)						
TFA-7. Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS							
	Promote the usage of trade terms and practices related to multimodal transport, including the INCOTERMS						
TFG-2. Enhance the competitiveness of ASEAN Logistics Industry							
TFA-8. Develop and upgrade skills and built capacity for MTOs and LSPs logistics service providers through joint training and workshops							
	1. Develop a plan/ a policy of capacity building for MTOs and LSPs with the support of Dialogue Partners and AFFA						
	2. Conduct capacity building through joint training and workshops, including training international driving, for multimodal operators and LSPs with the support of						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	Dialogue Partners and AFFA						
	3. Promote logistics regional cooperation in AMS						
	TFA-9. Establish national / regional centers of excellence (training centres) , national skills certification systems for LSPs, and common core curriculum						
	1. Develop national skills certification system for LSPs						
	2. Develop a common ASEAN core curriculum for logistics management						
	3. Establishment of national/sub-regional centres of excellence (training centres) in each AMS						
	TFA-10. Identify and develop the ASEAN logistics network and formulate the necessary infrastructure development requirements						
	1. Develop and upgrade an ASEAN database on logistics service providers						
	Study on developing an ASEAN database on logistics with a view on enhancing the development of networking services by 2011.						
	Develop and update an ASEAN database on LSPs by 2014.						
	Monitor and update regularly the ASEAN database on logistics service providers 2013 onward.						
	2. Identify and develop the ASEAN logistics network						
	Improve intermodal linkages between connecting modes of transport to improve connectivity between ASEAN logistics gateways						
	Develop logistics centres with strong intermodal connectivity and facilities for storage and special logistics services as well as distribution and consolidation hubs						
	3. Formulate the necessary infrastructure development requirements.						
	Establish enabling and conducive policy environment for increased private sector involvement and/or PPP in the development of transport logistics infrastructure and the provision and operation of transport logistics facilities						
	Conduct periodic monitoring of regional corridor performance to gauge the progress of trade and transport facilitation, infrastructure development, and service improvement of LSPs						
	TFG-3. Establish safe and secure inter-state transport system						
	TFA-11. Share and apply appropriate technologies of information systems for the promotion of supply chain security initiatives						
	1. Enhance cooperation and communication between TFWG and CPTFWG to facilitate cross-border electronic transactions, information sharing, electronic payment, and electronic signatures						
	2. Promote relevant technologies for advanced information systems to be shared among governmental agencies, shippers, and industry players						

Goals, Actions, and Milestones		Timeline					
		2011	2012	2013	2014	2015	Beyond
	in advancing supply chain security initiatives						
	3. Enhance transport security and safety in the regional supply chain networks through capacity building initiatives, technical networking, and regular exchange of relevant technologies, best practices, and information						
	4. Support introduction of IT functions to logistics centres to enhance intra-ASEAN logistics						
TFG-4. Develop environmental-friendly logistics.							
TFA-12. Develop green logistics through increase in logistics management efficiency and utilisation of environmental-friendly transport modes, fuel, fleets, and supporting logistics facilities							
	1. Encourage energy saving in logistics services in all AMS utilising energy-efficient fleets, modal shift to less fuel-consuming modes, and increase freight load factors						
	2. Conduct studies to disclose CO ² emissions from transportation in AMS and to develop environmental-friendly logistics including reverse logistics by 2013						
	3. Encourage environmental-friendly reverse logistics in line with the 3Rs (Reduce, Reuse and Recycles) 2013 onward						



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