



ASEAN TRANSPORT DEVELOPMENT



one vision
one identity
one community



ASEAN TRANSPORT DEVELOPMENT

The ASEAN Secretariat
Jakarta

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

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ASEAN TRANSPORT DEVELOPMENT



Background

ASEAN has long history of cooperation in the transport sector. Committee on Transportation and Communications (COTAC) was the first platform for ASEAN transport cooperation. It was officially established during its first meeting in March 1977 and had its final meeting (22nd) in September 1992 in Kuching, Sarawak, Malaysia prior to dissolution. The dissolution was part of the Restructuring of ASEAN institutions. Under the revised structure, all aspects of ASEAN economic cooperation were handled by the Senior Economic Officials Meeting (SEOM) which reports to the ASEAN Economic Ministers (AEM).

ASEAN Member States recognise that improved transportation infrastructure opens up economic linkages in trade, investment, services, tourism and other economic activities, as well as an efficient and integrated transportation system will facilitate not just the greater flow of goods and people in the region, but also opens up links to rest of the Asia. Good quality and efficient transportation is also important to ASEAN in making trade easier, lowering costs and integrating economies. To this end, from 1992 until its dissolution, COTAC developed a programme-oriented workplan called the Programme of Action in Transportation and Communication (POATC).

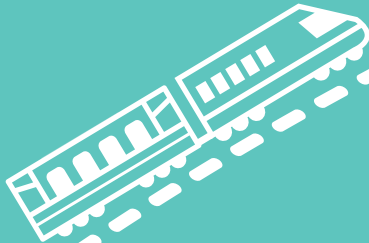
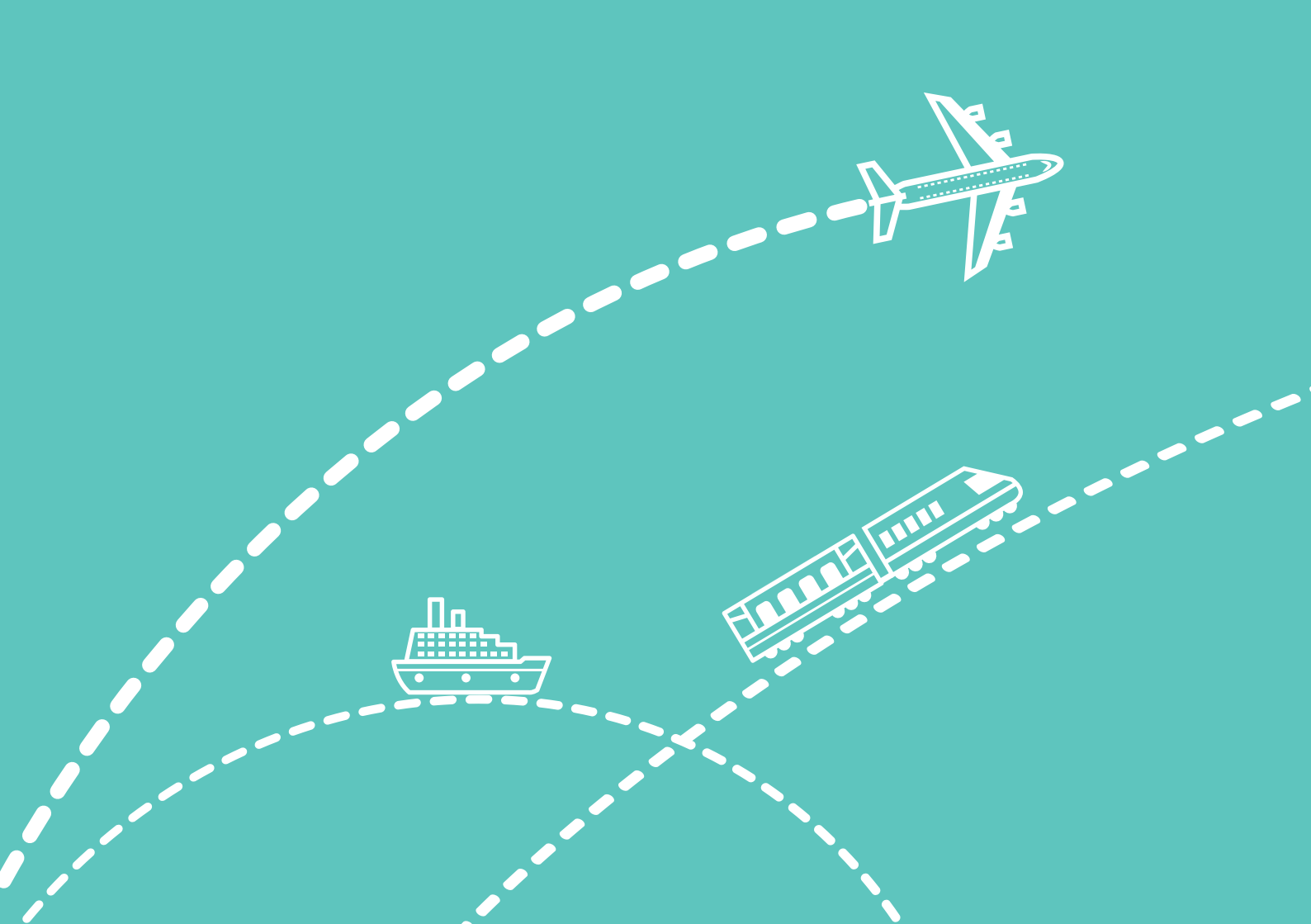
The convening of the First ASEAN Transport Ministers (ATM) Meeting and the signing of the Ministerial Understanding on ASEAN Cooperation in Transportation on 18th March 1996 were historic occasions for ASEAN transport cooperation. The Ministerial Understanding identified priority areas for cooperation, mechanism for coordination and implementation pertaining to ASEAN cooperation in transport. Since then, cooperation and integration of the ASEAN transport sector has been guided by a series of consecutive sectoral plans of actions i.e. the Transport Action Agenda and Successor Plans of Actions 1996-1998 and 1999-2004, the ASEAN Transport Action Plan (ATAP) 2005-2010, ASEAN Strategic Transport Plan / Brunei Action Plan 2011-2015, and ASEAN Transport Strategic Plan / Kuala Lumpur Transport Strategic Plan 2016-2025 (KLTSP).

Under KLTSP, the four working groups which was created by the Fifth ATM, namely: ASEAN Air Transport Working Group, ASEAN Land Transport Working Group, ASEAN Maritime Transport Working Group, and ASEAN Transport Facilitation Working Group continue to be the principal coordinating and implementing arms of the ASEAN Senior Transport Officials Meeting (STOM) in carrying out various programmes, projects and activities of the sectoral areas as specified in the KLTSP.

In the overall, there are now clear and well-defined regional transport infrastructure development and integration plans in place, which have been the basis for continued cooperation in actual physical connection activities. A number of regional policy framework plans and agreements have been concluded to guide the ASEAN transport cooperation and liberalisation agenda. These plans/initiatives have been incorporated into the national development agenda of ASEAN Member States. Technical standards, rules and procedures have been/are being harmonised and standardised to facilitate cross-border movement of goods and people. Implementation of capacity building programmes benefited hundreds of transport policy makers and technical personnel. The conduct of sectoral policy and development studies has generated a wealth of valuable information vital for business/investment decision making and public policy planning purposes. By presenting themselves as a single and unified entity, ASEAN Member States have been able to attract a good amount of technical assistance from Dialogue Partners and international donor communities. This has also provided Member States with greater leverage at international and regional forum and meetings.

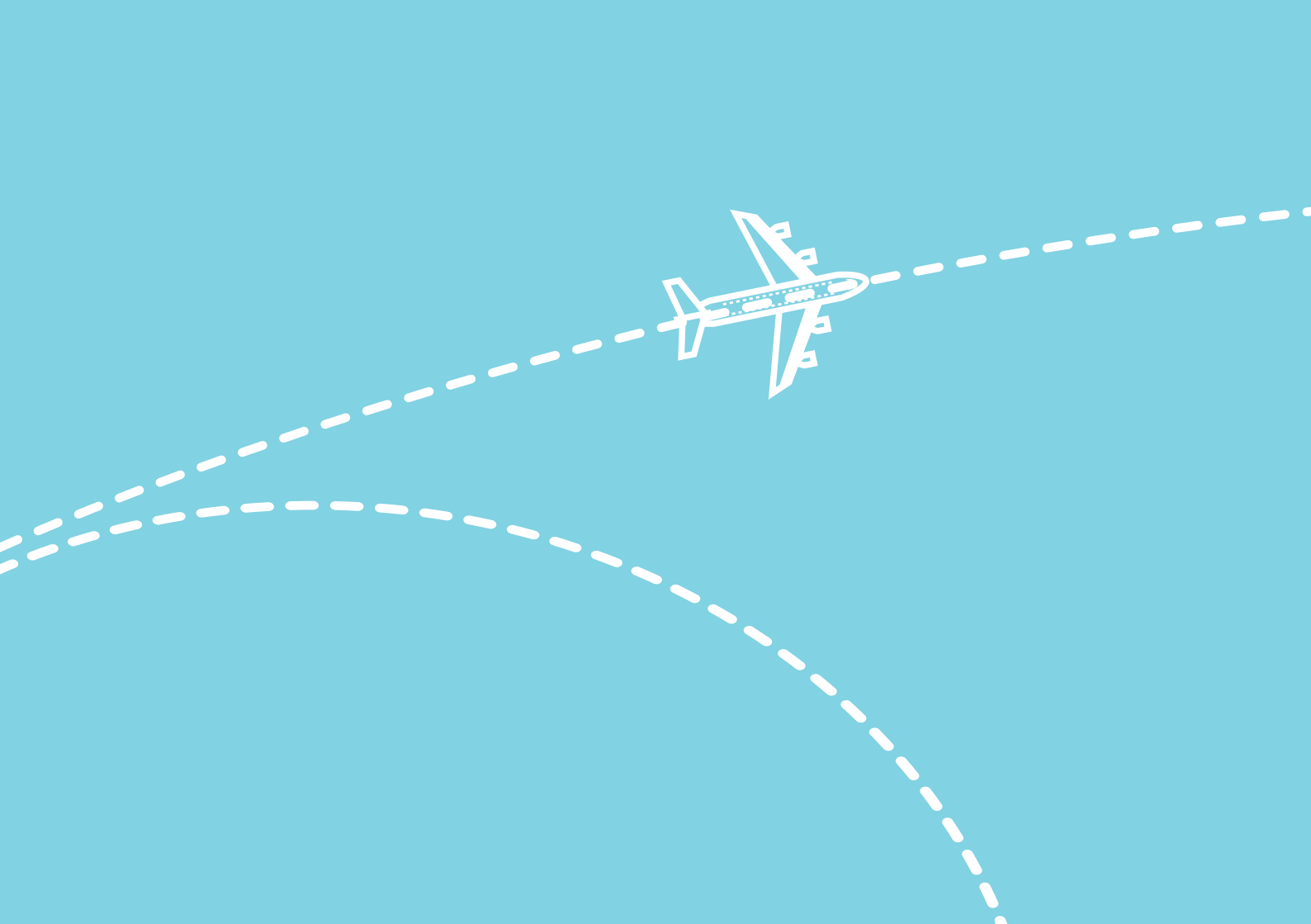
ASEAN is underway to realise its post-2015 vision for transport cooperation which was adopted by the ASEAN Transport Ministers: "Towards greater connectivity, efficiency, integration, safety

and sustainability of ASEAN transport to strengthen ASEAN's competitiveness and foster regional inclusive growth and development."





Sectoral Accomplishments and Developments





AIR TRANSPORT

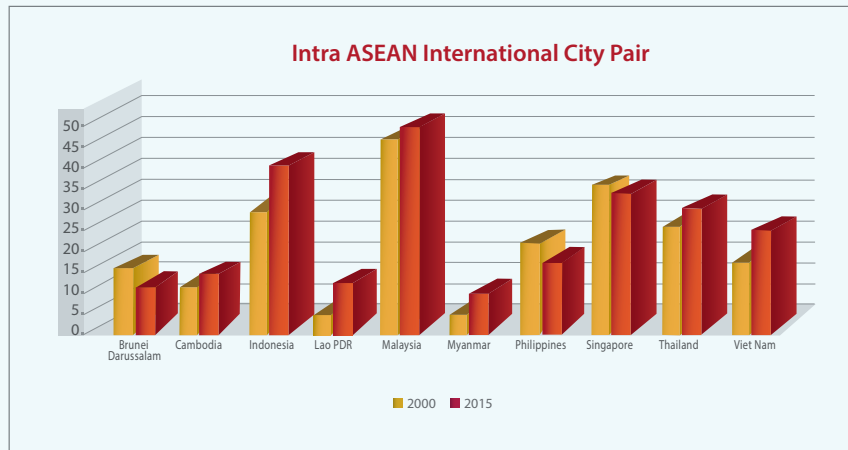
Air transport industry in ASEAN is experiencing exponential growth. To support the development of the ASEAN Economic Community (AEC), a Roadmap on ASEAN Competitive Air Services Policy was endorsed in 2003 by the Ninth ATM Meeting, as the guiding principle for the phased and progressive liberalisation of regional air cargo and passenger services in the ASEAN region, with target completion by 2015.

Recognising that a well-integrated and sustainable air transportation network is imperative for the acceleration of ASEAN's economic development and market integration, the 13th ASEAN Summit in Singapore in November 2007 endorsed the initiative of establishing an ASEAN Single Aviation Market (ASAM) by 2015 in support of the development of the ASEAN Economic Community (AEC). The ASAM is one of the key pillars supporting the establishment of the AEC via facilitating free, efficient, safe and secure movement of people and goods within and potentially beyond ASEAN. Following this, the 17th ATM held in December 2011 in Phnom Penh, Cambodia adopted the Implementation Framework of ASAM and its Roadmap which would guide the key work of ASEAN in the aviation sector until 2015 and beyond.

In April 2016, ASEAN reached a significant milestone with the realisation of open skies for the ASEAN market through the full ratification of the ASEAN open skies agreements. The ASEAN open skies agreements consisting of a set of multilateral agreements, namely Multilateral Agreement on Air Services (MAAS), Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) and Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) are indeed critical elements in the establishment of an ASAM.

The following is a graphical illustration on intra-ASEAN international city-pair, intra-ASEAN international air passenger by country and intra-ASEAN international air cargo by country for comparison during the past 15 years (2000-2015) to depict how air services liberalisation under the ASAM enhanced regional and domestic air transport connectivity, thereby facilitating growth of the aviation industry, the tourism sector, as well as of the whole regional economy. The aviation industry certainly plays a key role in enabling economic growth and providing various economic and social benefits.

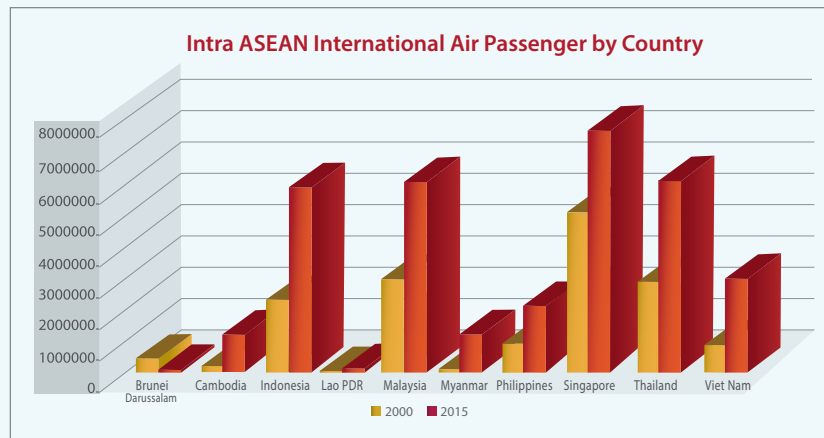
- a) Comparison between the year 2000 and 2015 for Intra-ASEAN international city-pairs by country.



Source: ICAO Data Plus

During the past 15 years, the number of international city-pairs among ASEAN Member States has increased in most cases. The increase in the number of direct air connectivity helps passengers to travel from their origin to their destination seamlessly. Availability of direct flights reduces air travel times, cost and plays a large role for the development of the region.

- b) Comparison between the year 2000 and 2015 for Intra-ASEAN international air passenger by country, i.e. the number of international passengers from a Member States to the remaining Member States.

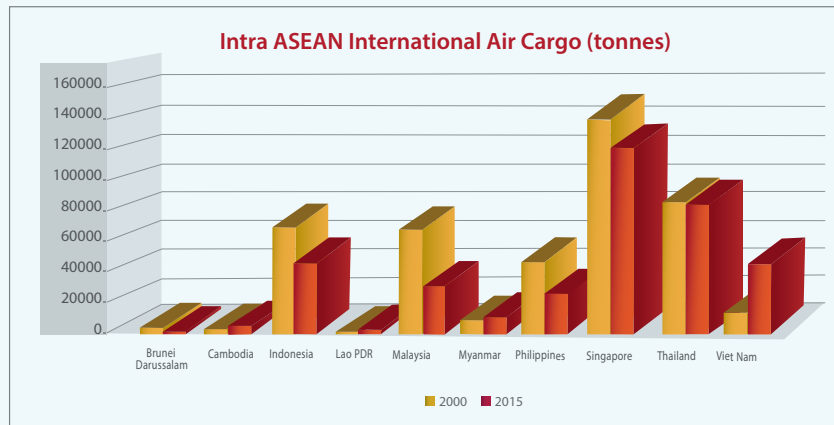


Source: ICAO Data Plus

During the past 15 years, the number of intra-ASEAN international passengers has risen sharply in the region – 326% increase in Cambodia, 211% in Indonesia, 220% in Lao PDR, 95% in Malaysia,

490% in Myanmar, 213% in the Philippines, 58% in Singapore, 119% in Thailand, and 362% in Viet Nam respectively. Full ratification of both MAAS and MAFLPAS among all Member States play vital role in growing people movements considerably, paving the way for sustainable passenger growth in the years to come.

- c) Comparison between the year 2000 and 2015 for Intra-ASEAN international air cargo (tonnes) by country. i.e. air cargo from a Member State to the remaining Member States.



Source: ICAO Data Plus

International air cargo measured in tonnes has been modest during the past 15 years. The mode of transportation chosen to move goods by air is less cost-effective. Ships, trains and trucks are other modes of transportation need to be considered in the cost calculation.

On liberalisation of transport services under the ASEAN Framework Agreement on Services (AFAS), The Fifth ATM agreed to task STOM to include the work on the liberalisation of transport services for the third package of commitments in its work programme, through the relevant Working Groups. Thus, the work on services liberalisation in the Air Transport and Maritime Transport sectors had been subsumed as a new responsibility by the Air Transport and Maritime Transport Working Groups. The Seventh ATM endorsed the offers in the liberalisation of air and maritime transport sectors for incorporation into the Protocol to Implement the Third Package of Commitments which was subsequently signed by the ASEAN Economic Ministers on 31 December 2001.

For the third round of negotiations for the period 2002-2004, the Seventh ATM agreed that the sectoral negotiation for Air Transport be maintained under the purview of STOM/ATM, through the ASEAN Air Transport Working Group, while that for the Maritime Transport will revert to the ASEAN Coordinating Committee on Services (CCS). The Ministers directed STOM to explore additional services sectors and to expand market access in the further liberalisation of the air transport services sectors. To this end, the 27th STOM held in May 2009 in Da Nang, Viet Nam adopted the Guidelines for Liberalisation of the ASEAN Air Transport Ancillary Services. The Guidelines has identified the seven (7) new air transport ancillary services that would become the new sub-sectors for the air transport sectoral negotiations from 2010 to 2015.

To date, all ten Member States have commitments in Aircraft Repair & Maintenance Services, Selling and Marketing of Air Transport Services, Computer Reservation System Services and Aircraft Leasing Without Crew Services, while nine ASEAN Member States have commitments in Aircraft Leasing with Crew Services and Air Freight Forwarding Services. ASEAN Member States are also pursuing liberalisation in various air transport services subsectors including Cargo Handling Services, Aircraft Catering Services, Refueling Services, Aircraft Line Maintenance Services, Ramp Handling Services, Baggage Handling Services and Passenger Handling Services.

Post 2015, ASEAN has also made good progress in strengthening the ASAM in both economic and technical elements. On economic initiatives, ASEAN has embarked on efforts to enhance the ASEAN air services agreements to further liberalise key economic elements under the ASAM, and has targeted the signing of the 10th Package of Commitments on Air Transport Services by 2017. On technical initiatives, ASEAN is also working towards the development of a Framework Agreement on the Mutual Recognition of Flight Crew Licensing and the adoption of terms of reference for the ASEAN Foreign Operator Surveillance Assessment Programme which would demonstrate ASEAN's commitment to raise aviation safety standards; as well as the adoption of the ASEAN Air Traffic Management Master Plan to achieve a Seamless ASEAN Sky.

The above developments have been an acknowledgement to the air services negotiators who have made important contributions to the liberalisation of regional air transport and the enhancement of air connectivity for the benefit of Member States, the industry, the travelling public and eventually the realisation of ASEAN open skies.



One of the memorable photos of early group of Air Services Negotiators attending the Second ASEAN Air Transport Working Group Meeting held on 28-30 September 2000 in Bandar Seri Begawan, Brunei Darussalam. Early group of air services negotiators have paved the way for rapid expansion of air transport industry in the region.







LAND TRANSPORT & TRANSPORT FACILITATION

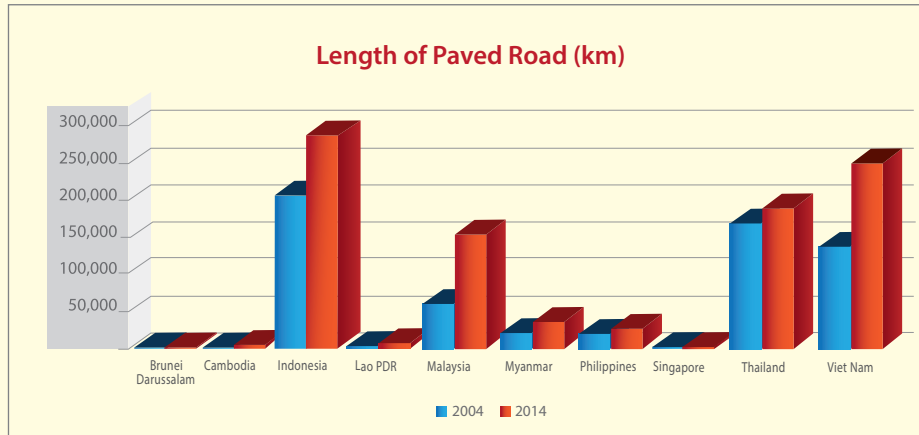
LAND TRANSPORT & TRANSPORT FACILITATION

Road development in ASEAN, particularly paved road network has improved significantly, from around 628,000 km in 2004 to 967,000 km in 2014, or increase of about 54%. Cambodia, among the Member States with lowest ratio of paved road to total road length, has made good progress in doubling the length of its paved road from 1,980 km in 2004 to 5,959 km in 2014. Malaysia has also made good progress in increasing its paved road from 61,075 km in 2004 to 154,696 km in 2014 or increase of about 153%. The remaining ASEAN Member States have increased its paved road by 12% to 84% from 2004 to 2014. As for Singapore, its modernisation programme had been completed much earlier and the entire city state has continued to be well served by high quality paved roads throughout this period.



Road pavement project in Cambodia

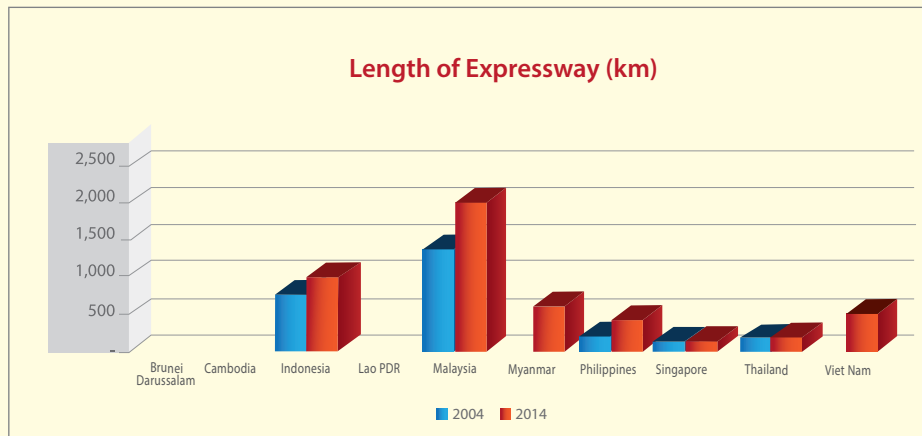
Courtesy of Ministry of Public Works and Transport of Cambodia



Source: ASEAN-Japan Transport Statistics

Aiming to ease traffic congestion and shorten time travel by road, expressway has been built intensively in ASEAN Member States as reflected in the high increase rate of this construction during 2004-2014, i.e. 86% with the expansion of 2,218 km of expressway. The Philippines leads in the expansion of expressway construction which has increased from 172 to 400 km or increase of about 133% in the country, with Indonesia as the second in increasing its expressway of 44%.

LAND TRANSPORT & TRANSPORT FACILITATION



Source: ASEAN-Japan Transport Statistics

Additional to the above developments, efforts have also been made to link all ASEAN Member States through designated national highway routes by the ASEAN Highway Network (AHN) Project. Memorandum of Understanding on the Development of the AHN Project was signed by ASEAN Member States in 1999, aiming to connect 23 designated routes with a total length of 38,400 km. There is no more missing link in the AHN and now the focus is to upgrade "Below Class III" roads on the designated Transit Transport Routes (TTRs) in Indonesia, Lao PDR and Myanmar.

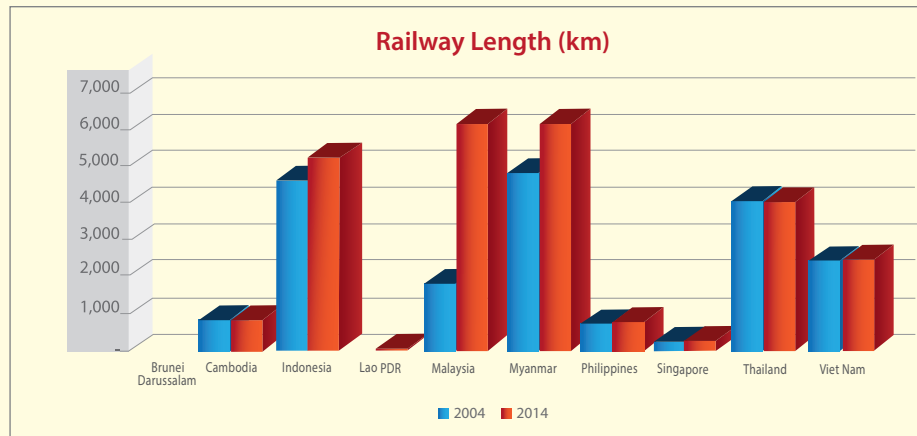


ASEAN Highway No. 26 in the Philippines
Courtesy of Department of Transportation of Philippines

With regard to development of railway network, Myanmar, Malaysia and Indonesia are the leading countries in ASEAN in terms of total railway length, followed by Thailand, Viet Nam, and others. In terms of rail passengers, the total number in ASEAN have increased 661 million from 2004 to 2012 or increase of 64%. To expand cross-border linkages by railways (currently linking Singapore-Malaysia, Malaysia-Thailand and Thailand-Lao PDR), a flagship project to link Singapore with Kunming in China was initiated at the 5th ASEAN Summit in December 1995,

LAND TRANSPORT & TRANSPORT FACILITATION

namely the Singapore-Kunming Rail Link (SKRL) Project. The SKRL will link major cities in seven ASEAN Member States, namely Singapore, Malaysia, Thailand, Cambodia, Viet Nam, Lao PDR and Myanmar. Effort has been focused to connect the missing link of SKRL Project. Supplementary upgradation work in Cambodia, Malaysia and Thailand to support SKRL has made good progress, with double track construction is being developed in Malaysia and Thailand.



Source: ASEAN-Japan Transport Statistics



Bus Rapid Transit (BRT) in Jakarta

Courtesy of Ministry of Land, Infrastructure, Transport and Tourism of Japan



Bangkok Mass Transit System (BTS) or "Skytrain"

Courtesy of Ministry of Land, Infrastructure, Transport and Tourism of Japan

Rapid urbanisation is a common issue in most ASEAN Member States. ASEAN cities are growing in size and population followed by rapid increase of private cars and motorcycles in line with the economic growth, and therefore facing similar problems in traffic congestion, air pollution and deteriorating urban environment quality. Development of urban transport is important in ASEAN

LAND TRANSPORT & TRANSPORT FACILITATION

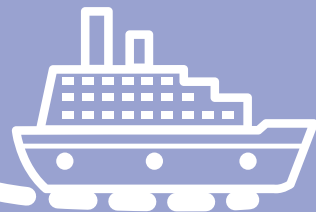
cities to avoid loss of time and resources due to the traffic jam, as well as to reduce greenhouse gas and carbon emission. The length of urban railway route (i.e. Metro, Light Rapid Transit (LRT), subways, trams, etc.) in ASEAN has increased 211% from 497 km in 2004 to 1,549 km in 2014. Thailand, Singapore and Philippines are leading in expanding the length of urban railway route, with increase of 96%, 43% and 39%, respectively.

Development of land transport infrastructure in ASEAN has made good progress to support integrated regional connectivity and cross-border movement of goods and people. However, facilitation of cross-border movement using land transport modes in ASEAN will need to be continually fostered. The ASEAN transport facilitation agreements, namely ASEAN Framework Agreement on Facilitation of Goods in Transit (AFAFGIT) and ASEAN Framework Agreement on Facilitation of Inter-State Transport (AFAFIST) provide catalyst for facilitating movement of goods in the region. Pilot testing for implementation of AFAFGIT in Malaysia, Singapore and Thailand through the automated ASEAN Customs Transit System (ACTS) has completed its parallel run in March 2017. With regard to the facilitation of cross-border passengers by road, the ASEAN Framework Agreement on Facilitation of Cross-Border Transport of Passengers by Road Vehicles (CBTP) would enable movement of scheduled and non-scheduled buses among ASEAN Member

States. All of these agreements would further enhance cross-border movements by land in the ASEAN region.

Additionally, since ASEAN consists of mainland and archipelagic countries, interlinkage of land and maritime transport modes would be important. The operation of the first Roll-on-Roll-off (RORO) Shipping Network between Muara (Brunei Darussalam) and Labuan (Malaysia) and the recent launch of ASEAN Roll-on Roll-off (RORO) Shipping Network between Davao-General Santos (Philippines)-Bitung (Indonesia) route in May 2017 has also supported the interlink of land and maritime connectivity and fostered the implementation of multimodal transport in the ASEAN region. With these developments, ASEAN transport connectivity would be stronger and with higher mobility, people from various ASEAN Member States would be getting closer to each other, blending into one community.







MARITIME TRANSPORT

MARITIME TRANSPORT

Since the establishment of ASEAN maritime transport cooperation, ASEAN Member States have been working to promote the progressive liberalisation of maritime transport to improve the region's maritime performance and international competitiveness. The primary goal is to achieve the establishment of a single ASEAN shipping market for goods and services, where a strong ASEAN maritime sector can operate efficiently within a single shipping market and deliver quality services at a competitive price. Efforts were focused on establishing general principles and a framework for a common shipping policy, and fostering competitive and efficient intra-shipping service. Various measures of cooperation are implemented in a structured, coordinated and time-bound approach through development of strategic action plans.

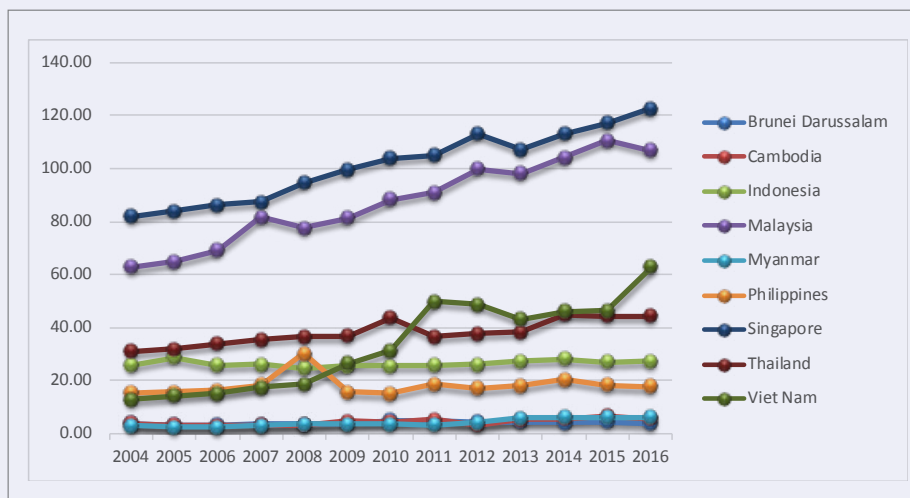
For the past twelve years, the cooperation in ASEAN has been progressing well. The Liner Shipping Connectivity Index Statistics of UNCTAD shows that during the period of 2004-2016, ASEAN has reached a steady progress in terms of its connectivity to global liner shipping networks, which also indicates the region's better access to the global trade.

Liner Shipping Connectivity Index (LSCI) of Southeast Asian Countries, 2004-2016													
Index, maximum 2004=100													
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Brunei Darussalam	3.91	3.46	3.26	3.70	3.68	3.94	5.12	4.68	4.44	4.61	4.30	4.56	3.86
Cambodia	3.89	3.25	2.93	3.25	3.47	4.67	4.52	5.36	3.45	5.34	5.55	6.69	5.61
Indonesia	25.88	28.84	25.84	26.27	24.85	25.68	25.60	25.91	26.28	27.41	28.06	26.98	27.19
Malaysia	62.83	64.97	69.20	81.58	77.60	81.21	88.14	90.96	99.69	98.18	104.02	110.58	106.79
Myanmar	3.12	2.47	2.54	3.12	3.63	3.79	3.68	3.22	4.20	6.00	6.25	6.23	6.37
Philippines	15.45	15.87	16.48	18.42	30.26	15.90	15.19	18.56	17.15	18.11	20.27	18.27	17.81
Singapore	81.87	83.87	86.11	87.53	94.47	99.47	103.76	105.02	113.16	106.91	113.16	117.13	122.70
Thailand	31.01	31.92	33.89	35.31	36.48	36.78	43.76	36.70	37.66	38.32	44.88	44.43	44.32
Viet Nam	12.86	14.30	15.14	17.59	18.73	26.39	31.36	49.71	48.71	43.26	46.08	46.36	62.84

Note: No data for Lao PDR

Source: UNCTAD (2016) UNCTADstat, <http://unctadstat.unctad.org/>

MARITIME TRANSPORT



The UNCTAD data on LSCI captures how well ASEAN countries are integrated to global shipping network. As the index is calculated based on five components of maritime transport sector, i.e. number of ships calling at ASEAN ports, total container-carrying capacity of those ships, maximum vessel size, number of services, and number of companies that deploy container ships

in a country's ports, it could possibly be considered that ASEAN Member States demonstrate relatively steady growth in those components.

The increased number of ships calling at ASEAN ports indicates that there are growing numbers of import, export and transshipment activities in ASEAN which would sustain trade in global markets. The data also illustrates improved container-carrying capacity to support the activities. ASEAN's ports capacity to accept maximum vessel size shows their ability to facilitate ships in conveying lower shipping costs due to economies of scale and meet the expected trade volume. It also shows that improvement in port infrastructure and efficiency has attracted companies to deploy more ships to ASEAN's ports. The positive linkage between shipping connectivity and trading activities is also captured in the rising trend of ASEAN total trade (extra and intra ASEAN) between 2004 and 2015.

The rising trend in LSCI of ASEAN countries could be attributed to the continuous work in implementing various initiatives of maritime transport cooperation, in collaboration with ASEAN Dialogue Partners as well as international organisations and ASEAN transport-affiliated organisations. ASEAN has developed an implementing strategy for an ASEAN Single Shipping

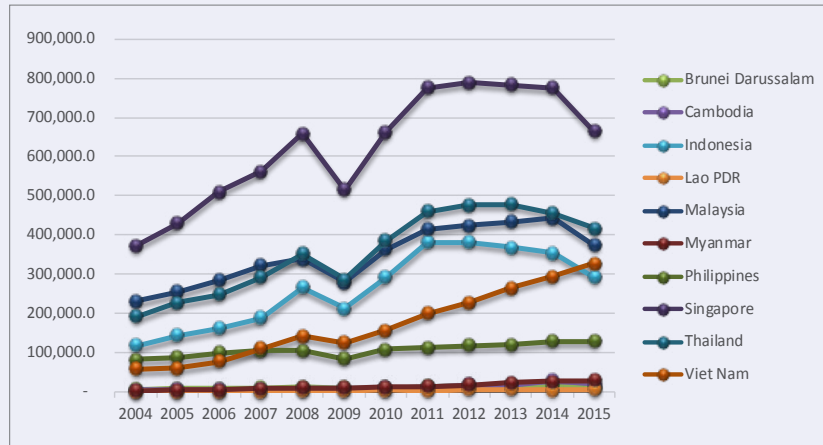
ASEAN Total Trade in Goods, 2004-2015

(in US\$ million)

Country	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Trade												
Brunei Darussalam	6,576.8	7,872.4	9,108.3	9,749.9	12,774.7	9,602.5	10,999.2	14,822.3	16,856.3	15,057.2	14,180.7	9,592
Cambodia	4,510.8	5,916.2	6,437.4	7,580.6	8,775.6	8,886.7	10,480.3	12,844.1	18,663.7	18,324.2	29,654.6	19,676
Indonesia	118,109.1	143,360.8	161,864.1	188,574.3	266,217.7	213,339.2	293,442.4	380,932.3	381,721.3	369,180.5	354,471.5	293,061
Lao PDR	611.1	875.9	990.2	1,093.0	2,630.9	2,962.1	4,509.1	3,955.9	6,158.8	5,884.9	5,388.8	6,763
Malaysia	231,794.0	254,683.6	285,542.9	323,116.0	338,794.7	280,221.4	363,534.3	415,559.1	423,930.3	434,228.70	442,777.8	375,169
Myanmar	3,920.7	4,756.7	5,630.2	8,722.5	10,415.4	10,191.3	11,798.3	14,925.1	18,503.3	23,445.4	27,256.7	29,104
Philippines	83,719.7	88,672.9	99,183.8	105,979.5	105,671.0	83,868.6	109,660.3	111,751.6	117,381.6	119,108.9	129,566.9	128,944
Singapore	372,203.1	429,655.7	510,516.7	562,451.2	657,985.8	515,616.1	662,658.2	775,167.2	788,116.9	783,265.5	776,016.0	663,109
Thailand	192,666.2	227,613.5	248,688.3	293,536.8	352,534.2	286,266.8	385,040.8	458,904.4	477,301.9	478,247.3	455,525.9	417,147
Viet Nam	57,844.3	61,170.4	77,270.5	109,982.5	141,357.00	125,921.90	156,993.1	199,582.1	227,793.3	264,774.0	293,777.1	327,744
TOTAL	1,071,955.8	1,224,578.1	1,405,232.4	1,610,786.3	1,897,157.0	1,536,876.6	2,009,116.0	2,388,444.1	2,476,427.4	2,511,516.6	2,528,616.0	2,270,309

Source: ASEAN Statistical Yearbook 2015

ASEAN website: asean.org/?static_post=external-trade-statistics-3

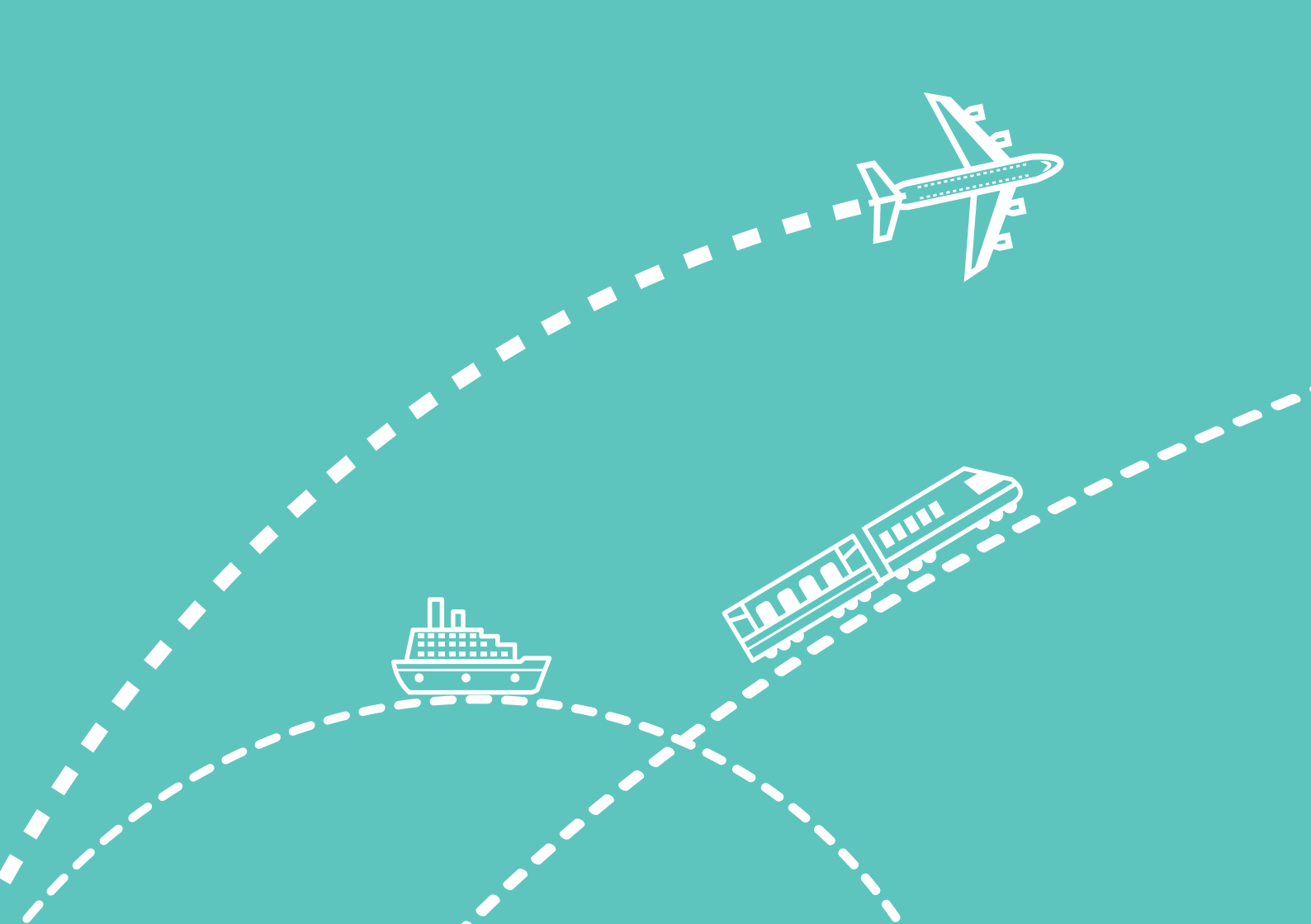


Market (ASSM), which identified recommended measures to bring greater integration in intra-ASEAN shipping services. The continuous upgrade is also undertaken to improve efficiency and performance of ASEAN network ports. ASEAN also has developed several guidelines to harmonise policies on maritime matters, such as provision of fiscal support for shipping operations, ship registration practices and structure of port tariffs in ASEAN transport network ports. Capability of

human resources is also enhanced through establishment of regional training centre, enhanced shipboard training opportunities, and cooperation activities toward mutual recognition of seafarers' certificate.

In the coming years, ASEAN will continue strengthening maritime connectivity through the realisation of ASEAN Single Shipping Market, and pursuing integrated, efficient and competitive maritime transport, which include fostering the culture of maritime safety and the development of strategic maritime logistic corridors.







***Cooperative Transport Partnerships with
ASEAN Dialogue Partners (DPs)***

Cooperative Transport Partnerships with ASEAN Dialogue Partners (DPs)

The year 2002 marked the beginning of ASEAN formal cooperative partnership with the dialogue partners to further advance policy consultation and project cooperation in the transport sector. The ASEAN senior transport officials (STOM) had the first consultation with their counterparts from China in May 2002 in Yogyakarta at the 13th STOM, and those from India and Japan at the 14th STOM/8th ATM in September 2002 in Jakarta. While with Republic of Korea, the first consultation took place in Ha Noi, Viet Nam in 2009. The ASEAN and DPs transport ministers also regularly meet in conjunction with their respective senior officials' meetings.

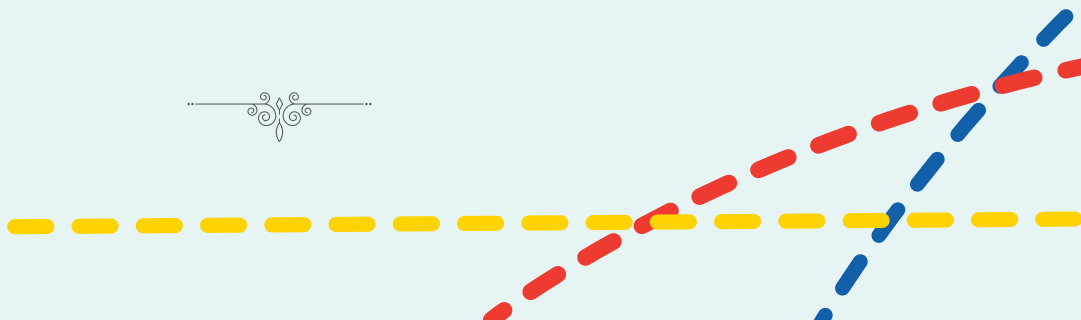
With China, the Ministers had concluded a Memorandum of Understanding (MOU) on Transport Cooperation, involving the Ministry of Communications, Ministry of Railways and the Civil Aviation Administration of China on the Chinese side, at the ASEAN+China Summit in 2004. The MOU covers transport infrastructure development and construction, transport facilitation, maritime safety, human resource development in maritime, land and inland waterways transport and civil aviation, railways cooperation, and information exchange. The Ministers also established a consultation mechanism for the ASEAN and China maritime administrations/authorities. On air transport, the landmark ASEAN-China Air Transport Agreement (AC-ATA) and its Protocols 1

and 2 have entered into force in August 2011 and September 2015, respectively. The expansion of fifth freedom traffic rights between ASEAN and China is now being negotiated.

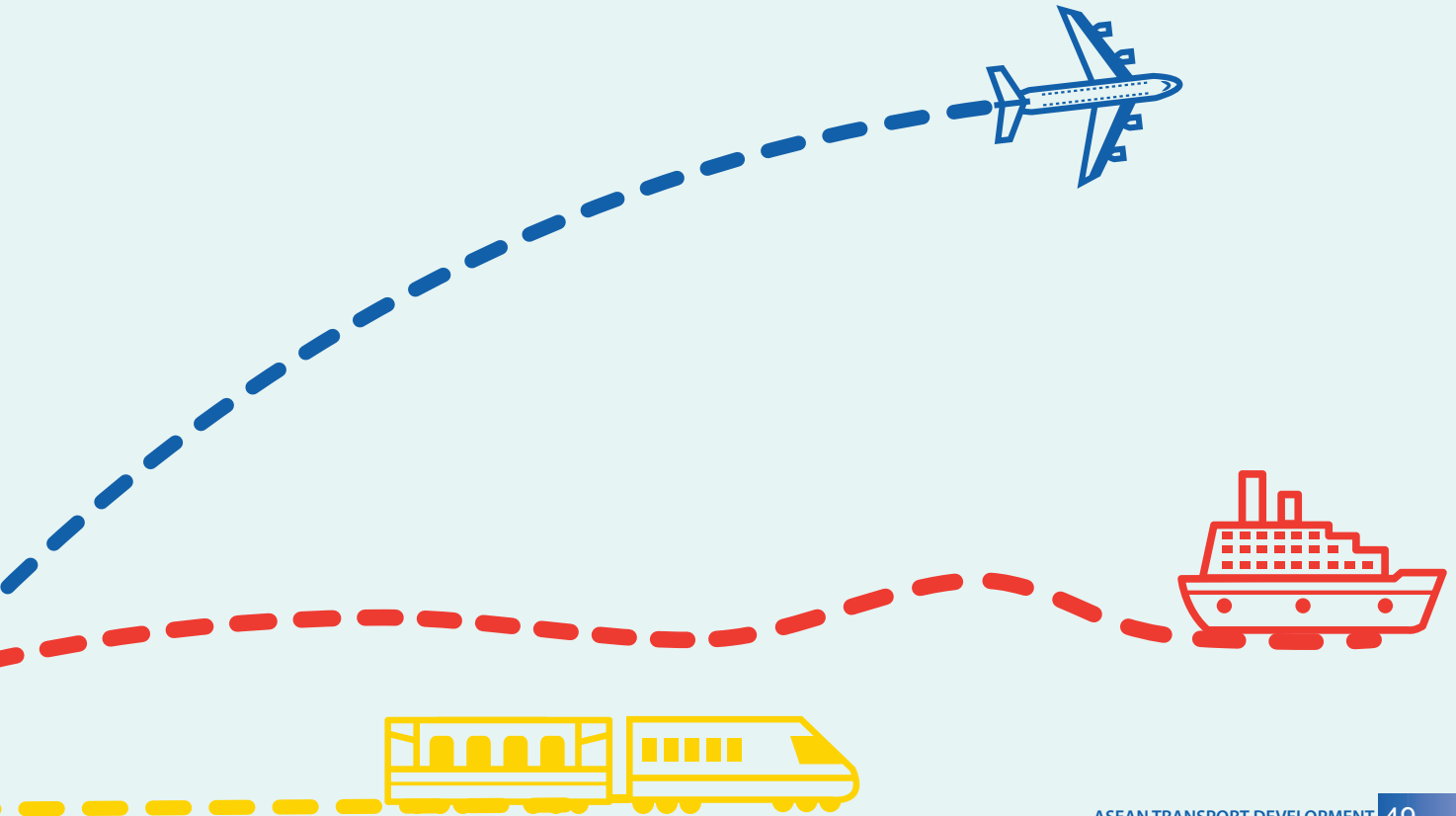
With Japan, at the First ATM+Japan, the Ministers endorsed the Terms of Reference for ASEAN-Japan Transport Partnership (AJTP), as well as the 16 joint projects for implementation in 2003-2004. ASEAN-Japan partnership covers policy dialogue, enhancing human resource development and cooperation in the facilitation of cargo transport, physical distribution and logistics, enhancing safety in maritime transport, enhancing safety and efficiency of international air transport services, and promotion of advanced transport technologies to ensure security and protect the environment. Currently, 22 ongoing projects are being implemented under the AJTP Action Plan for 2013-2017. Various ASEAN-Japan policy documents had been adopted including ASEAN-Japan Regional Road Map for Aviation Security (RRMAS), ASEAN-Japan Eco-Airport Guideline, ASEAN-Japan Action Plan on Environment Improvement in the Transport Sector, Guideline for Introduction of Port EDI System on Port-related Procedures, ASEAN-Japan Cruise Promotion Strategy and Green Logistics Vision and Action Plans. In addition, the ASEAN-Japan Transport Partnership Website had also been launched to the public. ASEAN and Japan is working

towards a more liberal and mutually beneficial ASEAN-Japan Air Services Agreement with a view to enhance the air transport relationship between Japan and each ASEAN Member State.

With ROK, the transport ministers adopted the Framework of Transport Cooperation between Transport Authorities of the Association of Southeast Asian Nations and the Ministry of Land, Transport and Maritime Affairs of the Republic of Korea. Under the Framework, the two sides will cooperate in the areas of land transport, air transport, maritime transport and transport facilitation through the implementation of joint projects and activities. Various projects/activities have been implemented under the ASEAN-ROK Transport Cooperation Roadmap including the study on formulating an implementing strategy of an ASSM and feasibility studies for developing railway project linking Viet Nam and Lao PDR. The transport ministers reaffirmed their commitment in further enhancing air transport connectivity between ASEAN and ROK and encouraged the relevant working groups for the conclusion of a more liberal and mutually beneficial air services agreement.



Cooperative Transport Partnerships with ASEAN Dialogue Partners (DPs)



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