ASEAN Connectivity

Project Information Sheets



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PHYSICAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/A1/01

CONSTRUCTION OF THE ASEAN HIGHWAY NETWORK (AHN) MISSING LINKS AND UPGRADE OF TRANSIT TRANSPORT ROUTES IN LAO PDR AND MYANMAR

PROJECT DESCRIPTION

Given the growing regional integration and cooperation in ASEAN, the development of high quality transport infrastructure is a crucial element to building a competitive ASEAN Community with equitable economic development. However, ASEAN with total land area of around 4.4 million sq. km faces challenges with poor quality of roads and incomplete road networks. The ASEAN Highway Network (AHN) project is a flagship infrastructure project that seeks to bring connectivity across borders and confer many benefits, such as improved competitiveness of regional production networks, better trade and investment flows, and reductions in development gaps. The ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 that identified the AHN project as one of the 15 prioritised projects to bridge the connectivity gap within ASEAN.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The main objective of the AHN project is establishing efficient, integrated, safe and environmentally sustainable regional land transport corridors linking all ASEAN Member States and countries beyond. ASEAN Member States have been developing and upgrading various sections of the AHN as integral components of their national programmes.

This prioritised project seeks to complete the remaining missing links and upgrade 'Below Class III" roads within ASEAN's designated Transit Transport Routes (TTRs) by 2015:

Remaining Missing links:
(i) Myanmar: AH112 (Lehnya – Khlong Loy, 60km)
(ii) Myanmar: AH123 (Dawei {deep seaport} – Maesamee pass {Phu nam Ron}, 132 km + 18 km [150 km])

Upgrading of the remaining "Below Class III" TTRs:
(i) Lao PDR: AH11 (Vientiane – Veunkham, 861km)
(ii) Lao PDR: AH12 (Vientiane – Luang Prabang, 393 km) - completed
(iii) Lao PDR: AH15 (Ban Lao – Namphao, 98 km)
(iv) Lao PDR: AH3 (Houaysay – Boten, 88 km)

PROJECT STATUS
Seeking technical assistance and funding

TARGET COMPLETION DATE
December 2015

IMPLEMENTING BODIES
Ministry of Public Works and Transport of Lao PDR, Ministry of Construction of Myanmar and Ministry of Transport of Myanmar

COORDINATING COUNTRIES COORDINATOR(S)
Lao PDR and Myanmar

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(v) Lao PDR: AH13 (Odomxay – Tai Chang, 202 km)

(vi) Lao PDR: AH16 (Savannakhet – Densavanh, 240 km)

(vii) Myanmar: AH1 (Tamu – Mandalay – Bago – Myawadi, 781 km)

(viii) Myanmar: AH2 (Meikthila – Loilem – Kyaington – Tachikeik, 593 km)

(ix) Myanmar: AH3 (Mongla – Kyaington, 93 km)

(x) Myanmar: AH14 (Mandalay – Muse, 453 km)

(xi) Myanmar: AH111 (Thibaw – Loilem, 239 km)

Detailed information of the missing links and the roads to be upgraded in the TTRs in Myanmar and Lao PDR appears in Annex 1.

BENEFICIARIES

The ASEAN Highway Network Project will help provide access to an enlarged market, reduce transportation and trade cost, establish linkages with regional and global supply chains, and facilitate greater regional economic cooperation and integration. Both the private and public sectors are indeed beneficiaries of the AHN Project.

While the private sector's gains include a reduction of transport costs, more efficient service and increased opportunities from tourism, the public sector has benefitted from encouragement of investment which will increase country's revenue and provide more jobs. ASEAN will continue to assist and coordinate in the identification of priority investment needs and to promote financing for the development of road as well as supporting the installation of route signal along the AHN.

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ANNEX I
INFORMATION ON THE ROADS TO BE UPGRADED TO CLASS III AND ABOVE OF THE ASEAN HIGHWAY TTR IN LAO PDR

No.	Asian Highway Route No.	National Highway Route No.	City/Town Name at Starting Point	City/Town name at Ending Point	Sub-Total Length (Km)	Total Length (Km)	Road Class	Expected Completion Year of Construction	AADT	Budget Needed for Road Construction (million US$)	Remark
1.	AH-11	NH-13S	Vientiane City	Paksan	150	861	3	1997	750		Completed
			Paksan	Thakek	193		3	1997	450		
			Thakek	Seno	130		3	1997	550		
			Seno	Pakse	228		3	2001	200		
			Pakse	Veunkham	160		3	1999	150		
2.	AH-12	NH-13N	Vientiane City	Thanaleng	21	682	3	2007	1200		Completed
			Vientiane City	Pholhong	70		3	1992	1000		
			Pholhong	Luangprabang	319		3	1996	250		
			Luangprabang	Oudomxay	194		3	1997	200		
			Oudomxay	Nateuy	78		3	1998	100		
3.	AH-15	NH-8	Banlao	Laksao	96	132	3	1990	200		Under construction (65% completed)
			Laksao	Nam Phao	36		3	2005	200		
4.	AH-3	NH-3	Houaysay	Louangnamtha	194	251	3	2006	75		Under construction (65% completed)
			Louangnamtha	Nateuy	37		3	2006	75		
			Nateuy	Boten	20		3	2006	100		
5.	AH-16	NH-9E	Savannakhet	Seno	30	240	3	2001	300		Completed
	AH-16	NH-9W	Seno	Muang Phin	130		3	2003	932		
			MuangPhin	Densavanh	80		3	2004	358		
6.	AH-13		Oudomxay	Muangkhua	100	202	3	2010	100	40.4	Need Funding
			Muangkhua	Tai Chang	102		3	2010	102		

ANNEX II
INFORMATION ON THE MISSING LINKS AND ROADS TO BE UPGRADED TO CLASS III AND ABOVE OF THE ASEAN HIGHWAY TTR IN MYANMAR

No.	ASEAN Highway Route No.	National Highway Route No.	City/Town Name at Starting Point	City/Town name at Ending Point	Sub-Total Length (Km)	Total Length (Km)	Road Class	Expected Completion Year of Construction	AADT	Budget needed for Road Construction (million US$)	Remark
1.	AH-1		Tamu	Mandalay	610	1656	3, below 3	2012	423		1208 km of these routes have been upgraded to class 3 level
			Mandalay	Meiktila	167		1, 3		2713		
			Meiktila	Yangon	540		1, 3		2050		
			Yangon	Bago	80		1, 3		2697		
			Bago	Payagyi	16		3		1896		
			Payagyi	Thaton	144		3		1487		
			Thaton	Myawadi	195		3, below 3		792		
2.	AH-2		Meiktila	Loilem	276	807	2, 3, below 3	2012	527		350 km of these routes have been upgraded to class 3 level
			Loilem	Kyaingtong	367		below 3		44		
			Kyaingtong	Tachileik	164		3		195		
3.	AH-3		Mongla	Kyaington	93	93	3	2012	100		93 km of these routes have been upgraded to class 3 level
4.	AH-14		Mandalay	Thibaw	245	453	1, 3	N/A	2378		435 km of these routes have been upgraded to class 3 level
			Thibaw	Muse	208		3		1828		
5.	AH-111		Thibaw	Loilem	239	239	below 3	N/A	275		N/A
6.	AH-112		Thaton	Mawlamyine	66	1145	3	2015	872		
			Mawlamyine	Thanbyuzayat	64		2, below 3		740		
			Thanbyuzayat	Ye	91		below 3		161		
			Ye	Dawei	155		below 3		116		
			Dawei	Lehnya	449		below 3		154		
			Lehnya	Khamaukgyi	260		below 3		26		
			Lehnya	Khongloy	60		Missing link		0		
7.	AH-123		Dawei (deep seaport)	Maesamee pass (Phu nam Ron)	132 + 18	150	Missing link	2015	36		Constructed by ITD & Max Myanmar Co., corridor of Dawei Deep Seaport Project

COMPLETION OF THE SINGAPORE KUNMING RAIL LINK (SKRL) MISSING LINKS

PROJECT DESCRIPTION

Efficient and integrated transportation networks are essential to improve competitiveness of ASEAN. The Singapore-Kunming Rail Link (SKRL) was proposed at the Fifth ASEAN Summit in December 1995. The SKRL Project is a prioritised project under the ASEAN transport cooperation and Master Plan on ASEAN Connectivity. The circular rail link will connect the capital cities in Cambodia, Lao PDR, Myanmar, Viet Nam and Thailand. This railway linkage forms a crucial linkage in the "North-South Economic Corridor" by connecting Singapore-Malaysia-Thailand-Cambodia-Vietnam and southern China. It would also complement other infrastructure projects, such as the various transport corridors under the Greater Mekong Sub-Region (GMS), ASEAN Highway routes and other existing transport networks, thereby creating an integrated multi-modal transport network in the entire of Southeast Asia and the Asia region.

The SKRL has two lines, an "Eastern Line" through Thailand, Cambodia and Viet Nam, with a spur line between Lao PDR and Viet Nam, and a "Western line" through Thailand and Myanmar. Currently there are 4,069 kilometers of missing links or links which need to be rehabilitated in six Member States including Cambodia, Lao PDR, Malaysia, Myanmar, Thailand and Viet Nam.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The main objective of SKRL project is to provide a complementary mode of land transportation, which is more environmental friendly than road transportation and provides more efficient and most economical mode for cross-border cargo transportation in the region and beyond.

This project aims to complete the following SKRL missing links:

i) Thailand: Aranyaprathet – Klongluk, 6 km
ii) Cambodia: Poipet – Sisophon, 48 km
iii) Cambodia and Viet Nam: Phnom Penh – Snuol – Loc Ninh, 254 km
iv) Viet Nam: Loc Ninh – Ho Chi Minh City, 129 km

PROJECT STATUS

Seeking technical and funding assistance

TARGET COMPLETION DATE

Aranyaprathet-Klongluk by 2014; Poipet-Sisophon and Phnom Penh-Snuol-Loc Ninh by 2015; Loc Ninh – Ho Chi Minh City by 2020

IMPLEMENTING BODIES

Singapore Kunming Rail Link (SKRL) Special Working Group

COORDINATING COUNTRY

Malaysia

MODALITY & SOURCE OF FUNDING

ASEAN Member States (AMS), National Budgets, Private Sector), ASEAN Infrastructure Fund (AIF), China-ASEAN credit facility

CONTACT DETAILS

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The railway sections prioritised here correspond to the sections that will complete the mainline SKRL. The first three - items (i), (ii) and (iii) – are scheduled for completion by 2015. Item (iv), which is a 129 km connection between Loc Ninh and Ho Chi Minh City, is currently scheduled for completion by 2020. The full benefits of SKRL will only be realised if all the links - (i), (ii), (iii) and (iv) - are completed by 2015.

Map of SKRL networks and missing links, and the current status of the SKRL project appear in Figure 1 and Annex 1 respectively.

BENEFICIARIES

The SKRL allows rail transport to play a part in economic integration and boost trade via extending the reach of container land-bridge currently operating between Malaysia and Thailand to a range of other destinations in Cambodia, Lao PDR, Myanmar and Viet Nam. Both the private and public sector will benefit from this project as it will lead to access to an enlarged market, reduced transportation and trade cost, establish linkages with regional and global supply chains, and facilitate greater regional economic cooperation and integration. Beyond ASEAN, once these links are built, it will connect both the mainland ASEAN and ASEAN with its trading partners China and India

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FIGURE 1. SKRL NETWORKS AND MISSING LINKS



Source:
ASEAN Transport Strategic Plan 2011 – 2015 – Midterm Report, ERIA and Nippon Koei 2010

ANNEX I
CURRENT STATUS OF SINGAPORE-KUNMING RAIL LINK NETWORK (SKRL) PROJECT

Country	Missing Sections/Route & Spur Lines	Rail Length		Pre-Feasibility (Pre-FS) or Feasibility Study (FS) Status	Implementation Status	Planned Completion Year
		Existing Length of section	New Construction			
Cambodia	Poipet (Thailand border) – Sisophon	-	28	Completed	Ongoing	2015
Cambodia	Phnom Penh – Loc Ninh (Viet Nam border)	32	254	Ongoing	Not Commenced (under negotiation for funding)	2015
Viet Nam	Loc Ninh (Cambodia border) – Ho Chi Minh City	20	129	FS Completed	Not Commenced	2020
Thailand	Aranyaprathet - Klongluk	-	6	FS Completed	The budget for the rehabilitation has been allocated and is now in the process of bidding for its contractor.	2014
Lao PDR	Vientiane-Thakhek*	-	330	FS Completed	Not Commenced	2020
Lao PDR	Thakhek-Mu Gia (Viet Nam border)*	-	136	FS Completed	Not Commenced	2020
Viet Nam	Mu Gia (Lao PDR border) – Tan Ap*	-	53	Pre-FS Completed	Not Commenced	2020
Viet Nam	Tan Ap – VungAng*	6	66	FS Ongoing	Not Commenced	2020

*Spur Line
Source: SKRL Fact Sheet Summary

ASEAN BROADBAND CORRIDOR

PROJECT DESCRIPTION

Currently, broadband development among ASEAN Member States remains relatively disparate. ASEAN Member States also use different definitions in specifying broadband speeds. To promote regional integration, there is a need to address this divide and nurture greater broadband penetration and access to make it universal and affordable in the region. Greater usage of broadband can be an effective empowering tool for ASEAN citizens in this digital age. It will also have a positive effect on education, tourism and help facilitate innovation and catalyse ICT growth to make ASEAN an attractive destination for business opportunities.

This ASEAN Broadband Corridor aims to promote greater broadband penetration, affordability and universal access in ASEAN in order to enhance economic growth. It aims to create an environment where e-business, e-commerce, venture capital, talents and ideas flow easily so that the region is better positioned to tap into the benefits of ICT and keep pace with the rapid development in other parts of the world. The three main focuses of broadband penetration, affordability and universal access will also help the region achieve the International Telecommunications Union (ITU) Global Broadband Targets 2015.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The ASEAN Broadband Corridor project aims to promote greater broadband penetration, affordability and universal access in ASEAN. The project will be implemented in two phases:

Phase 1 (2011-2012) – Review of broadband development in ASEAN

Phase 2 (2012) – Propose suitable recommendations and strategies to enhance broadband penetration, affordability and universal access to realise the goals of the ASEAN ICT Masterplan 2015.

Phase 3 (2013-2015) – Implementation of regional and national strategies to enhance penetration, affordability and universal access to broadband internet.

PROJECT STATUS

Phase 2 is under implementation.

Phase 3 will require resource mobilisation from ASEAN Member States, external partners and private sector.

TARGET COMPLETION DATE

December 2015

IMPLEMENTING BODIES

ASEAN Telecommunications Senior Officials Meeting (TELSOM)

MODALITY & SOURCE OF FUNDING

ASEAN Member States (AMS) National Budgets, Private Sector, ASEAN Infrastructure Fund (AIF), External Partners

COORDINATING COUNTRY

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Phase 1, was completed in January 2012. In late April 2012, the ASEAN TELSOM Leaders approved the commencement of Phase 2 with a funding of US$70,000.

Phase 2, which involves a research consultant, will outline the appropriate recommendations and/or strategies to achieve the three key focuses of broadband penetration, affordability and universal access. It will include specific plans for ASEAN to strive for targeted improvements to create or promote greater broadband penetration and access, such as in the areas of broadband speed, broadband pricing, household penetration, mobile broadband coverage, and availability of wireless hotspots. The targeted improvements will be tailored for each of the ASEAN Member States.

The proposed strategies and recommendations will consider the status of ICT infrastructure development, level of access to ICT and Internet broadband, especially in areas that lag behind in development. The proposed strategies and recommendations shall also take into account related broadband initiatives and projects in sub-regional arrangements such as BIMP-EAGA, GMS, and IMT-GT in ASEAN to optimise synergies and complementation.

ASEAN Member States will be given the flexibility to decide how best to work towards the improvement targets by 2015. The research consultant will work closely with ASEAN Member States to identify these needs.

The recommendations and/or strategies from Phase 2 will be submitted to TELSOM in end 2012 for endorsement. They will then be implemented over the next three years from 2013-2015 during Phase 3 of the project.

BENEFICIARIES

All ASEAN Member States will benefit from the project. The project is also expected to bring long term benefits to ASEAN citizens, businesses as well as foreign travellers to the region.

PHYSICAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/A4/01

MELAKA – PEKANBARU POWER INTERCONNECTION INDONESIA-MALAYSIA-THAILAND GROWTH TRIANGLE (IMT-GT)

PROJECT DESCRIPTION

Recognising the critical role of an efficient, reliable and resilient electricity infrastructure for stimulating regional economic growth and development, ASEAN is poised to build the ASEAN Power Grid (APG), a 600-MW joint electricity network which connects Peninsula Malaysia and Sumatra, Indonesia under the Indonesia-Malaysia-Thailand Growth Triangle (IMT-GT) sub-regional arrangement. Enhancing electricity trade / exchange across borders through integrating the national power grids of the ASEAN Member States is expected to provide benefits of meeting the rising electricity demand and improving access to energy services. The Melaka-Pekanbaru Interconnection project is part of the APG for ensuring regional energy security while promoting the efficient utilisation and sharing of resources as well as narrowing the development gap amongst ASEAN Member States. The ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 which identified the Melaka-Pekanbaru Interconnection as one of the prioritised projects.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The Melaka-Pekanbaru Interconnection project aims to support investment in strategic transmission assets that connects regions or countries across to optimise power networks by reducing the overall need for reserve capacity, improving system reliability, removing transmission bottlenecks, and transmitting cheaper power from one area to the other, addressing overall regional socio-economic and environmental improvement. In this project, each country will exchange peaking capacity and spinning reserve due to differences in peak hours and load curves as well as the one hour time difference between the two countries.

This project will involve construction of a 500 kV high voltage direct current (HVDC) power transmission line between Melaka and Pekanbaru. It foresees the construction of a 600 MV ±250kV HVDC transmission line from Sumatra to Peninsular Malaysia plus converter stations and other transmission facilities.

PROJECT STATUS

Seeking financial resources for the whole project.
Detailed Terms of Reference (TOR) prepared for the under-sea submarine cable survey. Contract to be awarded soon and survey would be completed by the end of first quarter of 2012.

TARGET COMPLETION DATE

December 2015

IMPLEMENTING BODIES

PT PLN (Persero) of Indonesia, and Tenaga Nasional Berhad (TNB) of Malaysia

COORDINATING COUNTRIES

Indonesia and Malaysia

MODALITY & SOURCE OF FUNDING

Assets will be constructed by contractors engaged by PLN and TNB

BUDGET

Total project cost is US$ 500 million: PLN's share of the cost is US$ 300 million and TNB's share is US $ 200 million.

The routing consists of:

- Submarine cable (52 km) through the Straits of Malacca from Telok Gong in Malaysia to the Island of Rupat in Indonesia;
- Overhead transmission lines (30 km) crossing the Rupat Island;
- Submarine cable (5 km) crossing the Rupat Straits up to Dumai in Sumatera
- 275 kV overhead transmission lines (200 km) from Dumai to Garuda Sakti in Central Sumatra (Riau Province) to be built by Indonesia's state electricity firm - Perusahaan Listrik Negara (PLN); and,
- Converter stations in Telok Gong and Garuda Sakti including harmonic filters and other necessary transmission facilities.

The project will be implemented in two phases. The first phase consists of establishment of a 300 MW single pole configuration. Establishment of the second 300 MW pole will be carried out in the second phase, allowing for the interconnection to operate on a bipolar configuration.

PT PLN Persero of Indonesia and Tenaga National Berhad (TNB) of Malaysia agreed that a detailed feasibility study needs to be carried out before the project can be financed. Both parties will also undertake detailed engineering study of this project. The interconnection is illustrated in Annex 1

BENEFICIARIES

The project is expected to bring benefits to both public and private sectors in the involved countries, which can be classified as follow:

- Strategic benefits from security of supply and improved technical and commercial cooperation between the parties;
- Supply benefits of improved reliability and stability of supply together with spinning reserve savings;
- Investment benefits of a high IRR (Internal Rate of Return) yielding project in the base case and a higher upside sensitivity on a firm basis; and
- Financing benefits from healthy free cash flows that can help fund future PLN and TNB investments.

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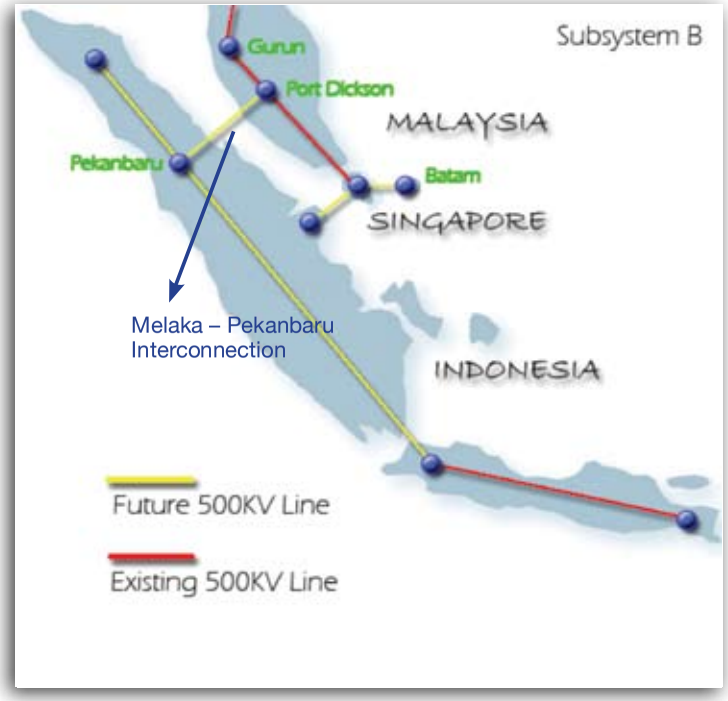
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ANNEX 1:





Melaka - Pekanbaru Interconnection project is one of the power grid networks under the ASEAN Power Grid (APG) programme. It is categorised in Subsystem B: Indonesia, Peninsular Malaysia, and Singapore (IMS).

PHYSICAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/A5/01

WEST KALIMANTAN – SARAWAK POWER INTERCONNECTION
BIMP – EAGA

PROJECT DESCRIPTION

The ASEAN region has abundant energy resources with great hydropower potential. This provides vast opportunities to utilise the available energy resources efficiently within ASEAN, thereby reducing the need and independency on imported fuel from other regions. Adequate and reliable supply of electricity is vital to the economic development of ASEAN Member States. To continuously and reliably meet the growing demand for electrical energy, capital investments for the installation of additional generating capacities and transmission lines are necessary. It was found that one of effective ways to lower the requirements for capital investments is to interconnect the power systems via transmission lines between neighboring countries.

Nowadays, large numbers of people in West Kalimantan still heavily rely on imported fossil fuels. Kerosene is widely used for lighting in households which have no access to electricity. Moreover, all power is generated by oil fired power stations which led to the high cost of power generation (23 US cents/kWh). In this connection, the ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 which identified the West Kalimantan-Sarawak interconnection as one of the prioritised projects. This project will connect the electricity grids in the Indonesian and Malaysian parts of Borneo which will contribute to the optimum usage of regional energy resources.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The West Kalimantan-Sarawak Interconnection project aims to support investment in strategic transmission assets that connects international boundaries to optimise power networks by reducing the overall need for reserve capacity, improving system reliability, removing transmission bottlenecks, and transmitting cheaper power from one area to the other, addressing overall regional socio-economic and environmental improvement. In this project, Sarawak will export additional electricity to West Kalimantan which will generate additional income for Sarawak Energy Berhad (SEB). On the other side, the power system will improve the quality and reliability of power supply and help to diversify energy generation portfolio by retiring old in-efficient oil-based power plants in West Kalimantan, thus reducing CO2 emission in the Borneo Island. In the longer term, the project will also support the development of West Kalimantan's resources.

PROJECT STATUS

Term Sheet for a Power Exchange Agreement (PEA) between Sarawak Energy Berhad (SEB) and PT PLN Persero (PLN) for the export of bulk electricity from Sarawak to West Kalimantan was signed in Jakarta July 2011.

DURATION

Proposed Financing Approval: 2012, Start of Implementation: 2012

IMPLEMENTING BODY

Malaysia : Sarawak Energy Berhad (SEB)

Indonesia: The executing agency is PT PLN (Persero) Headquarter in Jakarta; the implementing agency will be PT PLN (Persero) Pokitring Kalimantan, and PT PLN Pokitring West Kalimantan will handle the project in the field.

COUNTRIES INVOLVED

Indonesia and Malaysia

BUDGET

Estimated Total Project Cost: US$ 161 million. Malaysia: US$ 41 million, Indonesia : US$ 120 million

FUNDING PARTNER(S)

Asian Development Bank (ADB).

The project will consist of 125 km high voltage 275kV AC interconnection transmission network enabling power import and export capacity between two countries. The line will connect Bengkayang Substation in West Kalimantan to Mambong Substation in Sarawak. PLN, the state owned power utility in Indonesia, plans to reduce its cost of power generation in West Kalimantan by importing hydropower generated electricity from neighboring Sarawak, Malaysia by building about 83 km 275 kV transmission line from its Bengkayang substation to the border with Sarawak, Malaysia. On the other side of the border, Sarawak Energy Berhad (SEB), the state owned power utility in Sarawak will build about 42 km 275 kV transmission line from Mambong substation to the border with West Kalimantan. Together, these transmission lines in the two countries will form the first regional BIMP-EAGA flagship project and the first leg of the Trans Borneo Power Grid.

Currently, line route survey from the Mambong substation in Sarawak to the interconnection point at the town of Serikin has been completed. The Basic Design Studies on the proposed interconnection had already been completed by PT PLN Persero and Sarawak Energy Berhad (SEB). Data collection in the project area for the purpose of drafting a resettlement plan for affected and displaced persons (i.e. ethnic minorities) was undertaken in the period of December 2009 until April 2010 through a socio - economic survey and inventory of losses (IOL). Compensation for the lost land and non-land assets and compensation for the lost land and non-land assets under Resettlement and Ethic Minority Development Plan (REMDP) will be undertaken. The West Kalimantan-Sarawak Interconnection is illustrated in Annex 1

BENEFICIARIES

The interconnection will reduce the costs of operating power systems in both countries and increase the reliability of the power supply. More people in West Kalimantan will have access to sustainable and efficient power supply. In the environmental side, the project will contribute to reduction of CO2 emissions by about 600,000 tons/annum in the Indonesian side, which in turn, contributing positively to minimise the effects of climate change.

OTHER EXPERTISE/ RESOURCES NEEDED

Experts to undertake study on compensations under Resettlement and Ethic Minority Development Plan (REMDP)

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ANNEX 1:





West Kalimantan-Sarawak Interconnection project is one of the power grid networks under the ASEAN Power Grid (APG) programme. It is categorised in Subsystem C (Eastern System), also named as Trans Borneo Power Grid, which includes Brunei, Sabah, Sarawak, West Kalimantan, and the Philippines.

PHYSICAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/A6/01

FEASIBILITY STUDY ON THE ESTABLISHMENT OF AN ASEAN ROLL-ON/ROLL-OFF (RO-RO) SHIPPING NETWORK AND SHORT SEA SHIPPING

PROJECT DESCRIPTION

ASEAN, as a region comprising more than 30,000 islands, is unique in the world in its development challenges. Connecting these islands in the traditional manner through increased shipping services has proven to be quite prohibitive in costs, in terms of investments in ports and facilities and related services. The development of an ASEAN Roll-On/Roll-Off (RO-RO) Shipping Network could, among others, reduce transport costs, expand business activities and improve local government revenues. ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 which identified the RO-RO feasibility study as one of the 15 prioritised projects to bridge the connectivity gap within ASEAN.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The feasibility study aims to assess the viability of establishing RO-RO routes within ASEAN that will link mainland and archipelagic regions in order to provide a seamless inter-modal transport system for ASEAN.

Output 1: Case Studies
Three case studies will be conducted on the European experience, Asian RO-RO experience, and the Philippine and Indonesian Domestic RO-RO Systems and other RO-RO systems in ASEAN region.

Output 2: Feasibility Studies on Identified Potential RO-RO Routes in ASEAN
This component will evaluate the economic and financial viability of establishing and operating potential RO-RO shipping routes in ASEAN based on market, technical and social and environment assessments. The selection of priority RORO routes will also be based on the potential and long term benefits of the routes to the covered areas in support to the objective of inclusive growth in ASEAN.

Output 3: Regulatory, Legal and Institutional Framework for the ASEAN RO-RO Network
This part will review existing policies and regulations pertaining to RO-RO routes in ASEAN and put forward an ASEAN framework that seeks to promote greater competition (by expanding the port network), improve transport logistics efficiency, enhance regional trade (by

PROJECT STATUS
Feasibility Study is being conducted

TARGET COMPLETION DATE
December 2012

IMPLEMENTING BODIES
ASEAN Senior Transport Officials Meeting (STOM), National Coordinators, Sub-Regional Arrangements (The Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area [BIMP-EAGA], The Indonesia-Malaysia-Thailand Growth Triangle [IMT-GT], The Greater Mekong Subregion [GMS], etc.), and ASEAN business-related groups.

MODALITY & SOURCE OF FUNDING
Japan International Cooperation Agency (JICA)

COORDINATING COUNTRIES
Indonesia and the Philippines

CONTACT PERSON
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Department of Transportation & Communications

increasing the number of routes served) and encourage private sector participation.

Output 4: ASEAN RO-RO Network Roadmap
This policy document will provide a clear direction for the implementation of the ASEAN RO-RO Network.

In general, the activities will involve market surveys and consultative meetings and conferences at both the ASEAN and national levels. The main activities and outputs of this project will provide more detailed implementation strategies for the ASEAN RO-RO project, including sub-activities, timetables and responsible entities as well as roles of various agencies in Member States.

BENEFICIARIES

Both the private and public sector are expected to be beneficiaries of an ASEAN Ro-Ro network. While the private sector's gains include a reduction of transport cost, more efficient service and increased opportunities from tourism, the public sector has benefitted from increased revenue collection through direct and indirect sources.

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DEVELOPING AND OPERATIONALISING MRAS FOR PRIORITISED AND SELECTED INDUSTRIES

PROJECT DESCRIPTION

This project will assist ASEAN Member States to (i) develop more Mutual Recognition Arrangements (MRAs), in particular for the priority integration sectors; and (ii) adhere to the general principles and conditions stipulated in the ASEAN Framework Agreement on MRAs and to facilitate the recognition of results of compulsory certification required by a Member State where the certificate is issued by conformity assessment bodies in the territory of another Member State, especially for the prioritised sectors.

MRA facilitates the flow of goods by allowing the mandatory conformity assessment (i.e., testing, inspection and/or certification) being imposed by importing country be conducted at the source country following the specified standards, technical requirements or relevant procedures. There are two sectoral MRAs that have been developed in ASEAN; 1) ASEAN Electrical and Electronic MRA which provides for acceptance of test reports issued by Listed Testing Laboratories and certification issued by Listed Certification Bodies that demonstrate conformity of electrical and electronic equipment with its mandatory requirements, and 2) ASEAN MRA for Good Manufacturing Practice (GMP) Inspection of Manufacturers of Medicinal Products, under the pharmaceutical sector, which provides for acceptance of the GMP certificates and GMP inspection reports for manufacturers of medicinal products issued by a Listed Inspection Service. Other sectoral MRAs are being developed in ASEAN such as MRA on prepared foodstuff and MRA on automotive.

The MRA on automotive sector aims to provide for the acceptance or recognition of conformity assessment results issued by Listed Technical Services thus facilitating mutual recognition of conformity assessment results for automotive products. Japan and EU have signified support in assisting ASEAN in the development and implementation/ operationalisation of MRA in the automotive sector. Japan has proposed a project on Assistance for Developing and Operationalising MRAs and Establishing Common Rules for Standards and Conformity Assessment Procedures for Automotives which was

PROJECT STATUS
Seeking technical assistance/funding support for the proposed projects

TARGET COMPLETION DATE
July 2016

IMPLEMENTING BODIES
ASEAN Consultative Committee for Standards and Quality (ACCSQ) and the relevant sectoral body under its purview

MODALITY & SOURCE OF FUNDING
Japan and ARISE

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welcomed and endorsed by the Land Transport Working Group Meeting (LTWG) and Automotive Product Working Group (APWG), respectively. Under the ASEAN Regional Integration Support from EU (ARISE) project, support on the development and implementation of MRA on Type Approval for Automotive Products has been identified as specific area of assistance.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

To support ASEAN in harmonising its standards, technical regulations and conformity assessment procedures thus reducing or eliminating Technical Barriers to Trade (TBTs).

To assist in the development and implementation of ASEAN-wide harmonised regulations to realise ASEAN and certification, as well as to facilitate the establishment of an efficient and integrated transport system in ASEAN.

To implement possible approaches synthetically such as advising implementation on regulation and organisational structure, and capacity building about implementation of a system depending on the situation of each country.

Activities include public and private forum, workshop, survey, training, exchange of technical experts and other forms of technical assistance support.

BENEFICIARIES

The relevant stakeholders in ASEAN would benefit from the project, these are: the ASEAN regulatory authorities, conformity assessment bodies/technical services, manufacturers, consumers.

List of Proposed Projects

A. Automotive.

- Implementation of MRA for Type Approval of Automotive Products.
  (Automotive Product Working Group: 3rd Quarter of 2013)
- Workshop on Electric Vehicle (EV) Standards.
  (Automotive Product Working Group: 4th Quarter of 2012)

- Harmonisation of technical requirements with UNECE Regulations of the 1958 Agreement.
  (Automotive Product Working Group: 4th Quarter of 2014)
- Understanding and compliance to Conformity of Production procedures (COP) of UNECE 1958 Agreement.
  (Automotive Product Working Group: 4th Quarter of 2013)

B. Legal Metrology
- Developing Training Modules on Pre-packaged Products; Train-the-Trainers Training.
  (Working Group on Legal Metrology: 2nd Quarter of 2013)
- Training on Verification of Non-Automatic Weighing Instrument (NAWI).
  (Working Group on Legal Metrology: 3rd Quarter of 2013)

C. Traditional Medicine and Health Supplements
- Training on Implementation of ASEAN Guidelines on Good Manufacturing Practice (GMP) for Traditional Medicines and Health Supplements (TMHS).
  (Traditional Medicines and Health Supplements Product Working Group: 4th Quarter of 2013)

D. Electrical and Electronics
- Development and Implementation of ASEAN Guidelines to Determine the Type of Conformity Assessment Regime Based on Risk Assessment for Electrical and Electronic Equipment (EEE).
  (Joint Sectoral Committee on EEE: 2nd Quarter of 2013)
- Establishment of list of standards at the regional level as presumption of conformity to the essential requirements of the EEE.
  (Joint Sectoral Committee on EEE: 2nd Quarter of 2013)
- Develop the requirements for post market surveillance and safety alert system for EEE.
  (Joint Sectoral Committee on EEE: 2nd Quarter of 2013)

E. Agro Based Sector

- Implement the ASEAN Common Food Control Requirements for food control systems, food hygiene and food labelling;
- Harmonise national standards and technical requirements for prepared foodstuff with CODEX standards;
  (Prepared Foodstuff Product Working Group: Timeline 8/2012 – 7/2016)

INSTITUTIONAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/B2/01

ESTABLISHING COMMON RULES FOR STANDARDS AND CONFORMITY ASSESSMENT PROCEDURES

PROJECT DESCRIPTION

The project will support ASEAN in harmonising standards, technical regulations and conformity assessment procedures with the objective of reducing technical barriers to trade (TBT) posed by differing standards, technical regulations and conformity assessment procedures for priority sectors agreed in ASEAN. This would include agro-based based products, automotive, healthcare products and electrical and electronic equipment.

The project would provide mechanism to work towards achieving the following:

- enhancing legal framework for ASEAN quality infrastructure built on the ASEAN Policy Guideline on Standards and Conformance;
- feasibility study on the development of regional standards (ASEAN) and its supporting framework agreement at the regional level.
- conduct of pilot projects for the development of regional standards for selected priority product sector;
- development and implementation of common and harmonised approaches for accreditation and conformity assessment procedures and post market surveillance systems for ASEAN

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

To support ASEAN as a single market and production base by developing common rules in the area of standards and conformity assessment procedures.

To provide a framework for enhancing policies and procedures of ASEAN Member States related to on quality infrastructure (metrology, standardisation, testing, accreditation and quality).

It is expected that the feasibility of developing regional standards would be attained and/or a framework for harmonised standards for ASEAN.

BENEFICIARIES

The relevant stakeholders in ASEAN on standards and conformance such as ASEAN regulatory authorities, conformity assessment bodies, standards bodies, manufacturers, consumers.

PROJECT STATUS

The project will be implemented under the ASEAN Regional Integration Support from EU (ARISE) and the details of the specific activities of the project will be defined during the inception phase and in consultation with the ACCSQ.

TARGET COMPLETION DATE

July 2016

IMPLEMENTING BODY

ASEAN Consultative Committee for Standards and Quality (ACCSQ)

MODALITY & SOURCE OF FUNDING

European Union (EU)

CONTACT PERSON

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Trade and Facilitation Division
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LIST OF POTENTIAL PROJECTS

A. Agro-based sector

- Develop and implement the common requirements for Harmonised Import-export Inspection and Certification System;
- Develop and implement the common requirements for ASEAN Audit and Certification of Food Hygiene and Hazard Analysis and Critical Control Points (HACCP);
- Develop and implement guiding principles for the establishment and management of the ASEAN Food Reference Laboratories, covering mandate and necessary resources.
  (Prepared Foodstuff Product Working Group: Timeline 8/2012 – 7/2016).

B. Cosmetics

- Establish a regional network of testing laboratories;
- Develop trainings modules and training materials material such as guidelines on preparation of Product Information File (PIF), safety evaluation, PIF audits, toxicology and safety assessment, efficacy assessment; for public sector (regulator, control authorities) and private sector (manufacturers);
- Develop training modules and Train The Trainer Programmes to ensure common understanding and interpretation of the technical requirements of the ACD;
- Develop a regional database of notified cosmetic products;
- Ensure regular involvement of private sector (consultation and raising awareness).
  (ASEAN Cosmetic Committee: Timeline 8/2012 – 7/2016)

C. Electrical and electronic equipment

- Develop the requirements for post market surveillance;
  (Joint Sectoral Committee on Electrical and Electronic Equipment: 2nd Quarter of 2013)

- Ensure regular involvement of private sector (consultation and awareness raising).
  (Joint Sectoral Committee on Electrical and Electronic Equipment: 4th Quarter of 2014)

INSTITUTIONAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/B3/01

OPERATIONALISATION OF THE NATIONAL SINGLE WINDOWS (NSWS) BY 2012 AND THE ASEAN SINGLE WINDOW (ASW) BY 2015

PROJECT DESCRIPTION

Realising that an effective and efficient arrangement to expedite customs release and clearance will reduce the costs of doing business for traders, ASEAN is developing the ASEAN Single Window (ASW) to enhance trade facilitation and further integrate the regional economies. The ASW is the environment where National Single Windows (NSWs) of Member States integrate and operate. While NSWs provide traders with a single entry point for submitting and processing clearance documentation and data, the ASW architecture will allow that data to be exchanged electronically among Member State NSWs to enhance government agencies' ability to clear goods faster for the benefit of traders. The ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010, which identified the operationalisation of all NSWs by 2012 and the ASW in selected ports by 2015 as one of the 15 prioritised projects to bridge the connectivity gap within ASEAN.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

To operationalise the ASW, ASEAN will develop a legal framework for the cross-border exchange of electronic transaction data, and harmonise and standardise electronic data needed to process and clear shipments. The ASW also aims to strengthen the coordination and partnership among ASEAN Customs Administrations and relevant line ministries and agencies, and, through its integration with NSWs, economic operators as well (including importers, exporters, transport operators, express industries, customs brokers, forwarders, commercial banking entities and financial institutions, insurers, and those relevant to the international supply chain).

Currently ASEAN Member States are at various stages of NSW implementation and have invested substantial efforts and resources in designing the ASW. Through a Memorandum of Understanding (MOU), most ASEAN Member States will be implementing an ASW Pilot Project that will serve to test the ASW architecture in the exchange of the ASEAN Trade in Goods Agreement preferential certificate of origin (ATIGA Form D) and the ASEAN Customs Declaration Document. The Pilot,

PROJECT STATUS

Seeking technical and funding assistance to expand the ASW Pilot Project and progress to a "live" environment

TARGET COMPLETION DATE

December 2012 for NSWs; December 2015 for ASW

IMPLEMENTING BODIES

ASEAN Customs Directors-General, ASW Steering Committee and relevant national agencies

MODALITY & SOURCE OF FUNDING

USAID, External Partners, ASEAN Member States National Budgets

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currently in scaled down phase, would eventually be scaled up to include other cross-border exchange of information to support pre-arrival clearance, which will enhance government agencies' ability to clear goods faster. This would be followed by an evaluation of outcomes of the Pilot Project and formulation of recommendations for the eventual ASW.

BENEFICIARIES

The implementation of the NSWs and the ASW will facilitate the streamlining of processes and procedures, engender tight coordination of related government agencies and trade-related service providers in the private sector, and foster greater transparency and predictability on trade-related rules, regulations and procedures. All these will result in faster, easier, more predictable, and more cost effective movement of goods that would ultimately benefit the traders and consumers.

INSTITUTIONAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/B4/01

OPTIONS FOR A FRAMEWORK MODALITY TOWARDS PHASED REDUCTION AND ELIMINATION OF INVESTMENT RESTRICTIONS/IMPEDIMENTS

PROJECT DESCRIPTION

To achieve free flow of investment, ASEAN is intensifying its efforts to create a more favourable environment for investment in the region with the signing of the ASEAN Comprehensive Investment Agreement (ACIA) in 2009. The Agreement entered into force on 29 March 2012. ACIA is the result of a consolidation of two ASEAN Investment Agreements, the 1987 ASEAN Agreement for the Promotion and Protection of Investments (ASEAN IGA) and the 1998 Framework Agreement on the ASEAN Investment Area (AIA) as well as its related protocols. The consolidation means that there is one single comprehensive investment agreement covering the manufacturing, agriculture, fishery, forestry, and the mining and quarrying sectors, and services incidental to these five sectors. The ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 which identified the development of a framework/ modality towards the Phased Reduction and Elimination of Scheduled Investment Restrictions/Impediments as a prioritised project.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The main objective of this project is to achieve free and open investment through progressive liberalisation whereby ASEAN Member States are obliged to start progressive reduction/eliminating investment restrictions and impediments. This objective shall be delivered through actions which are outlined under the four pillars of the ACIA, i.e., (1) Investment Protection, (2) Facilitation and Cooperation, (3) Promotion and Awareness, and (4) Liberalisation.

The ASEAN Economic Minister (AEM)-14th AIA Council Meeting in August 2011 has endorsed the "Modality for the Elimination/ Improvement of Investment Restrictions and Impediments", which will govern ASEAN's future work on progressive investment liberalisation.

The publication of the ACIA Guidebook/Handbook and promotion and outreach activities are also being planned and will be implemented with the support from ASEAN partners.

PROJECT STATUS

The modality was endorsed by the ASEAN Economic Ministers in August 2011. Funding will be required to implement an investment liberalisation and facilitation programme based on the modality endorsed.

TARGET COMPLETION DATE

December 2015

IMPLEMENTING BODIES

ASEAN Investment Area (AIA) Council, ASEAN Coordinating Committee on Investment (CCI)

CONTACT PERSON

ASEAN Secretariat:
Services & Investment Division (SID),
Market Integration Directorate,
ASEAN Economic Community Department,
the ASEAN Secretariat
Email:
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BENEFICIARIES

On one hand, ACIA will promote ASEAN as an integrated investment area and production network. On the other hand, ACIA will provide enhanced protection to all investors and their investments as it will bring about a more transparent, consistent and predictable investment rules, regulations, policies and procedures that benefit investors.

INSTITUTIONAL CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/B5/01

OPERATIONALISATION OF THE ASEAN AGREEMENTS ON TRANSPORT FACILITATION

PROJECT DESCRIPTION

Transport infrastructure in the ASEAN region is steadily developing with the construction of Singapore-Kunming Rail Link (SKRL) and ASEAN Highway Network (AHN). Transport infrastructure alone would not be sufficient to bring about free flow of goods, services and peoples between countries if non-tariff barriers and border impediments are not removed. To complement the developments and efforts in building physical connectivity through hard infrastructure, ASEAN is pursuing three land-based transport facilitation agreements and their protocols and three roadmaps for the integration of air and maritime transport and logistics services. The three ASEAN transport facilitation agreements are the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT), the ASEAN Framework Agreement on Multimodal Transport (AFAMT) and the ASEAN Framework Agreement on the Facilitation of Inter-State Transport (AFAFIST). ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October 2010 which identified the "Operationalisation of the ASEAN Agreements on Transport Facilitation" as one of the 15 prioritised projects to bridge the connectivity gap within ASEAN.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The main objective of this project is to achieve progress in removing barriers related to transport, including preparation for and implementation of the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT), the ASEAN Framework Agreement on Multimodal Transport (AFAMT) and the ASEAN Framework Agreement on the Facilitation of Inter-State Transport (AFAFIST), and other relevant ASEAN transport agreements to facilitate movement of goods and passenger vehicles.

The prioritised project focuses in delivering related measures under the ASEAN Transit Transport Coordination Board (TTCB) Work Plan and Brunei Action Plan (BAP), which include the following outputs and activities:

PROJECT STATUS

Making preparations for the commencement of ARISE programme in Q3 of 2012

TARGET COMPLETION DATE

2014-2015

IMPLEMENTING BODIES

TTCB, NTTCC of ASEAN Member States, Senior Transport Officials Meeting (STOM)/ ASEAN Transport Facilitation Working Group

MODALITY & SOURCE OF FUNDING

European Union (ASEAN Regional Integration Support from the EU, ARISE)

CONTACT PERSON

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AFAFGIT:

- At the regional level, assist ASEAN in finalising the institutional bases for AFAFGIT implementation, through the development of annual work plans, and annual reports;
- At national level, assist ASEAN Member States in finalising the institutional bases for implementation, including Terms of Reference (TOR), Membership and Frequency on National Transit Transport Coordinating Committees (NTTCC) meetings; NTTCCs overall and annual work plans at national level.

AFAFIST:

- At the regional and national levels, assist ASEAN in finalising the institutional bases for AFAFIST implementation and that such bases are consistent with those in the AFAFGIT;
- Assist ASEAN Member States and the ASEAN Secretariat to define Technical Assistance requirements (at regional and national levels) and related resources for AFAFIST implementation (for inclusion in national work plans);

AFAMT:

- Organise a series of workshops to support: (i) the development of a multi-annual work plan to activate the AFAMT including regional and national dimensions; and (ii) support the implementation of the work plan in particular in CLMV;
- Assist in transposing AFAMT at national level, especially in CLMV.

BENEFICIARIES

The private sector is expected to be beneficiaries of the full implementation of ASEAN transport facilitation agreements through the reduction of the economic distance to market.

PEOPLE TO PEOPLE CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/C1/01

STUDY OF THE IMPLEMENTATION OF VISA EXEMPTION FOR ASEAN NATIONALS AND THE POSSIBLE ESTABLISHMENT OF AN ASEAN COMMON VISA FOR NON-ASEAN NATIONALS

VISA RELAXATION

PROJECT DESCRIPTION

As more people around the world see Southeast Asia as an attractive place to visit, invest in and live, ASEAN is working on easing visa requirements for ASEAN nationals and foreign tourists, and at the same time, designing a common visa framework to boost foreign visitors. According to the ASEAN Tourism Statistic Database, ASEAN attracted more than 79 million visitors in 2011, posting a healthy 7.4 per cent growth. Intra-ASEAN travel maintained its position as the major share of tourists, making up 43 per cent of total international arrivals. In this context, ASEAN Member States continue to accelerate the easing of visa requirements for ASEAN nationals through the full implementation of the 2006 ASEAN Framework Agreement for Visa Exemption. ASEAN Leaders adopted the Master Plan on ASEAN Connectivity in October which identified "Easing Visa Requirements for ASEAN Nationals as a prioritised project, which also explores the possibility of implementing progressive visa relaxation for foreign tourists visiting ASEAN by 2015.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

This prioritised project addresses basic people-to-people connectivity issues and facilitates the mobility of people and tourists.

Output 1: Visa Exemption for intra-ASEAN travel by ASEAN Nationals

The ASEAN Member States are in the process of implementing the ASEAN Framework Agreement for Visa Exemption on a bilateral basis. The visa exemption for the ASEAN nationals holding ordinary passports is agreed upon through bilateral Memorandum of Understanding as well as based on reciprocity. These efforts would facilitate intra-ASEAN tourism. The status of visa requirements for ASEAN nationals appears in Annex 1.

The ASEAN Economic Ministers, on the other hand, have mooted the idea of exploring the development of an ASEAN Business Travel Card, which is expected to cut through the red tape of business travel, and gives ASEAN nationals who are frequent business travelers expedited immigration clearance to participating ASEAN economies.

PROJECT STATUS

The proposed study on ASEAN Common Visa for Non-ASEAN Nationals is expected to commence in 2012.

TARGET COMPLETION DATE

December 2015

IMPLEMENTING BODIES

Output 1:
ASEAN Directors-General Of Immigration Departments And Heads Of Consular Affairs Divisions Of The Ministries Of Foreign Affairs (DGICM), in coordination with Senior Economic Officials Meeting (SEOM), ASEAN National Tourism Organisations (NTO), and other relevant sectoral bodies.

Output 2:
ASEAN Senior Officials Meeting (SOM) in coordination with relevant sectoral bodies

MODALITY & SOURCE OF FUNDING

ASEAN Development Fund, External Partners, ASEAN Member States National Budgets

Output 2: Study on ASEAN Common Visa for Non-ASEAN Nationals

Each ASEAN Member State has its own bilateral arrangements with other non-ASEAN countries on visa exemption and on arrival visas. Based on the existing lists of visa exemptions, the proposed study will identify the stages to be taken for progressive visa relaxation for foreign tourists, and evaluate the challenges and recommendations which may include a roadmap for the establishment of a common visa which is akin to the Schengen visa scheme.

In addition, ASEAN is studying the possibility of introducing an e-visa system or facilities and exploring innovative visa arrangements that facilitate travel (e.g. sub-regional visas and an ASEAN Business Travel Card).

BENEFICIARIES

The development of facilitative and innovative visa arrangements and the consideration of an ASEAN Common Visa will stimulate greater business and tourism growth in the region. While the private sector's gain include relaxed regulation process and increased bussiness opportunity from tourism, the public sector will have the benefit from increased revenue through direct and indirect sources.

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ANNEX 1:
VISA REQUIREMENT FOR ASEAN NATIONALS

From \ T	Brunei Darussalam	Cambodia	Indonesia	Lao	Malaysia	Myanmar	Philippines	Singapore	Thailand	Viet Nam
	OP	OP	OP	OP	OP	OP	OP	OP	OP	OP
Brunei Darussalam	-	y	n[6]	n[4]	n	y	n[5]	n	n[6]	n[4]
Cambodia	y	-	n[6]	n[6]	n[6]	y	n[5]	n[6]	n[4]	n[4]
Indonesia	n[4]	n[6]	-	Y	n[6]	Y	n[5]	n[6]	N	n[4]
Lao	n[4]	n[6]	n[6]	-	n[6]	n[4]	n[6]	n[6]	n[6]	n[6]
Malaysia	N	n[6]	n[6]	n	-	y	n[5]	n	n[6]	n[6]
Myanmar	y	y	n[6]	n[4]	y	-	y	y	Y	Y
Philippines	n[4]	n[5]	n[6]	n	n[6]	y	-	n[6]	N	n[5]
Singapore	n	n[6]	n[6]	n	n	y	n[5]	-	N	N
Thailand	n[4]	n[4]	n[6]	n[6]	n[6]	y	n[5]	n[6]	-	n[6]
Viet Nam	n[4]	n[6]	n[6]	n[6]	n[6]	y	n[5]	n[6]	n[6]	-
ASEC			y		n				n[4]	

The above schedule is updated as of 1 June 2012.

NOTE:

N / n = not required
Y / y = yes required
OP = Ordinary Passport
n[1] = If invited to attend ASEAN activities held by ASEAN Secretariat or by host country institution/ organisation
n[2] = Have signed MOU on Visa Exemption for DP and OP holder, which will enter into force when indicates by exchange of note by both countries through diplomatic channels.
n[3] = Lao officials in the Secretariat are granted visa free facilities
n[4] = Visa is not required for a visit of 14 days
n[5] = Visa is not required for a visit of 21 days
n[6] = Visa is not required for a visit of 30 days
y[1] = Vietnam officials in the ASEAN Secretariat are granted visa free facilities, if invited to attend ASEAN activities in Singapore
y[2] = Official courtesy visas (free) issued by Myanmar Embassy or visa on arrival
y[3] = Thai – Myanmar border crossing agreement allows Thai and Foreign Nationals to cross the border and visit certain areas in Myanmar with Border-Pass.
y[4] = Visa will be issued in 3 days after application
y[5] = Indonesia provides forbearance facility on proceeding visit visa of 10 days or 30 days. Nationals from these countries may request visa on arrival.
y[6] = With Note Verbale, multiple entry visa for one year will be granted.

PEOPLE TO PEOPLE CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/C2/01

DEVELOPMENT OF ASEAN VIRTUAL LEARNING RESOURCES CENTRES (AVLRC)

PROJECT DESCRIPTION

As ASEAN deepens its engagement with its peoples to realise a people-centered community, it is imperative to provide convenient and reliable information and knowledge about ASEAN for peoples in the region and beyond. The development of ASEAN Virtual Learning Resources Centres (AVLRC), which is one of the fifteen prioritised project in the Master Plan on ASEAN Connectivity (MPAC), shall leverage new media platforms to generate greater awareness of ASEAN among its peoples and encourage their public participation.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The AVLRC will become a major reference tool for those studying and gathering information about ASEAN and ASEAN countries. The AVLRC will provide an extensive database on ASEAN, particularly its people, culture, history, places of interest and economy.

The development of AVLRC coincides with the ASEAN's need to consolidate the ASEAN Culture and Information Portal (ACIP) and the ASEAN Media Portal (AMP), which are dedicated to profile the rich tapestry of ASEAN cultures and media content. The consolidated portal will merge the content of ACIP and AMP by incorporating relevant social and new media functionality and developing it to be a first-stop rather than one-stop portal. This is essential to reflect current realities of social media and decreasing relevance of site-specific media hosting (as compared to links to YouTube, podcasts et al).

Riding on this consolidation of both portals will make the AVLRC rich in content from the start. In addition, with students amongst its targeted visitors, the AVLRC will have micro-site links to the key ASEAN initiatives and programmes, including the ASEAN Quiz, InfoNet, and other ASEAN e-learning tools. This will also be part of ASEAN's efforts to encourage the development of ASEAN-related content in school curricular to enhance learning opportunities.

PROJECT STATUS
Seeking Technical Assistance and Funding

TARGET COMPLETION DATE
December 2012

IMPLEMENTING BODIES
ASEAN Committee on Culture and Information (CO CI), Senior Officials on Education (SOM-ED)

MODALITY & SOURCE OF FUNDING
ASEAN Development Fund (US$199,500) and ASEAN Cultural Fund (US$ 54,000 for 3 years -> US$18,000 per year until 2015), External Partners, Private Sector

BUDGET
US$217,500 --- (Preparatory Meeting, Development Costs and Annual Maintenance Cost and Hosting Fee)

CONTACT PERSON
ASEAN Secretariat: Culture and Information Division (CID) and Education, Youth and Training Division (EYTD)
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The following elements are envisaged in the development of AVLRC:

a. Development of content management system
   A software which manages the application workflow, and provide the template to manage the content of the portal, content types and objects.
b. Content migration
   The consolidation of contents/pages of the existing websites onto one website.
c. Web design
   The design of the websites and its pages.
d. Hardware
   Web server, database server and computer.
e. Software
   Licensed operating system and database server system.
f. User-trial
g. Public relations activities to promote AVLRC

BENEFICIARIES

The AVLRC will benefit all ASEAN Member States and in larger scope, people seeking information about ASEAN.

PEOPLE TO PEOPLE CONNECTIVITY PROJECT INFORMATION SHEET MPAC PP/C3/01

DEVELOP ASEAN ICT SKILL STANDARDS

PROJECT DESCRIPTION

The development of regional ICT skill standards would enhance ASEAN's competitiveness in outsourcing software and services and exporting software to international markets. A mutual recognition arrangement (MRA) for ICT skills will be essential for developing consistency in ICT skills standards required across ASEAN. This project involves two phases:

i) Develop an ICT Certification and Skills Upgrading programme; and
ii) Establish MRA for Skill Certification.

ASEAN Leaders adopted the Master Plan on ASEAN Connectivity which identified the development of ICT skill standards as a prioritised project. This initiative is also part of the ASEAN ICT Masterplan 2015 (AIM 2015) Strategic Thrust 5: Human Capital Development. To commence the development of ICT skill standards, a study on "ASEAN ICT Skill Standards: Definitions and Certifications (ISSDaC)" will be conducted. The project shall undertake the assessment of ASEAN situations and needs, international best practices, industry de facto standards regarding ICT skills as well as their respective certification approaches. As the project's outcomes; ICT skills essential to ASEAN shall be identified, and appropriate approaches to certification of the ICT skills shall be established.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

Main Objectives:

1. To study international best practices from both industry and government sectors in defining and certifying ICT skill standards
2. To review existing ICT skill standards from both industry and government sectors in ASEAN member states
3. To study and analyse ICT skills in order to identify those important and relevant to ASEAN
4. To define a set of ICT skill standards and competency levels to be adopted by ASEAN which can serve as a basis for future Mutual Recognition Arrangements (MRAs)
5. To study and compare approaches to certifying the ICT skill standards and competency levels adopted
6. To recommend appropriate approaches to certifying the respective ICT skill standards and competency levels

PROJECT STATUS

Study on "ASEAN ICT Skill Standards: Definitions and Certifications (ISSDaC)" has been approved by 11th TELMIN & tender to appoint consultants is ongoing

TARGET COMPLETION DATE

2013

IMPLEMENTING BODY

ASEAN Telecommunications Senior Officials Meeting (TELSOM)

COORDINATING COUNTRY

Thailand

MODALITY & SOURCE OF FUNDING

ASEAN ICT Fund
Ministry of Information and Communication Technology of Thailand

BUDGET

74,000 USD --- (Consultancy, Staff, Administration and/or other Inputs)

CONTACT PERSON

Mr. Ajin Jirachiefpattanai
Executive Director
International Affairs Bureau Ministry of Information and Communication

Outputs:

1. International best practices regarding ICT skill standards, certifications and development
2. A review of the current situation in ASEAN on the ICT workforce and ICT skill requirements
3. A set of ICT skill standards and competency levels that are important and relevant to ASEAN together with their respective definitions
4. Certification approaches for the ICT skill standards and competency levels identified

BENEFICIARIES

All ASEAN Members States, particularly ICT personnel, ICT industries are expected to be beneficiaries of this project. Businesses in every

ASEAN country can be assured of the quality of ICT manpower and ICT experts wherever they go in the ASEAN region. This project will enable ASEAN to develop ICT Skills Standard and to promote movement of ICT human capital within ASEAN.

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ASEAN COMMUNITY BUILDING PROGRAMME

PROJECT DESCRIPTION

In order to promote and inculcate a sense of regional identity, an ASEAN Community Building Programme will be developed to communicate effectively the objectives, achievements, and intended benefits of the ASEAN Community to key stakeholders in the region. The Master Plan on ASEAN Connectivity, adopted by ASEAN Leaders in October 2010, is intended to accelerate the implementation of existing ASEAN initiatives and complement ASEAN Community building process. Thus, the ASEAN Community Building Programme, which was identified as one of the 15 prioritised projects, will form a crucial building block to bridging the connectivity gap within ASEAN.

MAIN OBJECTIVES, OUTPUTS AND ACTIVITIES

The objective of the ASEAN Community Building Programme is to promote deeper intra-ASEAN social and cultural interaction and understanding as well as to foster a sense of shared cultural and historical linkages in order to realise a people-oriented ASEAN Community by 2015. The development of the ASEAN Community Building Programme would be a key component of ASEAN Communication Master Plan.

The drafting of the ASEAN Communication Master Plan, and implementation of Communication Plans of all three ASEAN Community pillars, will start in late 2012. A Comprehensive Regional Report on ASEAN Community Building, expected to be released at the of end-August 2012 as the result of an ongoing "Surveys on ASEAN Community Building Efforts" project, will provide an empirical assessment of ASEAN awareness and will serve as a reference document to anchor ASEAN Member States and the ASEAN Secretariat's public outreach work. The ASEAN Communication Master Plan will leverage the expertise of public relations experts and will aim to generate increased awareness and improvements in the perception of ASEAN among key stakeholders and lead to more people-oriented ASEAN initiatives.

To communicate effectively to ASEAN stakeholders, the ASEAN Secretariat is currently working on a "Training for ASEAN Member States and ASEC Spokespersons"

PROJECT STATUS

The Surveys project is ongoing and is expected to be completed by end of August 2012. Based on the survey findings, private sector expertise will be leveraged to finalise the ASEAN Communication Master Plan (ACMP) and develop the ASEAN Community Building Programme.

TARGET COMPLETION DATE

December 2015

IMPLEMENTING BODIES

Committee of Permanent Representatives (CPR) in coordination with relevant sectoral bodies

MODALITY & SOURCE OF FUNDING

ASEAN Cultural Fund (ACF), ASEAN Development Fund (ADF), National Budgets of ASEAN Member States, Japan-ASEAN Integration Fund (JAIF), other External Partners, and Private Sector

BUDGET

ASEAN Development Fund (USD 800,000) with counterpart funding of USD 3,200,000 --- (Consultancy, Staff, Administration and/or other Inputs)

project. In line with the Communication Plans of the ASEAN Political-Security Community, ASEAN Economic Community, and ASEAN Socio-Cultural Community, this project is tailored for ASEAN officials designated as either front-line or back-up spokespersons on each of the three pillars to focus on technical content and skills development in presenting ASEAN and its three Community pillars.

In addition, the ASEAN Secretariat is currently preparing an "ASEAN Promotional Materials" project, which aims to develop an ASEAN Kit with basic information on ASEAN and its three Community pillars; ASEAN's relations and cooperation with key partners; a set of key publications; and other promotional materials, which will be distributed to key stakeholders.

One main activity under the ASEAN Community Building Programme is a tour of performing artists in all ASEAN countries in August each year, coinciding with ASEAN's anniversary.

Another activity will bring together key movers and shakers from private sector, academic, non-government organisations, youth groups and local community for exchange programmes. A related activity involves expanding collaboration among higher education institutions, research institutions, and centres of excellence in ASEAN Member States to jointly undertake research on the ASEAN region, ASEAN countries, and how ASEAN could further progress in key areas which will foster greater regional integration.

BENEFICIARIES

The general public in ASEAN, in particular the youth, civil society, and research and education institutes, are expected to gain direct or indirect benefits from the ASEAN Community Building programme.

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