

Revision of the Manila Action Plan  
under the ASEAN-JAPAN Transport Partnership (AJTP)

~ Conclusion of the Niigata Process ~

1. Background

(1) Initiation of the ASEAN-Japan Transport Partnership

The 1<sup>st</sup> ASEAN and Japan Transport Ministers Meeting (ATM+J) was held in Yangon, Myanmar and adopted the TOR for the ASEAN-Japan Transport Partnership in 2003. Since then, ASEAN and Japan have participated in many cooperative projects/actions over the past 10 years.

(2) Adoption of the Manila Action Plan

The ASEAN-Japan Transport Partnership has been progressing, taking changing social circumstances and growing economies into consideration. In 2006, ASEAN and Japan started to review policy frameworks for the ASEAN-Japan Transport Partnership at the 5<sup>th</sup> STOM Leaders Conference which was held in Okayama, Japan. This review process was called “the Okayama Process.”

Through review discussions spanning two years, ASEAN and Japan reached the conclusion of “the Okayama Process.” In 2008, at the 6<sup>th</sup> ATM+J held in Manila, the Philippines, ASEAN and Japan adopted the conclusion of “the Okayama Process.” Consequently, 4 new policy pillars namely, “Logistics,” “Safety and Security,” “Environment” and “Common Infrastructure” were set up. In addition, ASEAN and Japan assessed 21 cooperative projects/actions which had been implemented over 4-5 years and decided 18 projects/actions would be continued, as well as that 3 projects/actions with successful outcomes over the past five years would be terminated. The 6<sup>th</sup> ATM+J named this conclusion “the Manila Action Plan,” as a new policy framework for the ASEAN Japan Transport Partnership.

(3) Development of the Manila Action Plan

After the 6<sup>th</sup> ATM+J, ASEAN and Japan have further expanded their cooperation upon “the Manila Action Plan.”

As of November 2013, 24 cooperative projects/actions are being implemented.

In the policy pillar of “Logistics,” a study on the RO-RO network has been completed in close cooperation with Indonesia and the Philippines. Construction has started on the Sub-regional Logistics Training Center and it is scheduled to open in the first quarter of 2014.

For the “Safety and Security” policy pillar, “Cooperation on Natural Disaster Prevention in the Transport Sector” was initiated to facilitate the sharing of experience and knowledge between ASEAN and Japan to develop robust and resilient transport networks resistant to natural disasters. It is quite a new approach based on lessons learned from past natural disasters such as the Great East Japan Earthquake in 2011.

In addition, for the policy pillar of “Environment,” ASEAN and Japan initiated the “ASEAN-Japan Action Plan on Environment Improvement in the Transport Sector,” as a very comprehensive project on the environment in 2009.

Moreover, for the policy pillar of “Common Infrastructure,” in terms of developing human resources, ASEAN and Japan established the transport statistics database and opened it to the public in 2011. 70 trainees have participated in the Transport Officials Training Course in Japan since 2004. ASEAN and Japan have shared information and experience, and have exchanged views on transport policy and strengthened communication through this training course.

Other projects/actions not mentioned above have also achieved good results.

#### (4) Current Status Surrounding the Transport

Looking back at the past 5 years of the “Manila Action Plan,”

- (a) Remarkable economic growth in ASEAN,
- (b) Adoption of “the Master Plan on ASEAN Connectivity” (MPAC) and “ASEAN Strategic Transport Plan (Brunei Action Plan)” (BAP),
- (c) Past steady progress and future needs of transport network development,
- (d) Public sector suffering from insufficient financing and emerging private sector for transport infrastructure development,
- (e) Increasing concerns about safety, security and green transportation, and
- (f) Growing requirements for comfortable, convenient and user-friendly transport in line with economic development and progress of transport development are

points to be considered for the next decade of AJTP.

## 2. Niigata Process — Revision of the present policy framework, “the Manila Action Plan”

Efficient, steady and effective policy implementation is built on policy evaluation and checking current projects/actions. As already noted, ASEAN and Japan reviewed policy frameworks and implemented projects/actions 5 years ago (the Manila Action Plan). These projects/actions have been successfully implemented since the conclusion of the above evaluation.

Considering the current status surrounding the transport development, as mentioned above, revision of “the Manila Action Plan,” adopted 5 years ago, is crucial in order to enable more efficient implementation of the ASEAN-Japan Transport Partnership. Review of policy pillars should be conducted every 3 to 5 years, in accordance with “the Manila Action Plan.”

Therefore, ASEAN and Japan entered into discussions on the revision of “the Manila Action Plan” at the 11<sup>th</sup> STOM Leaders Conference, held in Niigata on 25<sup>th</sup> June 2013. This process of revision is called “the Niigata Process.” Since then, ASEAN and Japan have conducted policy pillar reviews for “the Manila Action Plan” and assessment of current ongoing cooperative projects/actions (APPENDIX I).

## 3. Review of Policy Pillars

### (1) Consideration of New Policy Pillars based on Current Status

ASEAN and Japan have been conducting many projects/actions connected to the policy pillars of “the Manila Action Plan,” namely, “Logistics,” “Safety and Security,” and “Environment” and “Common Infrastructure”. However, ASEAN and Japan should consider new policy pillars, based on the current status, in order to promote the ASEAN-Japan Transport Partnership over the next decade.

### (2) New Policy Pillars

Consequently, the ASEAN-Japan Transport Partnership will progress according to the following reorganized policy pillars:

(a) “Transport Facilitation”

(b) “Transport Infrastructure”

(c) “Quality and Sustainable Transport”

#### (d) "Human Resource Development"

#### 4. Assessment of Projects/Actions

The ASEAN-Japan Transport Partnership has 24 projects/actions under "the Manila Action Plan." The assessment of these projects/actions is attached (APPENDIX II).

Consequently, 3 projects/actions with successful outcomes in the past five years will be merged into other continuing projects/actions. The remaining 21 projects/actions will be continued. The details of previous and future project/actions contents based on the reorganized policy pillars will be explained in the work plans to be endorsed at ATM+J annually.

Under the new framework of four policy pillars, 21 individual projects/actions will be rearranged.

#### 5. Procedure in the revised policy framework

The procedure for current project/action proposals was simplified in "the Manila Action Plan." This procedure has functioned very well and efficiently. Therefore, ASEAN and Japan will continue to follow the same procedure as "the Manila Action Plan".

#### 6. Revision and assessment of the revised policy framework

This revised policy framework has been deliberated to apply to the next decade of the ASEAN-Japan Transport Partnership. However, the new policy framework with the reorganized policy pillars should be reviewed after 5 years, taking the economic and social situations surrounding the transport sector into consideration. It can also be reviewed on other appropriate occasions if necessary.

#### 7. Conclusion

ASEAN and Japan hereby confirm the new policy framework and the assessment of projects/actions as an accomplishment of the revision of "the Manila Action Plan" and adopt a new Action Plan called "the Pakse Action Plan," which appears as an ANNEX to this document.