

**Statement by Mr. Ho Quang Trung, ASEAN  
Intervention at Session 2:  
Cooperation on Transit Infrastructure Development and Transit  
Corridors  
Best Practices, Challenges and Opportunities**

**The High-Level Meeting for the Euro-Asia Region on Improving  
Cooperation on Transit, Trade Facilitation and the 2030 Agenda for  
Sustainable Development**

7-9 March 2017, Ha Noi, Viet Nam

Mr. Mahmoud Mohieldin, Senior Vice President for the 2030 Development Agenda, United Nations Relations and Partnerships, World Bank,

Ladies and Gentlemen,

Cooperation on Transit Infrastructure Development and Transit Corridors has been recognised by ASEAN as one of the basis for the ASEAN economic development and integration as it plays a crucial role in the movement of goods, services, capital and people among the Member States. It also provides great support in binding ASEAN's economies closer together and in building the ASEAN Economic Community that is so vital for the future of ASEAN nations. Therefore, since 1990s, several regional transport agreements have been concluded that focused on, among others, the development of infrastructure (such as the ASEAN Highway Network), the facilitation of goods in transit and inter-state transport.

The ASEAN Highway Network (AHN) represents the vision for the physical connectivity for efficient facilitation of transit transport and inter-state transport by road vehicles. It links all ASEAN Member States by connecting 23 designated national highway routes with the total length of 38,400 km. This initiative has been the priority agenda in the ASEAN transport cooperation. Besides strengthening physical connectivity, the movement of goods in transit among ASEAN Member States has been facilitated by the ASEAN Framework Agreement on Facilitation of Goods in Transit (AFAFGIT) which sets out a package of trade facilitation measures to support transportation of goods in transit. The intention of the AFAFGIT is to simplify and harmonise transport, trade and customs regulations, and to establish an effective, efficient, integrated and harmonised transit transport system in ASEAN.

It is in pursuit of these objectives that the ASEAN Customs Transit System (ACTS) is currently being developed. The ACTS acts as a catalyst for the implementation of AFAFGIT and aims for the implementation of full end-to-end computerisation of transit operations using single electronic customs transit declaration. With the ACTS Pilot Project, free movement for trucks carrying goods will be soon realised among the three Pilot Countries, namely Singapore, Malaysia and Thailand. Thereafter, the system will be rolled out operationally, and eventually extended to Cambodia, Lao PDR, Myanmar and Viet Nam.

The launching of the ASEAN Economic Community on 31 December 2015 was an historic milestone in its monumental effort to further integrate

ASEAN economies, which resulted in more open market, improved investment regimes, improved physical infrastructure networks and deeper integration into the global economy. In this context, the priority is given to upgrade the ASEAN Highways into higher road quality standards. Through this initiative, ASEAN attaches the importance to improving intra-regional trade and providing onward connections to the Asian and European Road Network since fourteen (14) ASEAN highway routes formed parts of the Trans-Asian Highway Network which supports the development of Euro-Asia transport linkages and improves connectivity for landlocked countries. ASEAN also underscores the need to coordinate on prioritisation of the national infrastructure projects to be aligned with those priorities set under the regional cooperation such as Kuala Lumpur Transport Strategic Plan.

Realising the importance of strengthening connectivity between Europe and ASEAN regions for the benefits of landlocked countries, it is imperative that we build upon the existing initiatives and focus on possible collaboration in a number of areas consistent with the 2030 Agenda for Sustainable Development and Kuala Lumpur Transport Strategic Plan 2016-2025. These may include:

- Enhance transport infrastructure, networks and operations including support for the implementation of the Kuala Lumpur Transport Strategic Plan 2016-2025;
- Explore possible cooperation on advancement of the Intelligent Transport System and Global Navigation Satellite Systems utilisation for transportation processes management; and
- Expand knowledge sharing, capacity building and joint programmes in areas such as advances in transport network systems, transit transport operations and transit infrastructure development.

Thank you.