

**WORKING GROUP ON INFRASTRUCTURE AND TRANSPORT**  
**Lead Country: Malaysia**

MEASURES/ PROGRAMMES / PROJECTS	STATUS	IMPLEMENTATION ISSUES	CONTACT PERSONS
<p><b>3.1 Transport Linkages:</b> <i>Enhanced Connectivity of the IMT-GT Subregion</i></p>			
<p>ADB Study on IMT-GT Economic Connectivity Corridor (CC)</p> <p><i>Four Initial Corridors:</i></p> <p>i) <i>Extended Songkhla-Penang-Medan Economic Corridor</i></p> <p>ii) <i>Straight of Melaka Economic Corridor</i></p> <p>iii) <i>Banda Aceh-Medan-Dumai-Palembang Economic Corridor</i></p> <p>iv) <i>Melaka-Dumai Economic Corridor</i></p> <p><i>Fifth Corridor:</i></p> <p>v) <i>Ranong-Phuket-Aceh</i></p>	<p>Consultant engaged to prepare an <b>Initial Study on the IMT-GT Economic Connectivity Corridor</b></p> <p>Study completed and circulated for comments to Indonesia, Malaysia and Thailand.</p> <p>The 1<sup>st</sup> WGIT Meeting in Bangkok agreed to include Ranong-Phuket Aceh as the 5<sup>th</sup> corridor in addition to the existing 4 corridors. ADB agreed to expand their subsequent studies to include this corridor.</p> <p>ADB agreed &amp; presented in 15<sup>th</sup> SOM:</p> <p>(i) developing more concrete strategies for the maritime CCs (Ranong-Phuket-Aceh, Medan-Penang, Dumai-melaka);</p> <p>(ii) Logistics development (Lampung-Banda Aceh);</p> <p>(iii) Promoting strategies between developments in NCER &amp; Southern Thailand.</p>	<p><u>Recommendations:</u></p> <ul style="list-style-type: none"> <li>• Expansion of the North-South Sumatra Corridor (into a 4-lane highway)</li> <li>• Improve road between Pekanbaru and Dumai to improve linkage to North South Sumatra Corridor</li> <li>• Study on Transport Costs and Logistics Development</li> <li>• Feasibility Study of Railway Transportation in Sumatra</li> <li>• Transport Master Plan for Sumatra</li> <li>• Study of Maritime Port Development and Trade Across the Straits of Melaka (contents, cost, constraints, and potential)</li> </ul> <p>In a Kick Off Meeting of ADB's RETA 6441 in Jakarta in June 2009, Indonesia suggested for the Third Corridor to extend from Palembang to Bandar Lampung.</p> <p>In IMT-GT Mid Term Review Dialogue in July 2009 in Bangkok, ADB suggested for the five corridors programme be accessed as the only flagship project for the remaining half of the Roadmap.</p>	

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<ul style="list-style-type: none"> <li>• IMT-GT Study on Ports Development and Maritime Trade</li> <li>• IMT-GT Logistics Study</li> </ul>	<p>Both studies completed by ADB in 3<sup>rd</sup> Quarter 2008.</p>	<p>On infrastructure connectivity, <u>2<sup>nd</sup> WG Meeting</u> agreed to reduce obstacles to transport facilitation by implementing the existing arrangements at the ASEAN level including the AFAGIT and the Multimodal Transport Agreement and exploring the possibility of new arrangements (i.e.: the Interstate Agreement).</p> <p><u>In 15<sup>th</sup> SOM in Palembang, Oct 2008</u>, ADB proposed:</p> <ul style="list-style-type: none"> <li>(i) Establishment of an Expert Group on Maritime Transport (the Meeting agreed not to be a permanent body, and should have well-defined task);</li> <li>(ii) Pilot project for trade &amp; transport facilitation measures between Hatyai &amp; Medan;</li> <li>(iii) Expansion of bilateral traffic rights arrangements between Thailand &amp; Malaysia.</li> </ul>	
<ul style="list-style-type: none"> <li>• Workshop on Development of IMT-GT Connectivity Corridor</li> </ul>	<p>Under discussion. Schedule to be determined.</p>	<p>Workshop on Development of IMT-GT Connectivity Corridor will be conducted to identify specific projects for improving regional connectivity.</p>	

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3.1.1 Roads			
<ul style="list-style-type: none"> <li>Pattani-Yala-Betong-Penang</li> </ul>	<p>The construction of road, bridge, tunnel and the border control offices at Betong has been being on process. It is delayed due to the current situation in the southern Thailand.</p> <p>The new CIQ complex is under planning for development</p>	<p>It is very difficult to be implemented due to the current situation in the southern Thailand</p>	<p>Mr. Sunant Gliengpradit, Director, Bureau Of International , Department Of Highways Tel:+662354.6527 Fax:+662354.6529</p>
<ul style="list-style-type: none"> <li>Nathawi-Prakob/Durian Burong- Alor Setar</li> </ul>	<p>The road section from B. Prakob – Thailand/Malaysia Border (4 km) is under construction to be 2-lane paved road at the cost of 65 MB. The rest of the section from A. Na Thawi – B. Prakob (30 km) is under 2010 budget request for construction.</p> <p>CIQ project in Durian Burong has been <b>completed</b> in Malaysian border.</p> <p>The CIQ for Thailand still to be budgeted in 2009. Thailand is in the process of obtaining budget from Thai Government. Total budget required is Bht 70 million and budget allocation in 2008 is Bht 10 million.</p>	<p>Road section from Ban Prakob / Malaysia border (4km) is under construction to be 2-lane pave road at the cost of 65mb. The rest of the section from Nathawi – B.Prakob (30km) is under 2010 budget request.</p> <p>Constraints of the government budget.</p>	<p>Mr. Sunant Gliengpradit, Director, Bureau Of International , Department Of Highways Tel:+662354.6527 Fax:+662354.6529</p>
<ul style="list-style-type: none"> <li>Danok/Bukit Kayu Hitam-Padang Besar</li> </ul>	<p>The existing route from Bukit Kayu Hitam to Changlun, Changlun to Padang Besar via Kangar,Arau</p>	<p>New alignment proposed in Malaysia Highway Development Study Plan</p>	
<ul style="list-style-type: none"> <li>Satun-Wang Prachan/ Wang Kelian-Perlis Highway Development</li> </ul>	<p>The improvement of the highway route no. 4184: section Rt. No. 406 (Kuansator) – Wang Prachan (22 km) to be 2-lane paved road is under the process of construction.</p>	<p>The detailed design for Satun-Wang Prachan road on Thai road was completed.</p>	<p>Mr. Sunant Gliengpradit, Director, Bureau Of International , Department Of Highways Tel:+662354.6527 Fax:+662354.6529</p>
<ul style="list-style-type: none"> <li>ASEAN Highway Route 25 between Banda Aceh and</li> </ul>	<p>Development of AH-25 section between Binjai-Medan-Tebing Tinggi listed as high priority in the</p>	<p>The project would be financed by the public-private partnership scheme. The project is</p>	<p>Dr. Max Antameng, MA Chief of Sub Directorate General Planning</p>

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Palembang in Sumatra (north-south link )	ADB/Ministry of Communication (MOC) Indonesia Final Report; Subregional Transport Cooperation Initiative.  This road has been improved In accordance with ASEAN Highway standards, and would continue until 2009.	now at the land acquisition stage.	<a href="tel:6221-7221039">Tel:6221-7221039</a> / <a href="tel:6221-7245388">6221-7245388</a> cenrma@yahoo.com
<ul style="list-style-type: none"> <li>ASEAN Highway Route 151 East-West Feeder Link between Pekanbaru-Bukittinggi-Padang; Tebing Tinggi-Pematang Siantar; Jambi-Sarolangun; and Bengkulu-Lubuk Linggau-Lahat; Baturaja-Bandang Lampung</li> </ul>	Timeframe target date 2007-2011. Still waiting for budget from Government. Status to be verified.	NIL	Dr. Max Antameng, MA Chief of Sub Directorate General Planning <a href="tel:6221-7221039">Tel:6221-7221039</a> / <a href="tel:6221-7245388">6221-7245388</a> cenrma@yahoo.com
<ul style="list-style-type: none"> <li>Toll Roads Projects:               <ul style="list-style-type: none"> <li>(i) Binjai-Medan-Tebing Tinggi (AH 25, partial toll road); and</li> <li>(ii) Medan-New Kualanamu Airport.</li> </ul> </li> </ul>	Development of Medan-Kualanamu Toll Way listed as high priority in the ADB/MOC, Indonesia Final Report for Subregional Transport Cooperation Initiative.  Status to be verified.	NIL  NIL	Dr. Max Antameng, MA Chief of Sub Directorate General Planning <a href="tel:6221-7221039">Tel:6221-7221039</a> / <a href="tel:6221-7245388">6221-7245388</a> cenrma@yahoo.com
<ul style="list-style-type: none"> <li>Road transport facilitation through mutual recognition of: road vehicle registration; transport operating license; vehicle inspection certificates.</li> </ul>	Issue was discussed during the 10 <sup>th</sup> Meeting of Malaysia-Thailand Joint Commission for Bilateral Cooperation in Bangkok last 27 June 2007. The meeting noted Thailand's request for unrestricted access for transit of perishable goods from Thailand through Malaysia to Singapore and Malaysia's request for unrestricted access for the transit of goods from Malaysia through Thailand to Myanmar and Laos. Both Authorities were requested to expedite negotiations for a new framework on transit of goods and passengers from Thailand through Malaysia to Singapore and from Malaysia through Thailand to Myanmar, Laos, and	Some strategies proposed:  i) Development of dual-plate system between Thailand and Malaysia.  ii) Possibility of adopting the GMS CBTA as a model may be looked into.  CBTA aspects have been discussed on a bilateral basis between Malaysia and Thailand under the JDS.  Indonesia is ready to have a further	Mr. Sunant Gliengpradit, Director, Bureau Of International , Department Of Highways Tel:+662354.6527 Fax:+662354.6529

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	<p>Cambodia.</p> <p>Continuous improvements and coordination on border strategies between Malaysia and Thailand through the Joint Development Strategy (JDS). MOU on Facilitation of Procedures on Movement of Goods (July 2003)</p> <p>Use of single declaration form and single stop inspection procedures in operation (from Sadao Customs House and Bukit Kayu Hitam Customs house) since June 2005.</p>	<p>discussion on mutual recognition of road vehicle registration, transport operating license and inspection certificate. This is a new project.</p>	
<ul style="list-style-type: none"> <li>Inland Clearance Depot (ICD) at Padang Besar, Malaysia</li> </ul>	<p>The 27<sup>th</sup> JBC Meeting was informed that <b>the</b> project is taken over by SEDC Perlis. The State Government has given the NCER DRAFT As of 1/6/2009 implementing Agency (NCIA) to conduct feasibility studies on the project.</p>	<p>Thailand requested the ICD facility to be extended to 24 hours operation to facilitate movement of containers to Malaysia.</p>	
<ul style="list-style-type: none"> <li>Golok River Bridges:</li> <li>i) Buketa-Bukit Bunga Bridge</li> </ul>	<ul style="list-style-type: none"> <li>Completed on 14 Dec 2007</li> <li>Grand opening ceremony on 21 Dec 2007 by both Prime minister of Thailand and Malaysia</li> <li><b>Project Detail</b> <ul style="list-style-type: none"> <li>- Linking between Buketa and Bukit Bunga</li> <li>- Width 15.9 m. Length 120 m.</li> </ul> </li> <li>(way+bicycle lane)</li> <li>- Cost 95 mil.baht</li> </ul>	<p>NIL</p>	

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ii) Takbai – Pangkalan Kubor Bridge and	The feasibility study for the construction of Tak Bai bridge across the Kolok river in Narathiwat is now being undertaken the Department of Highways, Thailand which is expected to be completed by the end of 2009. The route selection process for the bridge is on-going and will be finalized by the Malaysian side.	NIL	
iii) 2 <sup>nd</sup> Sungai Kolok – Rantau Panjang Bridge	<ul style="list-style-type: none"> <li>• Feasibility Study(F.S) completed since 2008</li> <li>• 24 Jun 2008 Thailand and Malaysia had a meeting agree on F.S.</li> <li>• Malaysia will conduct Detail Design. (After get approval budget)</li> <li>• <b>New CIQ Complex:</b> Construction completed (162 MB)</li> <li>• 2010 Budget 30 MB approved (Facilities improvement)</li> </ul>	NIL	
<b>3.1.2 Railway</b> <ul style="list-style-type: none"> <li>• Development of Mainline Trans-Sumatera Railway consisting of: <ul style="list-style-type: none"> <li>(i) Bandah Aceh-Besitang-Medan-Rantau Prapat (access to prime agricultural land)</li> <li>(ii) Rantau Prapat—Duri Line also to the Port of Dumai</li> </ul> </li> </ul>	<p>Timeframe target date 2007-2011</p> <p>Full development of the Trans Sumatera Railway is a long-term programme, with some sections targeted for completion in 2020 and beyond.</p> <p>Priority will be given to the lines providing access to prime agricultural land (project i) and those with onward sea connections (projects ii and iii).</p>	<p>NIL</p> <p>NIL</p>	

**WORKING GROUP ACTION PLANS FOR 2009  
(August 2009)**

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(iii) Dumai-Pekanbaru with onward sea connection	First phase Railway line Rantau Perapat to Banda Aceh in North Sumatera at detailed design stage.	NIL	
(iv) Pekanbaru-Muaro	Rail line from Rantau Prapat to Dumai line will extend to N. Sumatra system to Murano to Dumai Port.	NIL	
(v) Teluk Kuantan-Muara Bungo	From Rantau Perapat to Riau and other parts of Sumatera to be done at later stage.	NIL	
(vi) Jambi-Betung	Study on Railway line Banda Aceh to Palembang completed in 2007.	NIL	
(vii) Betung-Simpang	The existing railway line is Bandah Aceh-Besitang-Medan-Rantau Prapat (access to prime agricultural land)(283 km) and Kerta Pati-Simpang Km3-Tarahan (407 km).	NIL	
(viii) Simpang-Tanjung Api-Api	Indonesia targets that the new line between Simpang Mane and Cunda (part of Banda Aceh-Lhokseumawe line) of 30 km will be in place by end of 2008.	NIL	
(ix) Kerta Pati-Simpang Km3-Tarahan	Indonesia presented their plan in 2 <sup>nd</sup> WG Meeting to develop a new line of Sumatera Railways from Aceh to Bakauheni which is a 2,277 km stretch.	NIL	

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<p>3.1.3 Sea Transport</p> <ul style="list-style-type: none"> <li>Development of ro-ro ferry Services in the IMT-GT</li> </ul>	<p>Timeframe 2008-2011</p> <p>Operation of the ro-ro service between Penang and Belawan was suspended due to lack of promotion, &amp; competition from faster and cheaper ferry services, and regulatory issues in Dec 2005.</p> <p>Passenger ferry services have been established and operational between various points:</p> <ul style="list-style-type: none"> <li>Langkawi-Satun</li> <li>Pelabuhan Klang-Dumai-Tg Balai</li> <li>Melaka Dumai</li> <li>Melaka Bengkalis</li> <li>Penang-Belawan</li> <li>Port Dickson-Dumai</li> <li>Port Dickson-Bagan Siapi-api</li> </ul>	<p>NIL</p>	
<ul style="list-style-type: none"> <li>Ro-ro ferry services to and from Indonesia and Malaysia</li> </ul>	<p>A FLAGSHIP PROJECT.</p> <p>The ro-ro ferry services from Dumai (Sumatera) to Kuala Linggi (Melaka) were identified as a project deliverable for 2007 at the IMT-GT Planning Meeting for 2007.</p> <p>The construction of the Dumai ro-ro ferry terminal was completed in May 2008.</p> <p>Malaysia is in the process of upgrading the Kuala Linggi ferry terminal.</p> <p>Maju Ikan has agreed for the jetty to be used for the Ro-ro and barter trade services to be operated by Kuala Linggi Barter Trade Sdn Bhd—license for</p>	<p>Indonesia informed that it had issued a Ministerial Decree as a legal basis to facilitate the ro-ro operation.</p>	

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	<p>operations pending.</p> <p>Meanwhile JBC proposed that the Ro-Ro service changed from Dumai-Melaka to Dumai-Port Dickson.</p>		
<ul style="list-style-type: none"> <li>Improvement of Belawan Port (North Sumatra, Indonesia)</li> </ul>	<p>A FLAGSHIP PROJECT.</p> <p>Ongoing. Identified as a deliverable project for 2007 in the recent IMT-GT Planning Meeting for 2007. Plan and program for improvement is expected to be implemented in 2007. Budget was requested for construction.</p> <p>The need for improving the Belawan Port was identified in the ADB Economic Corridor Study.</p> <p>Indonesia plans to develop this port by:</p> <ol style="list-style-type: none"> <li>Expanding the cargo terminal,</li> <li>Container terminal and</li> <li>Providing new cargo handling equipment</li> </ol> <p>Indonesia also proposed Belawan Port to facilitate a dermaga IKD with a length of 300m which comprises of 7500sq.m.</p>	NIL	
<ul style="list-style-type: none"> <li>Study on the Improvement of the Belawan Port</li> </ul>	<p>Study conducted regarding the improvement of Belawan Port, starting from August 2007. The project is expected to start in 2009.</p> <ul style="list-style-type: none"> <li>Study completed in 2007</li> <li>Now design stage</li> <li>Schedule to implement in 2009.</li> </ul> <p>One if the result of the study is the need of</p>	NIL	

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	enlarging the channel to make vessels easier in entering the port.		
<ul style="list-style-type: none"> <li>Rehabilitation of Aceh Ports (Lhokseumawe, Sabang and Kuala Langsa)</li> </ul>	<p>The rehabilitation of ports in Aceh from the damage caused by tsunami has been <b>completed</b> and handed over to the local government by Aceh Rehabilitation and Reconstruction Agency in 2009. The ports are in operation now. (Notes: Kuala Langsa was not part of areas affected by Tsunami. Recently the port was planned to be further developed and waiting for investor's engagement).</p>	NIL	
<ul style="list-style-type: none"> <li>Improvement of Dumai Port</li> </ul>	<p>A FLAGSHIP PROJECT. Identified as a project deliverable for 2008.</p> <p>The project was expected to be completed in 2008.</p> <p>Ongoing JBIC project (2<sup>nd</sup> phase, \$30M) to improve operational performance of the port. The physical construction of Dumai Port has been in progress and has reached as much as 90%.</p> <p>Currently development is in Phase 3 and estimated to be completed by 2010.</p>	NIL	
<ul style="list-style-type: none"> <li>Improvement of Existing Tammalang Port, Satun Province (Thailand)</li> </ul>	<p>A FLAGSHIP PROJECT.</p> <p>The project was completed in 2007.</p> <p>Improvement completed in 2005 by Marine Department of Thailand.</p> <p><b>The port consists of 1 multipurpose berth, 3 ferry piers, 1 berth for small vessels, 1 berth for waiting vessels, 1 passenger building</b></p> <ul style="list-style-type: none"> <li>Improvement of customs port completed</li> </ul>	<p>As Tammalang Port is intended to serve the IMT-GT ferry link under the Development of Ro-Ro/Ferry Services in the IMT-GT the Thai Government has a plan to further improve/modify the port to be able to accommodate Ro-Ro/ferry vessels by constructing a ramp and dredging the channel to reach the dept of 5 meters. Further improvement proposal is now in the process of seeking approval from the cabinet for implementation budget.</p>	<p>Ms. Kamolwan Nantapetch Director, International Affairs Division Marine Department Tel / Fax: 6626394769. E-mail: <a href="mailto:kamolwan.n@md.go.th">kamolwan.n@md.go.th</a>, <a href="mailto:international@md.go.th">international@md.go.th</a></p>

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	<p>in 2007</p> <ul style="list-style-type: none"> <li>Navigation Chanel Improvement (2008 budget) <ul style="list-style-type: none"> <li>- Length = 18 kms.</li> <li>- Depth = 4 m. LLW</li> <li>- Cost = 139 MB.</li> <li>- Completed <ul style="list-style-type: none"> <li>• Future: Study for ro-ro ferry service</li> </ul> </li> </ul> </li> </ul>	<p>Thailand has requested the WGIT to put "a port in Satun Province" as a link (in addition to a port in Trang Province) under the Development of Ro-Ro/Ferry Services in the IMT-GT in the IMT-GT Roadmap 2007 - 2011.</p>	
<ul style="list-style-type: none"> <li>Improvement of the existing Kantang Port, Trang Province (Thailand)</li> </ul>	<p>A FLAGSHIP PROJECT.</p> <p>Completed in 1998 by Marine Department of Thailand</p> <p>The expansion of Kantang Port was carried out under the supervision of the Marine Department completed in March 2008 for container cargo</p> <ul style="list-style-type: none"> <li>- Capacity 3,000 GRT</li> <li>- Depth 5 m. LLW</li> <li>- Width 60 m.</li> <li>- 14 km from river mouth</li> <li>- The port consists of <ul style="list-style-type: none"> <li>Original Berth (15.50 X144 meters) – Berth I</li> <li>Expanded Berth (24.50 X 90 meters) – Berth II <ul style="list-style-type: none"> <li>• Shipping services</li> </ul> </li> </ul> </li> </ul> <p>Barge feeder service between Kantang-Penang since May 2003</p> <p>Operate with 2 barges with capacity of 270 TEUs and handling average 1,200 TEUs / month</p> <p>Bulk cargo export of 60,000 tons/month</p> <ul style="list-style-type: none"> <li>• <b>Commodity flow:</b> <ul style="list-style-type: none"> <li>Container 1,000 TEU/month</li> <li>Gypsums 60,000 tons/month</li> </ul> </li> </ul> <p>MOU was expected to be signed at the 27<sup>th</sup> JBC Meeting.</p>	<p>1. <b>The expansion of container terminal-</b> The construction was completed in March 2008. The container terminal has been temporarily operated by the local administration since July 2008 with current container throughput is about 1,000 TEU/month.</p> <p>2. <b>Construction of a new berth for dry bulk cargo (minerals)-</b> The project is intended to temporarily replace the existing one which has limited capacity. A budget of 67 million baht has been allocated for this project in 2009 fiscal year. Currently, the project work plan's is being developed. The current cargo throughput is approximately (which is mainly minerals) 60,000 tons/month.</p>	<p>Ms. Kamolwan Natapetch Director International Affair Division Marine Department Tel: +66_26 394769 E-mail: <a href="mailto:kamolwan.n@md.go.th">kamolwan.n@md.go.th</a>, <a href="mailto:international@md.go.th">international@md.go.th</a></p>

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<ul style="list-style-type: none"> <li>Development of new Kantang Coastal Port at Naklua (Thailand)</li> </ul>	<p>A FLAGSHIP PROJECT.</p> <p>The new coastal Port at Na Klua is intended to serve the export of gypsum which is now exported via the existing Kantang Port. The Marine Department, as the responsible government agency, is now conducting the detailed design and EIA studies before seeking approval from the Ministry of Natural Resources and Environment before securing budget for construction of the port.</p>	NIL	<p>Ms. Kamolwan Natapetch Director International Affair Division Marine Department Tel: +66_26 394769 E-mail: <a href="mailto:kamolwan.n@md.go.th">kamolwan.n@md.go.th</a>, international@md.go.th</p>
<ul style="list-style-type: none"> <li>Harbor City Development in Port Klang</li> </ul>	<p>The 27<sup>th</sup> JBC Meeting in Dec 2008 was informed that the development of the Harbor has reached 70% completion.</p> <p>The passenger terminal will start its operations in August 2009. Second floor of the terminal is the IMT-GT Plaza where the operators invited SME's from Malaysia, Indonesia and Thailand to participate in the Plaza.</p> <p>Implementing agency: ASA Niaga Sdn. Bhd.</p>	NIL	
<p><b>3.1.4 Air Transport</b></p> <ul style="list-style-type: none"> <li>Provide incentives and support for increased private sector involvement and/or public-private sector partnerships in the development of transport infrastructure and provision of transport services in priority routes, especially those underserved, such as:</li> </ul> <p>(i) Liberal charter programmes for air services,</p>	<p>Timeframe target date 2007-2010.</p> <p>i) JBC agreed to appoint a sub-committee to pursue IMT-GT Airlines project.</p> <p>ii) Air services established/enhanced between Penang-Medan (served by Malaysia Airlines, Adam Air, Lion Air and Kartika Airlines.</p> <p>iii) Asmara Air, Riau Airlines and Nok Air and Nok Air are requested to discuss code sharing possibilities.</p>	NIL	<p>Mr. Chat Phaikaew Transport Technical Officer Tel / Fax:(662) 280 3468 / (662) 280 1714 E-mail :chat.p@mot.go.th</p>

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<ul style="list-style-type: none"> <li>(ii) Reduced entry point charges (i.e., landing and take-off fees) and harmonization of airport charges</li> <li>(iii) Cooperation with other ASEAN growth areas on the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> freedom rights.</li> <li>(iv) Cooperation among IMT-GT airlines through coterminization with own-stop over right and cooperative commercial arrangements</li> <li>(v) Competitive rates for cargo</li> </ul>	<ul style="list-style-type: none"> <li>iv) Asmara Air Services in operating Chartered Services in IMT-GT is still valid according to the JBC endorsement in 2006. The Chartered Services still waiting for approval of the AOC (Airline Operating Certificate) from the authority.</li> <li>v) Thailand has waived 50% for airport charges for airlines flying within the IMT-GT region. Malaysia has agreed to waive landing and parking charges up to May 2007 for current and new airlines operating within the IMT-GT region; however, the waiver or reduction of charges for airline flying new routes is on a reciprocal basis.</li> </ul> <p>Indonesia, Malaysia and Thailand agreed to provide incentives for airlines in the form of reduced parking, landing and passenger services charges.</p>		
<ul style="list-style-type: none"> <li>• Support to initiatives to establish through MOU on Air Linkages, liberalized transport arrangements in IMT-GT within the framework of ASEAN Agreements, such as:</li> <li>(i) Full 3<sup>rd</sup>/4<sup>th</sup> freedom traffic rights within IMT-GT;</li> <li>(ii) Full 5<sup>th</sup> freedom rights within IMT-GT with no restrictions in capacity, frequency and aircraft type for</li> </ul>	<p>Indonesia supports the arrangements of 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> freedom traffic rights in IMT-GT sub region and suggests that any revision should be formalized in the MOU amendment. Status to be verified</p> <p>Has been implemented. Status to be verified.</p> <p>A FLAGSHIP PROJECT. Has been implemented. Status to be verified</p>	<p>NIL</p> <p>NIL</p> <p>NIL</p>	<p>Mr. Chat Phaikaew Transport Technical Officer Tel / Fax:(662) 280 3468 / (662) 280 1714 E-mail :chat.p@mot.go.th</p>

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<p>passenger and cargo service;</p> <p>(iii) Liberalization of the schedule of passenger services with no limitation on 3<sup>rd</sup> and 4<sup>th</sup> freedom traffic rights for at least 2 designated points in each country;</p> <p>(iv) Establishment of air linkages to new destinations in IMT-GT.</p>	<p>A FLAGSHIP PROJECT. Has been implemented. Timeframe target date: December 2006. Status to be verified.</p> <p>Timeframe target date 2010.</p> <p>Airlines to look into this requirement based on market study.</p> <p>Firefly has requested to be recognized as IMT-GT Airlines. The discussion between JBC and Firefly is ongoing.</p>	<p>NIL</p> <p>NIL</p>	
<p>(v) Encourage further cooperation amongst airlines of the IMT-GT region</p> <ul style="list-style-type: none"> <li>• Redevelopment of Sultan Azlan Shah Airport in Ipoh, Perak.</li> </ul> <p>3.2.1 Harmonization and reduction of tariffs in the IMT-GT region.</p>	<p>Status to be verified</p> <p>No update. Government yet to determine either to renovate the existing airport or to develop a new one in Ipoh.</p> <p>Timeframe target date 2008-2009. Status to be verified. (Refer to trade and investments Section).</p>	<p>NIL</p> <p>NIL</p> <p>NIL</p>	
<p><b>3.3 Regional Energy Hub</b></p> <p>3.3.1 Formulation of programme for cooperation in energy in IMT-GT</p>	<p>The sector study and program of cooperation will take into account the Trans-ASEAN Gas Pipeline and ASEAN Power Grid Projects, as well as the</p>	<p>NIL</p>	

MEASURES/ PROGRAMMES / PROJECTS	STATUS	IMPLEMENTATION ISSUES	CONTACT PERSONS
	<p>ASEAN Interconnection Master Plan Study. Timeframe target date 2007-2008.</p> <p>26<sup>th</sup> JBC Meeting has been informed of the Master Plan Study on Trans-ASEAN Gas Pipeline and ASEAN Power Grid Project in ASEAN Committee.</p> <p>JBC has formed the taskforce headed by Malaysia. The aim of the taskforce is to look into the possibility of using other sources of energy such as gas, biodiesel, hydro or coal.</p>		
<p>3.3.2 Cooperation in Use of Alternative and Clean Sources of Energy, such as Bio-Fuel</p>	<p>A FLAGSHIP PROJECT. Timeframe target date 2007-2011. Status of project to be verified.</p> <p>The JBC taskforce headed by Malaysia will look into the possibility of using other sources of energy such as gas, biodiesel, hydro or coal.</p> <p>Waiting for taskforce recommendations. Recommendations could be presented in the next WG meeting.</p>	<p>NIL</p>	
<p>3.3.3 Cooperation in Mini-Hydro: Independent Power Producer in West Sumatra, Indonesia</p>	<p>Smart Technologies Sdn. Bhd. has signed an MOU with West Sumatra for the construction and operation of a 10 MW mini-hydro power plant in Padang, West Sumatra.</p> <p>Timeframe target date 2007-2011</p> <p>KDEB, the Selangor State agency is negotiating and doing the feasibility studies with counterparts</p>	<p>JBC have decided to drop this project from the IMT-GT JBC project initiative because of being dormant for too long.</p>	

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(August 2009)**

MEASURES/ PROGRAMMES / PROJECTS	STATUS	IMPLEMENTATION ISSUES	CONTACT PERSONS
	<p>from Indonesia. Smart Meter Tech has signed MOU with Padang authorities.</p> <p>A representative from Kumpulan Darul Ehsan Berhad (KDEB) reported that the project is now being reviewed by the Govt of Indonesia. Partner from Indonesia, PT Limarco Energy is analyzing the agreement.</p> <p>KDEB offered other companies to take over the project as they have changed the interest into water based project.</p>		