Background

• Master Plan for ASEAN Connectivity (MPAC) adopted in October 2010
• Includes three dimensions – physical, institutional and people-to-people.
• ASEAN Connectivity Implementation Matrix/Scorecard (ACIM) developed to track implementation of the key actions of the MPAC
• The World Bank was engaged by ASEAN to provide technical assistance to enhance the ACIM.
What does "Enhancing" the ACIM Mean?

- **Stay** true to the MPAC deliberative process
- **Assess** the existing ACIM
- **Evaluate** language choice for monitoring purposes
- **Develop** a qualitative and quantitative assessment strategy
- **Propose** appropriate output and outcome indicators
- **Implement** a capacity building plan

Structure of the Report

- **Quantitative Assessment**
  - Definition of indicators
  - Formulation of indicators
  - Next Steps

- **Qualitative Assessment**
  - Definition
  - Examples
  - Status check – World Bank
  - Challenges

- **Language Choice**
### Initial Qualitative Assessment

#### Connectivity Dimension

<table>
<thead>
<tr>
<th>Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete the ASEAN Highway Network</td>
</tr>
<tr>
<td>Complete the implementation of SKRL project</td>
</tr>
<tr>
<td>Establish an efficient and integrated IWT network</td>
</tr>
<tr>
<td>Accomplish an integrated, efficient and competitive maritime transport system</td>
</tr>
<tr>
<td>Establish integrated and seamless multimodal transport system to make ASEAN the transport hub in the East Asia region</td>
</tr>
<tr>
<td>Accelerate the development of ICT Infrastructure and services in each of ASEAN Member States</td>
</tr>
<tr>
<td>Prioritise the processes to resolve institutional issues in ASEAN energy infrastructure projects</td>
</tr>
</tbody>
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**Initial Qualitative Assessment**

- **Overview**

  - In terms of physical connectivity a check-list of what is missing would have been sufficient to reflect upon the actual physical links

  - But

  - It is not enough if the goal is to understand the output and outcome of such physical connectivity.
## Initial Qualitative Assessment

**Institutional**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Fully operationalize the 3 framework Agreements on transport facilitation (AFAFGIT; AFAFIST; AFAMT)</td>
</tr>
<tr>
<td>2.</td>
<td>Implement initiatives to facilitate inter-state passenger land transportation</td>
</tr>
<tr>
<td>3.</td>
<td>Develop the ASEAN Single Aviation Market</td>
</tr>
<tr>
<td>4.</td>
<td>Develop an ASEAN Single Shipping Market</td>
</tr>
<tr>
<td>5.</td>
<td>Accelerate the free flows of goods within ASEAN region by eliminating barriers to merchandise trade.</td>
</tr>
<tr>
<td>6.</td>
<td>Accelerate the development of an efficient and competitive logistics sector, in particular transport, telecommunication and other connectivity–related services in the region</td>
</tr>
<tr>
<td>7.</td>
<td>Substantially improve trade facilitation in the region</td>
</tr>
<tr>
<td>8.</td>
<td>Enhance border management capabilities</td>
</tr>
<tr>
<td>9.</td>
<td>Accelerate further opening of ASEAN member states to investments within and beyond the region under fair investment rules</td>
</tr>
<tr>
<td>10.</td>
<td>Strengthen institutional capacity in lagging areas in the region and improve regional–sub–regional coordination of policies programmes and projects.</td>
</tr>
</tbody>
</table>

## Initial Qualitative Assessment

- The concept of institutional connectivity requires additional specification.
- Many of the devised key actions focus upon following up on ASEAN member states in terms of ratification, implementation of agreements and how liberalized market access can be followed through as per the various strategies.
- The devised key action can only reflect the status or the possible direction and requires that additional attention be paid to the formulation of each action to enable the monitoring effort.
Initial Qualitative Assessment

| People to people | 1. Promote deeper intra–ASEAN social and cultural understanding  
|                  | 2. Encourage greater intra–ASEAN people mobility |

- The formulation of the actions under the people–to–people dimension is more precise than the physical or institutional connectivity, which readily facilitates the monitoring process.
- However, the people–to–people dimension requires additional work to identify and specify output and outcome indicators.

Moving towards composite indicators

Composite indicators combine data from multiple dimensions and indicators into one single indicators

Figure 1: Schematic Overview of a Composite Indicator
Advantages and Disadvantages of Composite Indicators

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summarize complex issues, in view of supporting decision-makers.</td>
<td>May send misleading policy messages, if they are poorly constructed or misinterpreted.</td>
</tr>
<tr>
<td>Easier to interpret than trying to find a trend in many separate indicators.</td>
<td>May invite drawing simplistic policy conclusions, if not used in combination with the indicators.</td>
</tr>
<tr>
<td>Facilitate the task of benchmarking performance across a range of sectors, regions or countries.</td>
<td>May lend them to instrumental use if the various stages are not transparent and based on sound statistical or conceptual principles.</td>
</tr>
<tr>
<td>Assess progress of countries over time on complex issues.</td>
<td>The selection of indicators and weights could be the target of political challenge.</td>
</tr>
<tr>
<td>Reduce the size of a set of indicators or include more information within the existing size limit.</td>
<td>May disguise serious failings in some dimensions of the phenomenon, and thus increase the difficulty in identifying the proper remedial action.</td>
</tr>
<tr>
<td>Place issues of countries performance and progress at the center of the policy arena.</td>
<td>May lead wrong policies, if dimensions of performance that are difficult to measure are ignored.</td>
</tr>
<tr>
<td>Facilitate communication with ordinary citizens and promote accountability.</td>
<td></td>
</tr>
</tbody>
</table>

Quantitative Indicators for Physical Connectivity

- The Enhanced ACIM for MPAC will include three types of indicators at the level of key actions, strategies and dimensions.
- Output Indicators – measures specific outputs e.g. roads built
- Outcome Indicators – measures the impact of MPAC on regional level connectivity, e.g. travel time reduction on roads.
- Composite Indicators – Aggregates all outcome indicators by dimension for better measurement.
### Figure 3: Output indicators for the Physical Connectivity Dimension in the ACIM

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Name</th>
<th>Key Action</th>
<th>Action</th>
<th>Output Indicator</th>
<th>Formula output indicator</th>
</tr>
</thead>
</table>
| 1        | Complete the ASEAN Highway Network | 1 Upgrade all three Class IF sections of AH-ECOR | Percentage of Class IF upgraded | OUTF1011 = [Number of Class IF upgraded × 100] | |}
|          |      | 2 Install common road signs in Percentage of Transit Transport Routes | Percentage of transit transport routes upgraded | OUTF1012 = [Number of common road signs × 100] | |}
|          |      | 3 Upgrade high traffic Class For Percentage of “Class II and III” roads upgraded | Percentage of Class II and III roads upgraded | OUTF1013 = [Number of Class II and III roads upgraded × 100] | |}
|          |      | 4 Complete the missing links of Percentage of missing links | [Number of missing links × 100] | OUTF1014 = [Percentage of missing links × 100] | |}
| 2        | Complete the implementation of ENIP project | 1 Contributed the missing sections | Percentage of missing sections contributed | OUTF1021 = [Percentage of missing sections × 100] | |}
| 3        | Establish an integrated rail network in ASEAN | 1 Regional plan for developing | Regional plan for developing rail network | OUTF1031 = [100] | |}
| 4        | Establish an integrated maritime transport system—AMTS— | 1 Enhance performance and increase Annual Port Throughput | Annual Port Throughput | OUTF1041 = [100] | |}
| 5        | Establish an integrated multimodal transport system | 1 Promote the Mekong-India Partnership for Integrated Connectivity | Partnership for Integrated Connectivity | OUTF1051 = [100] | |}
| 6        | Accelerate the development of ICT infrastructure and services | 1 Establish an ASEAN Broadband Condo | Establish an ASEAN Broadband Condo | OUTF1061 = [100] | |}
| 7        | Prioritize the processes to resolve institutional issues in energy infrastructure projects | 1 Establish an integrated Gas Pipeline—EAGP— | Establish an integrated Gas Pipeline—EAGP— | OUTF1071 = [100] | |}

### Figure 4: Outcome indicators for the Physical Connectivity Dimension in the ACIM

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Name</th>
<th>Key Action</th>
<th>Action</th>
<th>Outcome Indicator</th>
<th>Description outcome indicator</th>
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</table>
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Indicative Timeline of Activities

- Signing of RAS: Nov/2013
- 1st Interim Report: Dec/2014
- Inception Report
- 2nd Interim Report: Mar/2014
- Workshop: Sep/2014
- Completion Report: Dec/2014

Activities:
- Information Assessment
- Country Visits
- Data Collection
- Indicator Calculation