



BIMP-EAGA

BRUNEI DARUSSALAM-INDONESIA-MALAYSIA-PHILIPPINES
EAST ASEAN GROWTH AREA

Accelerating Cooperation Together (ACT)

BIMP-EAGA VISION 2025 MIDTERM REVIEW:

PROGRESS AND PROSPECTS





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ABBREVIATIONS

ADB	Asian Development Bank
AQRF	ASEAN Qualifications Reference Framework
ASEAN	Association of Southeast Asian Nations
BEBC	BIMP-EAGA Business Council
BEST	BIMP-EAGA Submarine and Terrestrial
BEV 2025	BIMP-EAGA Vision 2025
BIMP-EAGA	Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area
BIMP-FC	BIMP Facilitation Center
BKCF	BIMP-EAGA Republic of Korea Cooperation Fund
CBET	community-based ecotourism
CEO	chief executive officer
CIQS	customs, immigration, quarantine, and security
COVID-19	coronavirus disease
CWGs	clusters and working groups
EBEC	East Borneo Economic Corridor
FDI	foreign direct investment
GCAP	Green City Action Plan
GCI	Green Cities Initiative
GDP	gross domestic product
GEZ	general economic zone
GMS	Greater Mekong Subregion
GSSC	Greater Sulu–Sulawesi Economic Corridor
GVC	global value chain
HEI	higher education institution
HRD	human resources development
ICT	information and communication technology
IMT-GT	Indonesia–Malaysia–Thailand Growth Triangle
ITU	International Telecommunication Union
MinDA	Mindanao Development Authority
MOU	memorandum of understanding

MSMEs	micro, small, and medium-sized enterprises
MTR	midterm review
PIP	priority infrastructure project
SCD	sociocultural development
SCE	sociocultural and education
SDG	Sustainable Development Goal
SEZ	special economic zone
SMEs	small and medium-sized enterprises
TVET	technical and vocational education and training
WBEC	West Borneo Economic Corridor
UNINET	University Network

WEIGHTS AND MEASURES

ha	hectare
HVTL	high-voltage transmission line
km	kilometer
kV	kilovolt
m	meter
m ²	square meter
MW	megawatt
TEU	20-foot equivalent unit

Note: In this report, "\$" refers to United States dollars, unless otherwise stated.

EXECUTIVE SUMMARY

The Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) Vision 2025 (BEV 2025) was formulated to ensure that member countries are attuned to regional and global development trends, opportunities, and challenges that would influence the future of economic cooperation. BEV 2025 builds on the successes and progress achieved by BIMP-EAGA thus far.

The conduct of the BEV 2025's midterm review (MTR) was endorsed at the 23rd BIMP-EAGA Ministerial Meeting held in November 2019 in Kuching, Sarawak, Malaysia. The MTR focused on the following assessment areas with key findings:

Strategy and program/project fit. The overall BEV 2025 strategies and sector strategies are well aligned. These are well positioned relative to each other toward achieving outcomes at the BIMP-EAGA and sector levels. Other positive indicators are (i) a significant increase (121%) with 69 additional projects in the number of priority infrastructure projects (PIPs) from 57 in 2017 when BEV 2025 was adopted to 126 as of 22 June 2023, amounting to \$34.45 billion; (ii) PIPs completion rates at 38% with 48 out of the 126 PIPs completed, six (5%) projects completing phases, and 72 (57%) in various stages of implementation; and (iii) financing for many PIPs secured. BIMP-EAGA's project portfolio is dominated by transport, with 79 (63%) out of 126 PIPs, indicating that it remains the critical driver for subregional cooperation. But moving forward, there is a need to increase support for other sectors, so the benefits of transport connectivity alongside related hard and soft infrastructure can be optimized and maximized. Multisector approaches and convergence at the strategic level are evident, but there is a significant scope to promote synergy at the project level.

Project management mechanisms and processes. BIMP-EAGA has well-defined project management mechanisms and planning processes. Positive features include the development of clear project selection criteria and a robust project management framework with roles and responsibilities, which have instilled a more disciplined process in the design, selection, implementation, monitoring, and evaluation of BIMP-EAGA projects. BIMP-EAGA's Strategic Planning Meeting is considered a best practice in achieving operational effectiveness, ensuring stakeholder participation, and establishing annual planning and programming processes. Less positively, there appears to be an inadequate emphasis on the subregional impacts of BIMP-EAGA projects, which largely tend to be national in scope. The MTR notes that national secretariats and clusters and working groups (CWGs) have limited roles in project identification and implementation. The establishment of the BIMP-EAGA Republic of Korea Cooperation Fund is a welcome development, but funding for BIMP-EAGA projects remains a challenge.

Implementation performance. Priorities and initiatives outlined in the BEV 2025 sector strategies are progressing well. The transport and environment sectors demonstrated strong performance. The tourism sector showed an upward trajectory prior to the coronavirus disease (COVID-19) pandemic but suffered massive losses when restrictions and border closures were imposed. The power and energy infrastructure sector has continued to make progress in expanding the rural electrification rate and interconnection projects, but the deployment of renewable energy needs to advance more quickly. Still in its early stages of institutional development, the sociocultural and education (SCE) sector has successfully promoted sociocultural exchanges and events but needs to develop pertinent metrics for outputs and outcomes beyond the activity level, as well as intensify human resources development programs considering the long-term impact of the COVID-19 pandemic. The trade and investment facilitation sector has streamlined cross-border trade rules, regulations, and procedures, but accelerating reforms to improve the flow of trade and investment in the subregion is required. The information and communication technology (ICT) sector is undertaking improvements in connectivity and access, especially in rural communities, but fast-tracking digital adoption remains a major challenge. The agribusiness sector has been implementing initiatives for the sustainable livelihood of farmers and fisherfolk along the priority commodities, but it needs to foster promoting cross-border value chains and high-value industries where BIMP-EAGA has a competitive advantage.

Institutional performance. Overall, institutional mechanisms work well and broadly provide effective support for BEV 2025 implementation. They have been responsive to the demands of delivering on the sector goals and priorities. However, forming the Project Appraisal Committee and institutionalizing the project implementation teams have yet to materialize as intended. The legalization of the BIMP Facilitation Center is still pending, impacting its overall effectiveness and efficiency as a subregional secretariat. The national secretariats need to be strengthened to have more proactive roles in project management, policy and strategic advice, and in-country coordination. For its part, the CWGs need to enhance their roles in project results delivery as the major operating units of the BIMP-EAGA cooperation program.

Although the private sector—represented by the BIMP-EAGA Business Council (BEBC)—is central to BIMP-EAGA and is accorded “fifth country” status at the senior officials’ meetings, the MTR finds that there is scope for improving and expanding BEBC’s role in identifying and implementing private sector-led projects to promote cross-border economic activities. Other BIMP-EAGA private sector stakeholders who are not members of the BEBC actively participate and influence the shaping of sector priorities at the CWGs level. For instance, the ICT CEO Forum—led by industry players in technology—has served the ICT sector well, catalyzing initiatives to propel the subregion’s digitalization agenda. Some private sector stakeholders, though not members of BEBC, have also initiated trade and investment promotion activities, and tourism and agribusiness projects. Moreover, the MTR also finds that participation from local governments of BIMP-EAGA could be substantially improved.

The role of the Asian Development Bank (ADB) as a regional development advisor is greatly valued, especially in terms of funding projects, providing technical assistance, serving as overall advisory support, and providing analytical work and capacity building. For its part,

development partners' support in strengthening sectors' cooperation, knowledge sharing and capacity building, and funding is well appreciated. The Association of Southeast Asian Nations (ASEAN) Secretariat also has a unique role in ensuring BIMP-EAGA is aligned with ASEAN frameworks and plans and with sector plans and initiatives.

BEV 2025's success will hinge on the ability of BIMP-EAGA member countries to adapt to the changing development landscape as well as the availability of financial and technical support from national allocations and development partners. While the overall aspirations and goals of BEV 2025 remain relevant, there is a need for refinements of strategies and priorities as well as enhancements in project management and institutional mechanisms and arrangements to better position the subregion in responding to the changes and crises that have occurred since BEV 2025 formulation and adoption in 2017.

Refinements in BEV 2025 Guiding Framework. Achievements made from 2017 to 2022 suggest that the goals and targets outlined in the BEV 2025 are on track, but the fulfillment of its remaining agenda needs to consider the evolving global, regional, subregional, national, and subnational factors that impact the BIMP-EAGA's development prospects. These factors include (i) climate change and environmental degradation, (ii) digital economy and the Fourth Industrial Revolution, (iii) rapid urbanization, (iv) rising inequality and poverty, (v) evolving patterns of trade and implications for global value chain participation, (vi) geopolitical conflicts, (vii) the repercussions of the COVID-19 pandemic, and (viii) Sustainable Development Goals (SDGs) localization. The changing dynamics of cooperation necessitate moving beyond a "business-as-usual" approach for BIMP-EAGA to sustain its role as a building block for ASEAN integration.

Overall, the BEV 2025 Guiding Framework remains relevant, but refinements are necessary to accelerate its progress. Areas of focus in the next 3 years will be guided by key principles of focus, results orientation, pragmatism, inclusivity, and measurability. The areas include (i) prioritizing equity and inclusivity in the post-pandemic recovery transformation; (ii) rethinking and resetting tourism; (iii) pursuing stronger climate action and green and blue approaches to recovery; (iv) developing BIMP-EAGA as ASEAN's food basket and focusing on food security; (v) unlocking the full benefits of the digital revolution; (vi) expanding the role of economic corridors and completing last-mile infrastructure and missing transport links; (vii) managing rapid urbanization; (viii) achieving SDGs by localizing efforts; (ix) developing a competent, modern, and digitally skilled workforce; (x) fostering people-to-people connectivity and creative industries for sustained livelihoods; (xi) strengthening partnerships and institutional arrangements for greater effectiveness; and (xii) sharpening focus on results delivery. In pursuing these areas, partnerships with the private sector, local governments, and development partners will be deepened, and a robust monitoring and evaluation system will be established.

Refinements in sector strategies and priorities. Overall progress toward sector goals on track but the changing development landscape merits refinements in sector strategies and priorities as follows:

- (i) **Transport.** (a) increase air, land, and sea transport connectivity within and between the priority corridors in West Borneo Economic Corridor (WBEC), Greater Sulu–Sulawesi

Economic Corridor (GSSC), and East Borneo Economic Corridor (EBEC); (b) improve transport facilitation by enhancing the scope and substance of existing agreements on air, sea, and land transport, and ensuring agreements are fully implemented; (c) improve infrastructure and facilities at designated priority airports, seaports, and land routes; (d) ensure infrastructure projects are aligned with plans for the other priority sectors; and (e) harness digital solutions for safe and seamless travel.

- (ii) **Trade and investment facilitation.** (a) streamline trade rules, regulations, and procedures to improve cross-border trade for micro, small, and medium-sized enterprises (MSMEs); (b) implement the BIMP-EAGA One Borneo Quarantine Initiative; (c) develop measures for pandemic mitigation and preparedness; (d) identify and prioritize selected industries and promote relevant investment opportunities within the supply and value chains along WBEC, GSSC, and EBEC; (e) increase the participation of SMEs in the corridor supply and value chains; (f) broaden support to enterprises including microenterprises; (g) improve and increase public–private sector trade and investment promotion initiatives within and outside the subregion; (h) promote economic zones for complementarity of resources, product diversification, and economies of scale; and (i) provide an effective tool for monitoring, evaluation, and analysis.
- (iii) **Information and communication technology.** (a) put in place an enabling framework to fully capitalize on technological advancements, (b) align with the ASEAN Comprehensive Recovery Framework and various ASEAN initiatives including the Bandar Seri Begawan Roadmap, (c) pursue convergence initiatives and greater synergy between ICT and other sectors of cooperation, and (d) consider cybersecurity in the ICT sector strategic priorities.
- (iv) **Power and energy infrastructure.** (a) create an enabling environment to mobilize the massive financing needed for clean technologies and encourage energy-related investments; (b) coordinate regulations, technical standards, and market structures and processes for power market integration; (c) enhance cooperation in the development and implementation of renewable energy projects; and (d) scale up energy efficiency and conservation in buildings and industries.
- (v) **Agribusiness.** (a) promote climate-smart farming and fishing, (b) adopt labor-saving technologies to alleviate burdens on an aging workforce, (c) sustain efforts in supporting high-value food industries where BIMP-EAGA has competitive advantages, (d) promote volume consolidation of the priority commodities and other produce at the BIMP-EAGA level, and (e) explore project collaboration on priority commodities and other commodities.
- (vi) **Tourism.** (a) implement the Joint BIMP-EAGA and Indonesia–Malaysia–Thailand Growth Triangle (IMT-GT) Tourism Recovery Communications Plan and Toolkit 2022–2024, (b) implement capacity building for tourism workers and destination managers, (c) establish multicountry destinations primarily focused on community-based ecotourism aligned to the ASEAN Community-Based Tourism Standard, and (d) broaden the scope of tourism products and services that are sustainable, socially responsible, and environmentally inclusive.

- (vii) **Environment.** (a) integrate green and blue approaches to the recovery of BIMP-EAGA, (b) implement measures to support smart cities development, (c) give greater attention to circular economy approaches, and (d) mainstream sustainable approaches and environment components in projects.
- (viii) **Sociocultural and education.** (a) strengthen creative industries and support livelihoods, (b) promote cultural expressions for the benefit of communities by sharing resources and developing sustainable community-based creative enterprises, (c) harness the latest innovations in technology to promote BIMP-EAGA cultural events, (d) create a working group on youth and sports development to spearhead youth development initiatives, and (e) establish a network of universities, academic institutions, and technical and vocational education and training (TVET) institutions that can generate demand-driven knowledge products and services such as research, training, and capacity building activities.

Strengthening project management mechanisms. Improvements in project planning, implementation, monitoring, and evaluation as follows:

- (i) Activate the Project Appraisal Committee to ensure quality project concepts, prioritization of projects to achieve sector strategies, and resource mobilization.
- (ii) Institutionalize the project implementation teams to guarantee effective implementation, greater accountability, and results monitoring and evaluation.
- (iii) Strengthen the roles of national secretariats and the CWGs in the project management cycle.
- (iv) Develop clear implementation mechanisms for multisector approaches in project identification and implementation or convergence.

Enhancements to institutional framework. Overall BIMP-EAGA institutional framework enhancements to include:

- (i) Fast-track the legalization of the BIMP Facilitation Center.
- (ii) Strengthen the role of the national secretariats in in-country coordination, as crucial intermediaries of project designers and implementers, and in the provision of policy and strategic advice to senior officials and ministers.
- (iii) Enhance the role of CWGs in project identification, implementation, and monitoring and evaluation, and as overall operating arms of the sector strategies.
- (iv) Broaden private sector engagement in BEBC to include industry associations and chambers of commerce, and replicate best practices of the ICT CEO Forum across CWGs.
- (v) Institutionalize and revitalize the Local Government Forum to encourage local government participation in economic corridor development, green cities development, and cross-border trade; and rename the Local Government Forum to Chief Ministers, Governors, and Local Government Forum to ensure commitment and ownership at the highest political level.

- (vi) Optimize cooperation with development partners and conduct regular coordination meetings with the ASEAN Secretariat and other subregional programs secretariats.
- (vii) Upgrade the Customs, Immigration, Quarantine, and Security (CIQS) Working Group into a full-fledged Trade Facilitation Cluster comprising of four working groups in customs, immigration, quarantine, and security.
- (viii) Rename the current Trade and Investment Facilitation Cluster to Trade and Investment Facilitation and Promotion Cluster, which will retain the Statistics and Database Development Working Group, broaden the Small and Medium-sized Enterprises Development Working Group to include microenterprises renaming it to MSMEs Development Working Group, and include in its scope of work the promotion of special economic zones.
- (ix) Establish the Youth and Sports Development Working Group under the Sociocultural and Education Cluster.
- (x) Establish networks of universities, academic institutions, and TVET institutions, drawing inspiration from the IMT-GT University Network (UNINET).

INTRODUCTION

BIMP-EAGA Cooperation Program

Established in 1994, the Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) aims to accelerate the socioeconomic development of less-developed, marginalized, and geographically remote areas in the four member countries as part of a broader goal to narrow the development gaps, not only among the Association of Southeast Asian Nations (ASEAN) member states but also within them. The BIMP-EAGA areas include the entire sultanate of Brunei Darussalam; the provinces of Kalimantan, Sulawesi, Maluku, and Papua in Indonesia; states of Sabah, Sarawak, and the Federal Territory of Labuan in Malaysia; and the entire island of Mindanao and the island province of Palawan in the Philippines (Map 1).

BIMP-EAGA's underlying strategy is to mobilize private sector investments with the governments (national, state, provincial, and local) providing the facilitative environment and support.

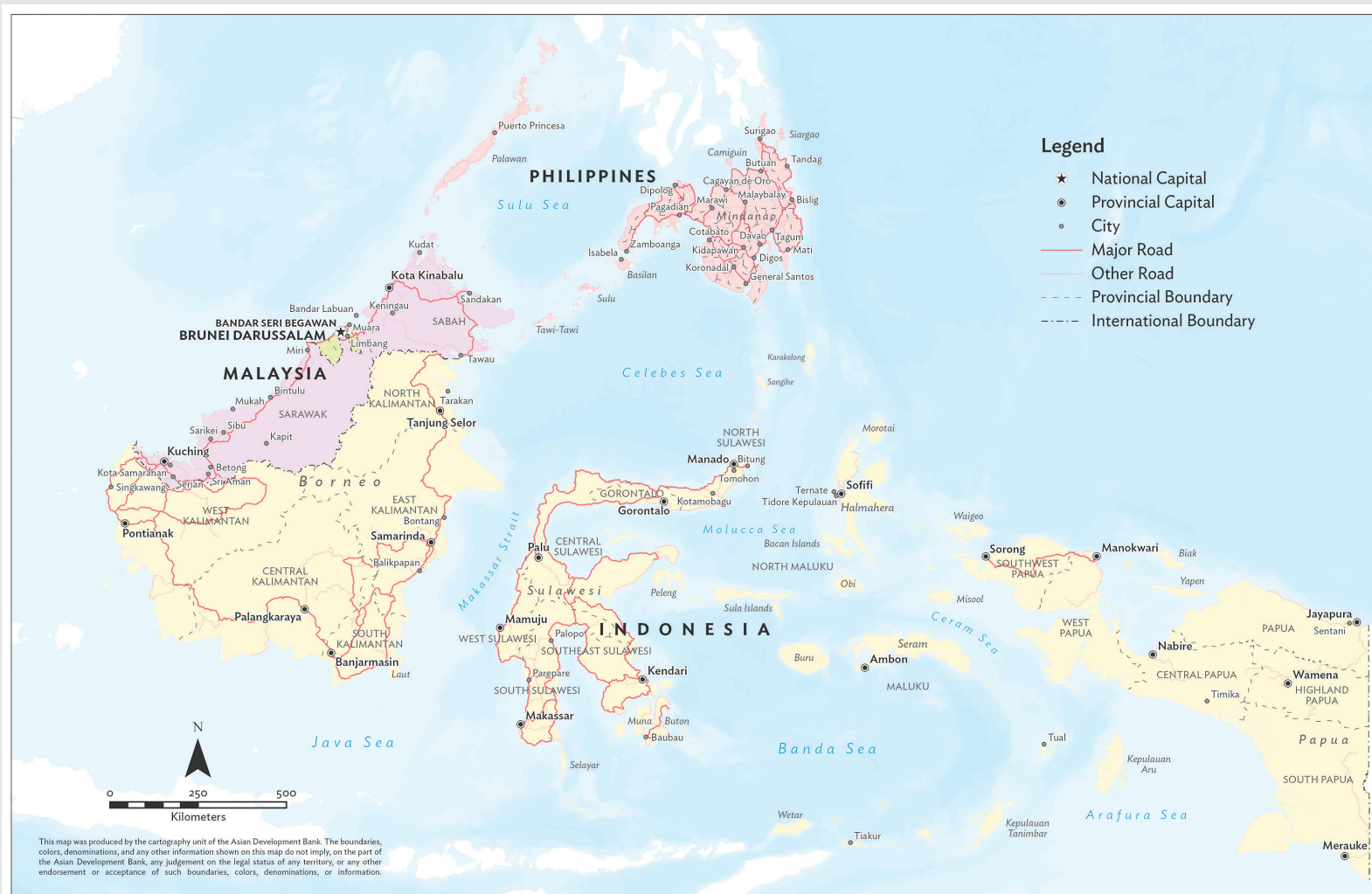
To achieve its development goals, the BIMP-EAGA ensures that cooperation is anchored on five strategic pillars: connectivity, food basket, tourism, environment, and sociocultural and education (SCE).

BEV 2025 Midterm Review Objectives and Framework

BIMP-EAGA conducted the midterm review (MTR) of the BIMP-EAGA Vision 2025 (BEV 2025) to assess results delivery and overall relevance as a cooperation program. BEV 2025 covers 2017–2025 and focuses on delivering three main outcomes: (i) competitive and green manufacturing; (ii) sustainable, competitive, and climate-resilient agro-industry and fisheries; and (iii) sustainable, well-developed, and connected multicountry tourism destination.

The MTR and assessment areas include the (i) impacts of changing development trends and the coronavirus disease (COVID-19) crisis, and the relevance of the BEV 2025 to national and subnational development needs and priorities and economic corridors development; (ii) consistency or “fit” of the overall strategy at program and sector levels, including coherence and alignment between program and sector level strategies to establish internal consistency; (iii) usefulness of the project management mechanisms and processes; (iv) review of implementation performance to include a stock take of

Map 1: Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area



Source: Asian Development Bank.

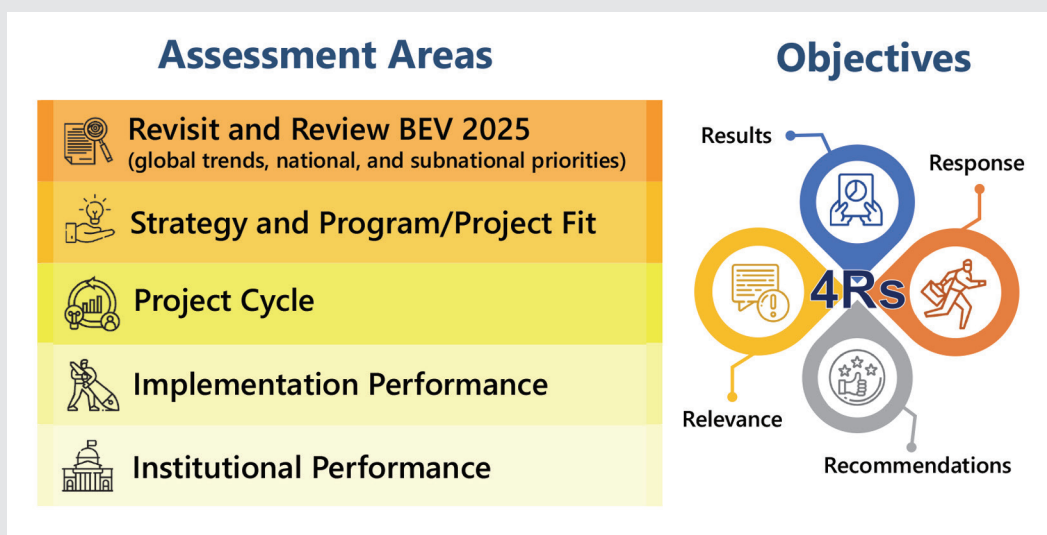
the accomplishments from 2017 till 2022 and identify implementation bottlenecks, achievements, and lessons learned; and (v) assessment of the institutional performance and mechanisms.

The objectives of the MTR are summarized in 4Rs (Figure 1):

- (i) **Results.** Assess accomplishments of BIMP-EAGA in the first 6 years (2017–2022) of implementation.
- (ii) **Response.** Determine BIMP-EAGA's continued effectiveness and responsiveness based on the member countries' development needs and priorities.
- (iii) **Relevance.** Identify changes in the global, regional, subregional, national, and subnational development landscape and emerging development trends that influence BIMP-EAGA and analyze the extent to which its strategies and interventions adapted to remain relevant.
- (iv) **Recommendations.** Propose refinements and recommendations for improvement in the remaining 3 years of BEV 2025 implementation.

Figure 1

BIMP-EAGA Vision 2025 Midterm Review Framework



BEV 2025 = BIMP-EAGA Vision 2025, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Source: BIMP-EAGA Vision 2025 Midterm Review Team.

Process and Approach

A task force for the MTR established in January 2021 comprises national secretariats, chairs, and national focal points of all clusters and working groups (CWGs), designated representatives of BIMP-EAGA Business Council (BEBC), BIMP Facilitation Center (BIMP-FC), and the Asian Development Bank (ADB) as regional development advisor.

The MTR was conducted using a combination of desk research, country consultations, and workshops with CWGs. From February to September 2021, there were a series of engagements including strategic planning meetings in CWGs and 36 MTR workshops with 1,000 BIMP-EAGA stakeholders. A survey was administered using a set of guide questions to ensure broad-based participation from key BIMP-EAGA stakeholders. In addition, the MTR incorporated the comments and recommendations shared at the 24th BIMP-EAGA Ministerial Meeting in October 2021, where the preliminary findings based on the survey and stakeholder consultations were presented. A task force meeting was conducted in July 2022, and follow-on workshops during the CWGs meetings from August to November 2022 were held to finalize the MTR. ADB and the BIMP-FC implemented the MTR in close coordination with the national secretariats and with technical and strategic guidance from the BIMP-EAGA senior officials.

The MTR analyzed lessons learned through the implementation of BEV 2025, assessed the existing and emerging development challenges and opportunities facing BIMP-EAGA, and identified key achievements as well as areas for improvement. Due to the COVID-19 pandemic, the scope of the MTR was expanded to cover 2022 as the crisis slowed down progress in all sectors in 2020 and 2021.

BIMP-EAGA VISION 2025

BIMP-EAGA Aspirations for 2025

The BIMP-EAGA Vision 2025 is “Resilient, Inclusive, Sustainable and Economically competitive (R.I.S.E.) BIMP-EAGA to narrow development gap.”

- **Resilient.** BIMP-EAGA achieves a level of development that will cushion the subregion from the impacts of external shocks and allow early recovery.
- **Inclusive.** BIMP-EAGA narrows development gaps within each country and between the subregion and ASEAN.
- **Sustainable.** BIMP-EAGA initiatives consider environmental impacts and sustainably manage natural resources.
- **Economically competitive.** Development efforts are directed at growing industries where BIMP-EAGA already has or could easily develop a competitive advantage.

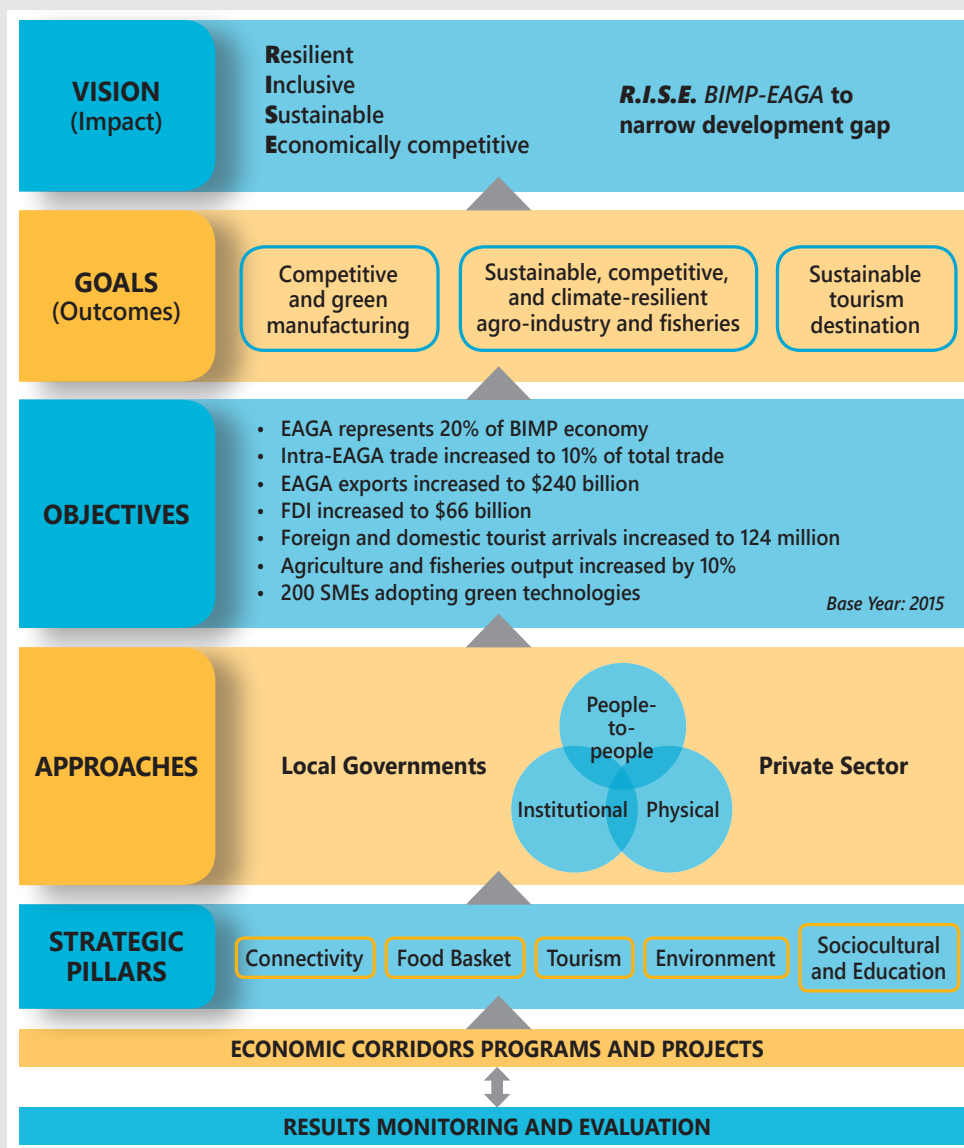
Guiding Framework

The BEV 2025 guiding framework is a result of participatory consultations with BIMP-EAGA stakeholders. The participatory process is consistent with BIMP-EAGA’s bottom-up approach to complement ASEAN’s top-down directions (Figure 2). The guiding framework emphasizes strong ownership by stakeholders, with the private sector and local governments as key enablers.

The BEV 2025 guiding framework ensures greater selectivity, clarity, and focus in all BIMP-EAGA initiatives. It helps prioritize investments, identify projects that directly contribute to achieving the overall strategic goals, facilitate coordination across sectors, and concentrate efforts in the BIMP-EAGA economic corridors.

Figure 2

BIMP-EAGA Vision 2025 Guiding Framework



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, EAGA = East ASEAN Growth Area, FDI = foreign direct investment, SMEs = small and medium-sized enterprises.

Source: BIMP-EAGA. 2017. BIMP-EAGA Vision 2025. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

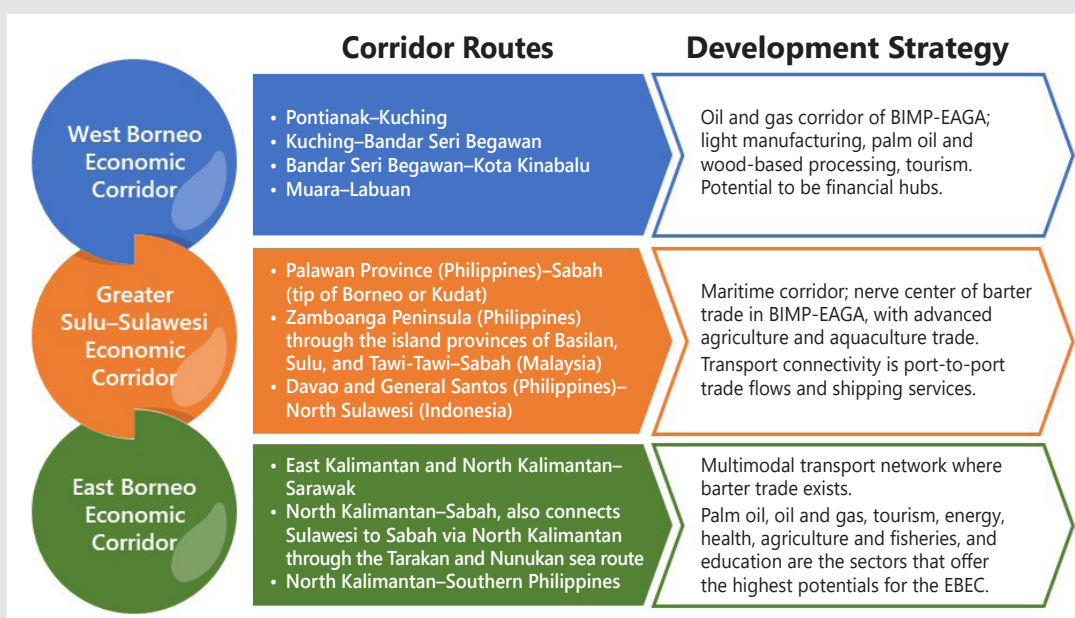
Economic Corridors

Two priority economic corridors connect the BIMP-EAGA subregion: West Borneo Economic Corridor (WBEC) and Greater Sulu–Sulawesi Economic Corridor (GSSC) (Figure 3). WBEC, an oil and gas corridor, connects major exporters of crude oil and gas in the subregion. The GSSC is a maritime corridor with a high concentration of marine biodiversity. It is also the nerve center of barter trade in the subregion.

A third economic corridor—East Borneo Economic Corridor (EBEC)—is in the development stage with several infrastructure projects in the pipeline to develop a multimodal transport network and where barter trade is also thriving. It connects provinces of the Indonesian portion of Borneo: East Kalimantan and North Kalimantan with Sabah and Sarawak in Malaysia.

Figure 3

BIMP-EAGA Priority Economic Corridors



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, EBEC = East Borneo Economic Corridor.

Source: BIMP-EAGA Vision 2025 Midterm Review Team.

MIDTERM REVIEW OF BIMP-EAGA VISION 2025

Development Landscape

Global and Regional Challenges Impacting BEV 2025 Implementation

Since the formulation of BIMP-EAGA Vision 2025 in 2017, member countries have made progress toward achieving priorities and targets, but their efforts have been challenged by an increasingly complex development landscape caused by global events and emerging trends. In the context of the COVID-19 crisis, managing the worst effects of the pandemic has been the key priority of BIMP-EAGA member countries since 2020. As they gear up their recovery, deeper collaboration and agility are critical to sustaining the momentum of economic revival and combating new headwinds.

COVID-19 disruption. The COVID-19 pandemic triggered a multidimensional crisis across the BIMP-EAGA subregion and other parts of the globe. This unprecedented shock adversely impacted lives and livelihoods in the subregion, inflicted economic pain on BIMP-EAGA countries, and brought the tourism industry to its knees. The magnitude of the crisis showed that countering COVID-19 hinged heavily on cooperation and region-wide solidarity. As BIMP-EAGA countries look ahead, they have an opportunity to chart a course toward a green, blue, resilient, inclusive, and sustainable economy not only with its stakeholders within the subregion but also with others in the wider ASEAN region, development partners, and stakeholders from the public and private spheres.

Digitalization and Industry 4.0. Digital technology has played a key role in shaping the COVID-19 response. The pandemic spurred the digital transformation of the public sector and businesses in BIMP-EAGA countries. The increased reliance on digital technologies has underscored the urgency for narrowing the digital divide; upgrading workers' skills; and digitalizing micro, small, and medium-sized enterprises (MSMEs), which are the backbone of the BIMP-EAGA economy. Investments in information and communication technology (ICT) infrastructure and skills development can also enable BIMP-EAGA countries to realize the benefits of the Fourth Industrial Revolution.

Geopolitical risks, food, and energy crises. While the COVID-19 pandemic is loosening its hold, the subregion continues to confront many challenges including commodity price inflation stemming from the Russian invasion of Ukraine. The looming food crisis highlights

the imperative to further develop food supply and value chains throughout the subregion in line with BIMP-EAGA's aspiration to become ASEAN's food basket. BIMP-EAGA countries must also balance the immediate energy security risks while addressing the existential threat of climate change.

Environmental degradation and climate change. Degradation of terrestrial and marine ecosystems, resource depletion, pollution, and greenhouse gas emissions are accelerating globally and throughout the subregion. The BIMP-EAGA countries are vulnerable to extreme weather conditions, and many livelihoods in the subregion are under threat owing to the mounting frequency and intensity of climate hazards. Concerted and swift measures are urgently needed to mitigate the harm to life support systems as well as support effective mitigation and adaptation measures. In addition, transitioning to a circular economy and moving away from the traditional "take–make–dispose" linear model will help BIMP-EAGA achieve sustainable, low-carbon, and climate-resilient development in the new normal.

Rapid urbanization. As demonstrated by the COVID-19 pandemic, cities are at the forefront of managing crises and development challenges. Growing urban populations are likely to exacerbate rising greenhouse gas emissions and environmental problems. Thus, BIMP-EAGA countries need to redouble their efforts to integrate green, blue, clean, and resilient approaches into urban planning to enhance the ability of their cities to cope with future shocks.

Sustainable Development Goals localization. As BIMP-EAGA countries reorient their economies on a sustainable trajectory, the role of subnational levels of government must have more prominence in delivering on the Sustainable Development Goals (SDGs). With less than 10 years left to the deadline of the 2030 Agenda, the BIMP-EAGA program should be leveraged to redouble local action on the SDGs, whose successful and coherent implementation strongly relies on the participation, contribution, and collaboration of all government levels.

Poverty and inequality. While notable achievements and initiatives have been set in motion under BEV 2025, poverty and inequality persist across BIMP-EAGA. The scope and scale of the COVID-19 crisis, compounded by the impact of the Russian invasion of Ukraine on inflation, has aggravated disparities despite the return to economic growth. It is estimated that the COVID-19 crisis reversed over 50% of the progress of poverty reduction over the last 5 years. Urgent interventions are required to address the fragile recovery and deepening divides within countries as part of the renewed focus on bringing the underdeveloped, marginalized, and remote areas of BIMP-EAGA nations into the mainstream of development.

Global value chains. Participation in global value chains (GVCs) is a strong force for poverty reduction, but it has become increasingly difficult due to intensified competition with manufacturing hubs across the globe. The supply chain disruptions from the COVID-19 pandemic, trade tensions from protectionist policies, and geopolitical events have highlighted the vulnerabilities of interconnected production chains. In the face of these challenges, subregional programs like BIMP-EAGA have a critical role in fixing the current system's fragilities and identifying new growth areas in a much-changed and difficult environment. The BIMP-EAGA subregion, which has a competitive advantage in food and

other commodities, can foster cross-border aggregation through cooperation and become a global food supplier.

Regional cooperation and integration. As regional cooperation and integration initiatives in ASEAN continue to grow, such as the coming into force of the Regional Comprehensive Economic Partnership agreement in January 2022, BIMP-EAGA needs to remain effective and relevant by adapting to evolving conditions. At the same time, it must expand and deepen collaboration with ASEAN and other subregional cooperation programs to complement ASEAN's top-down approach with its bottom-up and project-driven approach, such as the Indonesia–Malaysia–Thailand Growth Triangle (IMT-GT) and the Greater Mekong Subregion (GMS). BIMP-EAGA further needs to proactively enhance its development agenda to maximize the gains from regional cooperation and integration, deepen its engagement in ASEAN, and work with other subregions in Asia and the Pacific.

Alignment with the ASEAN Recovery Agenda

The COVID-19 pandemic has underscored that many dimensions of the development agenda are transboundary. As ASEAN member states rebuild from the pandemic and navigate new challenges that have emerged, regional cooperation and integration has become more imperative.

As a building block of ASEAN integration, BIMP-EAGA is instrumental in accelerating coordinated action to rebound from the pandemic. Recognizing the importance of remaining responsive and relevant in the long term, BIMP-EAGA has taken decisive steps in aligning its recovery and resilience measures with the ASEAN Comprehensive Recovery Framework's broad strategies (Table 1).

Table 1: Proposed Refinements and Expansions in Current BIMP-EAGA Vision 2025 Strategic Thrusts, Sector Priorities, and New Initiatives

ASEAN Comprehensive Recovery Framework Broad Strategies	BIMP-EAGA Refinements in Strategic Priorities to Manage COVID-19 Impacts
Broad Strategy 1: Enhancing Health Systems	<ul style="list-style-type: none"> Implement the BIMP-EAGA One Borneo Quarantine Initiative, which aims to strengthen cooperation in monitoring and inspection of the subregion's quarantine systems and enhance protection from pests and diseases. Develop measures for BIMP-EAGA to institutionalize pandemic mitigation, preparedness, and response protocols within BIMP-EAGA member countries at points of entry.
Broad Strategy 2: Strengthening Human Security	<ul style="list-style-type: none"> Ensure food security by sustaining BIMP-EAGA supply chains and opening borders and information sharing. Promote digital skills and 21st-century reskilling and upskilling in technical and vocational education and training and in higher education. Develop creative industries and promote cultural expression for the benefit of communities and promote livelihoods.

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Table 1 *continued*

ASEAN Comprehensive Recovery Framework Broad Strategies	BIMP-EAGA Refinements in Strategic Priorities to Manage COVID-19 Impacts
Broad Strategy 3: Maximizing the Potential of Intra-ASEAN Market and Broader Economic Integration	<ul style="list-style-type: none"> • Set up common health and safety standards in BIMP-EAGA, fast track trade and transport facilitation measures to ensure seamless and safe flow of goods and people, establish BIMP-EAGA lanes to avoid supply chain disruptions, and share information and exchanges on best practices related to travel and movement of goods protocols. • Implement BIMP-EAGA Tourism Recovery Communications Plan aligned with the ASEAN Post-Pandemic Tourism Recovery Plan. • Organize joint trade and investment promotion and facilitation activities and promote special economic zones development and cooperation in BIMP-EAGA economic corridors. • Promote public-private partnerships in BIMP-EAGA connectivity projects along the economic corridors.
Broad Strategy 4: Accelerating Inclusive Digital Transformation	<ul style="list-style-type: none"> • Promote e-commerce for MSMEs building on national initiatives. • Develop information and communication technology entrepreneurship through Startup hubs@BIMP-EAGA. • Develop capacity building for MSMEs in digital upskilling and adopting digital technologies, complementing the project Go Digital ASEAN: Digital Skills to Address the Economic Impact of COVID-19. • Align with and support the implementation at the BIMP-EAGA level of the ASEAN Digital Master Plan 2021–2025 and the Bandar Seri Begawan Roadmap: An ASEAN Digital Transformation Agenda to Accelerate ASEAN's Economic Recovery and Digital Economy Integration.
Broad Strategy 5: Advancing Towards a More Sustainable and Resilient Future	<ul style="list-style-type: none"> • Promote green and blue recovery and investments via the BIMP-EAGA Green Cities Initiative. • Accelerate sustainable urbanization under the framework of the ASEAN Sustainable Urbanization Strategy, given that select BIMP-EAGA cities are participating in the ASUS and supporting smart cities development. • Support clean and green production technologies. • Foster environment-friendly and safe transportation and smart mobility. • Facilitate transition to renewable energy and energy efficiency and conservation. • Promote high-value food industries where BIMP-EAGA has comparative and competitive advantages.

ASEAN = Association of Southeast Asian Nations; ASUS = ASEAN Sustainable Urbanization Strategy; BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area; COVID-19 = coronavirus disease; MSMEs = micro, small, and medium-sized enterprises.

Sources: ASEAN. 2020. *ASEAN Comprehensive Recovery Framework*. Jakarta; BIMP-EAGA Clusters and Working Groups and BIMP-EAGA Vision 2025 Midterm Review Team.

National and Subnational Priorities

National development strategies and plans guide economic development in BIMP-EAGA, thereby forming the bases for subnational plans (Table 2). The BIMP-EAGA vision of creating a “Resilient, Inclusive, Sustainable and Economically competitive (R.I.S.E) BIMP-EAGA to narrow development gap” by 2025 shows coherence with the long-term vision and goals set out in the national plans for the four member countries.

Table 2: BIMP-EAGA and Member Countries’ Medium- and Long-Term Development Priorities

Item	BIMP-EAGA	Brunei Darussalam	Indonesia	Malaysia	Philippines
Strategic Plan	BIMP-EAGA Vision 2025	<i>Wawasan Brunei 2035</i> 11th National Development Plan	<i>Rencana Pembangunan Jangka Menengah Nasional (RPJMN)</i> or National Medium-Term Development Plan, 2020–2024	<i>Membangun Negara MADANI</i> or SCRIPT for a Better Malaysia 12th Malaysia Plan 2021–2025	<i>AmBisyon Natin 2040</i> or Vision 2040 (2017–2040) Medium-Term Philippine Development Plan 2017–2022
Vision (Impact)	Create a resilient, inclusive, sustainable, and economically competitive BIMP-EAGA by 2025 to narrow the development gap	Vision 2035: Goal 1: Educated, highly skilled, and accomplished population Goal 2: High quality of life Goal 3: A dynamic and sustainable economy	Visi Indonesia 2045: Advanced, Just, Prosperous, and Sovereign Pillar 1. Human Development and Mastery of Science and Technology Pillar 2. Sustainable Economic Development Pillar 3. Equitable Development Pillar 4. Consolidating National Resilience and Governance	To build a sustainable and prosperous Malaysia based on care and compassion, mutual respect, innovation, and trust, where inclusiveness and equality is embraced by the whole nation – ultimately a just Malaysian society.	Strongly rooted, comfortable, and secure life in the next 25 years

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Table 2 *continued*

Item	BIMP-EAGA	Brunei Darussalam	Indonesia	Malaysia	Philippines
Medium-to Long-Term Goals (Outcome)	Competitive and green manufacturing Sustainable, competitive, and climate-resilient agro-industry and fisheries Sustainable tourism destination	Sustainable development of the economic base Conducive business environment for the private sector	RPJMN 2020–2024: Mainstreaming the Sustainable Development Goals (gender, social, cultural, and digital reforms)	12th Malaysia Plan 2021–2025: Anchored on three key themes: resetting the economy; strengthening security, well-being, and inclusivity; and advancing sustainability Wholistic vision and policy framework for a viable, dynamic, and inclusive Malaysian future. Prosperity within a sustainable and future-oriented framework.	Medium-Term Philippine Development Plan 2017–2022: Inclusive growth, a high-trust and resilient society, and a globally competitive knowledge economy
Sector Priorities	Agribusiness, Environment, Transport, Power and Energy Infrastructure, Trade and Investment Facilitation, Tourism, Information and Communication Technology, and Sociocultural and Education	Education, Human Resource Development, Economy, and Health	Recovery-Rebuilding (Health and Economy), Agriculture (Food Security), Energy (Energy Transition), Environment (Sustainability), Digital Transformation, Education, Connectivity, Tourism, and Stability-Security	Power and Energy, Health, Digital Economy, Education, Innovation, Environment, and Sustainable Development Goals Economic/ Financial, Legal, Institutional, Educational, Social, Cultural, and Urban and Rural	Agriculture, Education, Food Security, Health, and Economy

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Sources:

BIMP-EAGA. 2017. BIMP-EAGA Vision 2025. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.
 Government of Brunei Darussalam, Prime Minister's Office. 2008. *Wawasan Brunei 2035*. Bandar Seri Begawan;
 Government of Brunei Darussalam, Department of Economic Planning and Statistics. 2020. *Eleventh National Development Plan (2018–2023) Brunei Darussalam*. Bandar Seri Begawan;
 Government of Indonesia, Ministry of National Development Planning/ National Development Planning Agency (Bappenas). 2019. *Visi Indonesia 2045: Advanced, Just, Prosperous, and Sovereign*. Jakarta;
 Government of Indonesia, Ministry of National Development Planning. 2020. *Presidential Regulation No. 18 of 2020 Appendix Concerning the National Medium-Term Development Plan for 2020–2024*. Jakarta;
 Government of Malaysia, Economic Planning Unit. 2021. *Twelfth Malaysia Plan 2021–2025*. Putrajaya;
 Government of the Philippines, National Economic and Development Authority. 2016. *AmBisyon Natin 2040*. Pasig City;
 Government of the Philippines, National Economic and Development Authority. 2017. *Philippine Development Plan 2017–2022*. Pasig City.

Brunei Darussalam's long-term national development plan, known as *Wawasan Brunei 2035* and the 11th National Development Plan, includes diversifying the economic base for sustainable development and strengthening public sector governance to provide a conducive business environment for the private sector to grow and attract foreign direct investments (FDIs), which are consistent with BEV 2025's focus on the private sector as the engine of growth in the subregion.

Through its *Rencana Pembangunan Jangka Menengah Nasional* (RPJMN) or National Medium-Term Development Plan, 2020–2024, Indonesia identifies the importance of strengthening the role of global, regional, and subregional cooperation in its strategic framework by explicitly mentioning how it can cooperate with ASEAN and other regional and subregional initiatives. The Government of Indonesia also has a border economic area program that aims to lower poverty levels in the border regions and bolster economic growth by increasing productivity associated with economies of scale and production complementarities with neighboring countries like Malaysia.

The 12th Malaysia Plan 2021–2025 incorporates IMT-GT and BIMP-EAGA as strategic pillars for improving regional balance and inclusion and promoting green and resilient urban development. Moreover, accelerating development in Sabah and Sarawak emphasizes development linkages with the BIMP-EAGA agenda, where special incentives (fiscal and non-fiscal) aim to attract investments from BIMP-EAGA, and mentions improving transport connectivity with Kalimantan in the subregion.

The Medium-Term Philippine Development Plan (2004–2010) emphasized BIMP-EAGA as an important strategy complementing ASEAN initiatives to achieve the ASEAN Economic Community by 2015. BIMP-EAGA's role as a growth area crucial to external trade and transport connectivity was underscored. BIMP-EAGA can help increase the competitiveness of Philippine exports and strengthen transport networks within and outside the subregion. In 2010, the Mindanao Development Authority (MinDA) Act came into force, which assigned MinDA the responsibility of formulating an integrated development framework for Mindanao. MinDA thus developed the Mindanao 2020 Peace and Development Framework (2011–2030), which identifies BIMP-EAGA as a critical element of the strategy for widening the industrial base and promoting the services sector in Mindanao.

However, there appears to be a varying degree to which local governments integrate BIMP-EAGA into their development strategies. The role of BIMP-EAGA in subnational development plans appears more prominently in Malaysia-EAGA and the Philippines-EAGA, which hold administrative autonomy. Notably, the Mindanao 2020 Peace and Development Framework (2011–2030) identifies BIMP-EAGA as strategically vital to widening the industrial base and promoting the services sector in Mindanao. Major strategic elements in the Mindanao framework are to (i) develop more active external economic linkages with BIMP-EAGA partner countries, the rest of Asia (especially the People's Republic of China), and the Middle East (especially for halal industries); (ii) pursue the ASEAN Ro-Ro initiative to further ease transport of people and goods across regional neighbors, and other initiatives aimed at invigorating cross-border trade and investment within the BIMP-EAGA subregion; (iii) position Mindanao as a logistics hub to service the surrounding ASEAN subregion including BIMP-EAGA and Timor-Leste; and (iv) promote forward-looking

investments in upgrading shipping, ports, and airports, especially in Zamboanga City, General Santos City, and Davao City.

Similarly, regional economic cooperation is expressly reflected in Malaysia's Sarawak Socio-Economic Transformation Plan 2030. It identifies projects and programs to promote cooperation, including the Sarawak–Brunei Darussalam bilateral economic cooperation in telecommunications, tourism, energy, and agriculture. It outlines the initiatives to accelerate economic development around Tebedu–Entikong border region through Sarawak–Kalimantan cooperation in power, telecommunications, and environmental conservation; Sarawak–West Kalimantan collaboration in small and medium-sized enterprises (SMEs) development, particularly in food and halal products industries; and the Tebedu–Entikong cross-border zone.

The Sabah Maju Jaya Development Plan (2021–2025) is based on the three main thrusts: development of agriculture, industry, and tourism; human capital and the well-being of the people; and green infrastructure and sustainability networks. The plan has also identified a potential area for economic growth at the Sabah–Kalimantan border through the development of Serudong (Kalabakan, Sabah) and Sei Menggaris (North Kalimantan, Indonesia).

Strategy and Program/Project Fit

Strategies and Projects

Overall, the BEV 2025 strategies and sector strategies are well aligned. These are well positioned relative to each other toward achieving outcomes at the BIMP-EAGA and sector levels. A review of the project portfolio indicates that some sector priorities, such as transport, were supported more strongly than others.

Convergence at the strategic level appears to have been sufficiently achieved with sector strategic priorities in transport, power and energy, tourism, and environment, exhibiting multisector approaches between and across BIMP-EAGA sectors of cooperation. Synergy at the project level, however, needs to be stronger. Although there are attempts for certain sectors to identify and prioritize convergence projects, very few convergence projects have taken off.

Another indicator of the degree of convergence is the mainstreaming of BIMP-EAGA priority infrastructure projects (PIPs) in the national development plans and project portfolios. In Brunei Darussalam, two PIPs, the Sultan Haji Omar Ali Saifuddien Bridge and Pavement Rehabilitation of Brunei Darussalam International Airport Runway, are included in the 11th National Development Plan. The Indonesia RPJMN 2020–2024 also includes projects overlapping with the BIMP-EAGA PIPs. The 12th Malaysia Plan commits to expediting the implementation of PIPs in BIMP-EAGA, specifically the completion of additional segments in the Pan Borneo Highway. The Sarawak Socio-Economic Transformation Plan 2030 includes projects promoting cross-border trade within the subregion, such as the Tebedu Inland Port, Tebedu Light Industrial Park, and the Tebedu–Entikong Special Economic Zone. The Medium-Term Philippine Development Plan 2017–2022 includes many projects for the

Bangsamoro Autonomous Region in Muslim Mindanao, primarily in infrastructure and for Mindanao. Many of these projects overlap with the BIMP-EAGA PIPs.

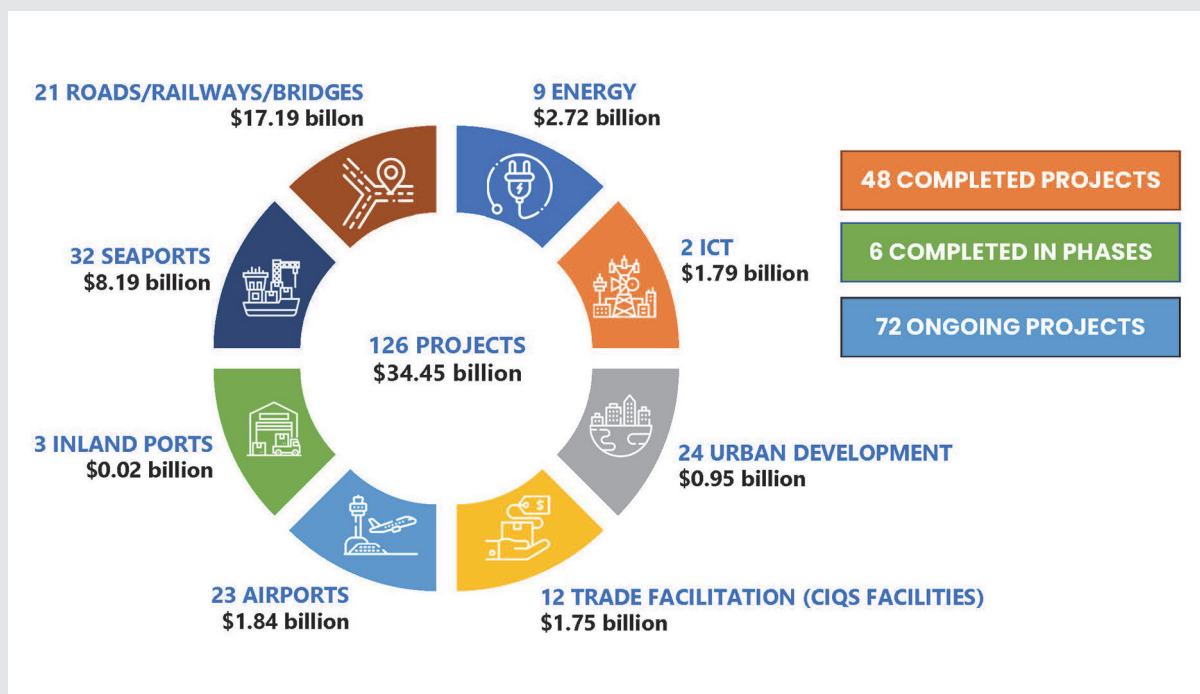
The inclusion of the PIPs in the national project portfolios of the BIMP-EAGA member countries indicates alignment with the national plans and projects and a strong political commitment and ownership. However, the strategic importance of subregional connectivity and development and the subregional implications of these national projects need to be clearly articulated. The majority of the projects are “national projects” with subregional implications.

Priority Infrastructure Projects

Since the endorsement of BEV 2025 in 2017, there has been a significant increase (121%) with 69 additional projects in the number of PIPs from 57 in 2017 when BEV 2025 was adopted to 126 as of 22 June 2023, amounting to \$34.45 billion. PIPs’ completion rates were at 38%, with 48 out of the 126 PIPs completed, six (5%) projects completing phases, and 72 (57%) in various stages of implementation (Figure 4). Another positive indicator is that financing for many PIPs is secured. BIMP-EAGA’s project portfolio is dominated by transport, with 79 (63%) out of 126 PIPs, indicating that it remains the critical driver for subregional

Figure 4

BIMP-EAGA Priority Infrastructure Projects



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area; CIQS = customs, immigration, quarantine, and security; ICT = information and communication technology.

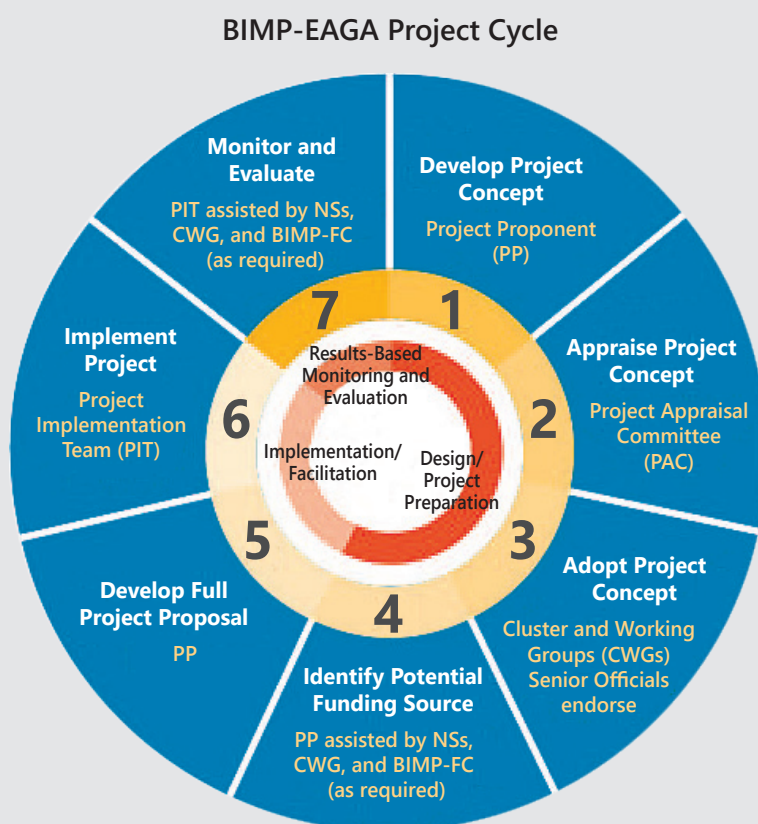
Sources: BIMP Facilitation Center, BIMP-EAGA National Secretariats and Clusters and Working Groups.

cooperation. Moving forward, there is a need to increase support for other sectors, so the benefits of transport connectivity alongside related hard and soft infrastructure can be optimized and maximized. Multisector approaches and convergence at the strategic level are evident, but there is a significant scope to promote synergy at the project level.

Project Management Mechanisms and Processes

Well-defined project management mechanisms and planning processes have enabled BIMP-EAGA's sector priorities to exceed their goals and keep their targets on track. Adopting the BIMP-EAGA project management cycle is considered a major achievement in helping guide the design, selection, implementation, monitoring, and evaluation of BIMP-EAGA projects (Figure 5).

Figure 5



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area,
BIMP-FC = BIMP Facilitation Center, NSs = national secretariats.

Source: BIMP-EAGA. 2017. BIMP-EAGA Vision 2025. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

The selection criteria set out in the BEV 2025 are considered clear and appropriate as a basis for project selection. Overall, there is a strong appreciation and understanding of the need for more “BIMP-EAGA subregional projects,” but actualizing it remains challenging because at least two member countries need to be involved. Most of the projects are national in scope with subregional implications. It was also observed that CWGs are more conscious of the technical definition of BIMP-EAGA projects and are trying to package related events and activities as an “integrated project with clear outputs” instead of one-off interventions.

Moreover, the MTR finds that national secretariats can deepen involvement in the project management cycle, while CWGs have limited roles in project pipeline development and implementation. Another main issue for BIMP-EAGA is funding. Development partners also have resources to support BIMP-EAGA projects, mostly knowledge sharing and capacity building activities. The establishment of the BIMP-EAGA Republic of Korea Cooperation Fund (BKCF) adds great value to bridging the financing gap of BIMP-EAGA. BKCF funds projects supporting the member countries’ development needs and priorities in connectivity, environment, and tourism. It also prioritizes projects that put forward a specific COVID-19 recovery approach. The BKCF uses rigorous project criteria and selection consistent with the BEV 2025 project management guidelines. To date, BKCF has total funding support of \$7 million with three grant cycles. The first batch (\$1 million) of approved projects is to help cacao farmers in Mindanao and a study on renewable energy certificates. Eight projects were awarded in the second batch (\$3 million) on water supply, energy efficiency, low-carbon schools, off-grid solar homes, agri-tech supply chains, agro-tourism, climate resilience of small-scale fisheries, and social forestry and landscape management. The third batch has received project proposals for review and evaluation as of March 2023, and the total funding available is \$3 million.

Implementation Performance

Macro-Level Performance

BIMP-EAGA’s total population is 80.3 million (19.3% of BIMP in 2021), which increased from 73.1 million in 2015 (18.8% of BIMP). The subregion has a strong labor force of 37.8 million (18.5% of BIMP in 2021), which increased from 32.8 million in 2015 (18.4% of BIMP).

BEV 2025 has a well-established results-based monitoring and evaluation framework that measures results at the macro, sector, and project levels. Results at the macro level are summarized as follows:

- (i) **EAGA represents 20% of the BIMP economy.** EAGA gross domestic product (GDP) (at current prices, \$) stood at \$359.7 billion in 2021, accounting for 18.2% of BIMP (\$1,970.4 billion), which is near the 20% target by 2025. The rate of share in 2021 was the highest achieved since 2017. During 2017–2021, EAGA’s rate of contribution to BIMP stayed at around 17.9%. Relative to their national GDP, Indonesia-EAGA and Malaysia-EAGA represented an average of 17.6% and the Philippines-EAGA 17.8%. In terms of the annual growth rate of real GDP, EAGA’s economy in 2021 shows recovery, growing by 2.4% in 2021 compared with the contraction (–3.3%) in 2020. This scenario

is also seen for higher growth rates in Indonesia-EAGA (5.1%), Malaysia-EAGA (2.2%), and the Philippines-EAGA (5.8%), while a decline is seen for Brunei Darussalam (–1.6%).

- (ii) **Intra-EAGA trade increase to 10% of total trade.** Intra-EAGA imports and exports are reported based on data provided by Indonesia and the Philippines for border crossings and ports in EAGA areas. Meanwhile, intra-EAGA trade data are not available for Brunei Darussalam and Malaysia. Monitoring the performance of this target is hindered by data availability and reliability.
- (iii) **EAGA exports increased to \$240 billion.** The cumulative total of inter- and extra-EAGA exports (excluding intra-EAGA) from 2017 to 2021 reached almost \$422 billion, exceeding the target by about 76%. Indonesia-EAGA contributed 49.8% to total EAGA exports; Malaysia-EAGA, 33.5%; Brunei Darussalam, 8.7%; and the Philippines-EAGA, 8.0%. They all generated increased EAGA export trade in 2021, indicating a recovery in exports lost at the height of the COVID-19 crisis.
- (iv) **FDI increased to \$66 billion.** EAGA earned \$53.9 billion of FDI from annual investments during 2017–2021. It is expected to meet the target of \$66 billion by 2025, noting the rising trend since 2019 and posting its highest gains in 2021 (\$13.6 billion). EAGA's share of FDI to BIMP averaged 15% during 2017–2021. Domestic investment in EAGA further reinforces the subregion's attractiveness and potential as an investment hub (realizing \$7.3 billion in 2021). On a cumulative basis, EAGA recorded domestic investment during 2017–2021 for \$43.2 billion, averaging about \$8.6 billion annually.
- (v) **Foreign and domestic tourist arrivals increased to 124 million.** Total domestic tourist arrivals to EAGA were 374.3 million on a cumulative basis from 2017 to 2021. International visitor arrivals totaled 17.7 million during the same period. The annual target of 124 million can be considered on track, noting that pre-COVID-19 pandemic domestic arrivals averaged annually by 90 million and about 6 million for international tourists.
- (vi) **Agriculture and fisheries output increased by 10%.** The value added by the agriculture, fisheries, and forestry industries to national GDP by industrial origin is used as a proxy to measure this metric, as the value of BIMP-EAGA agriculture and fisheries output is unavailable. The average growth of agriculture, fisheries, and forestry for BIMP was estimated at 5.6% for 2017–2021. Therefore, the target is not being met based on the proxy indicator, and the limitation of the data coverage needs to be recognized.
- (vii) **Green technologies adopted by 200 small and medium-sized enterprises.** This metric is also unavailable, given that the member countries must agree on clear and common definitions of clean and green technologies applicable or appropriate to BIMP-EAGA. Moreover, initiatives to achieve targets in the greening of SMEs are underway, but the lack of data and consistent framework made it challenging to determine their actual midterm progress.

Aiming at narrowing the development gap in BIMP-EAGA, several macroeconomic indicators provide the progress and prospects in achieving the BEV 2025 impact of a resilient, inclusive, sustainable, and economically competitive subregion as follows:

- (i) **GDP per capita (current \$) in EAGA.** The estimated GDP per person is \$4,506.2, about 95% that of BIMP (\$4,736.9).

- (ii) **Poverty incidence in EAGA.** In 2021, 9.9% of the Indonesia-EAGA population reported poverty; in 2020, 18.3% in Malaysia-EAGA; and in 2021, 27.9% in Philippines-EAGA. These rates are higher than the national poverty incidence for Indonesia (9.7%), Malaysia 8.4%, and the Philippines 18.1%.
- (iii) **Unemployment rate in EAGA.** In 2021, unemployment in EAGA stood at 5.5%, an improvement compared with 6.4% in 2020, when the rate rose significantly due to the COVID-19 pandemic and compared with an average of 4.6% during 2017–2019. Unemployment in EAGA posted lower rates than BIMP (6.7% in 2021, 7.6% in 2020, and an average of 5.2% post-COVID-19 situation).

Sector Achievements and Results

Connectivity Pillar



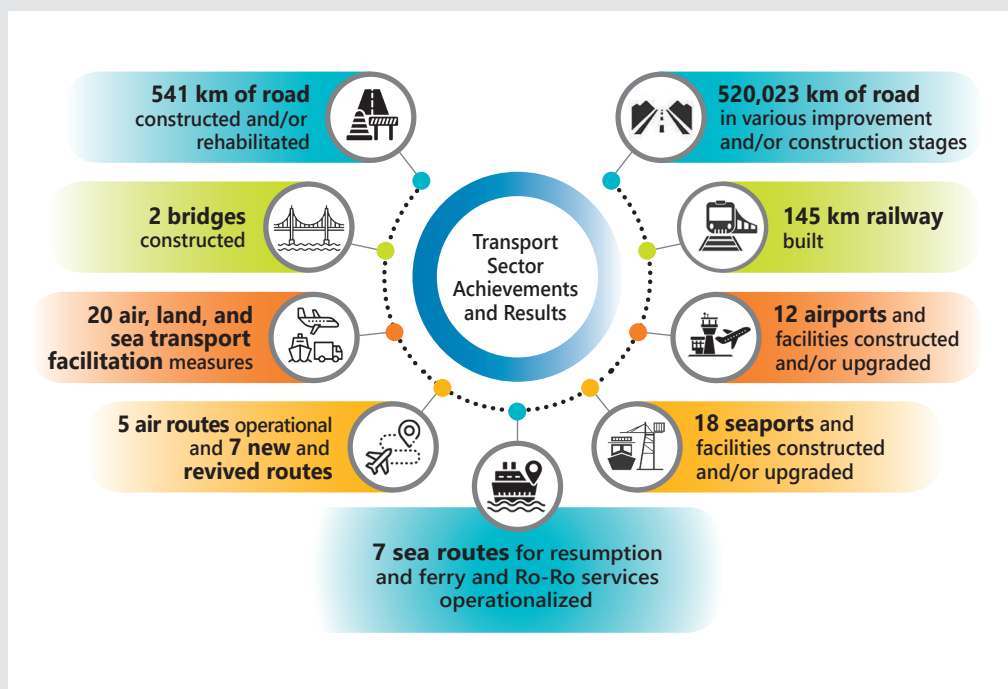
Transport

Several transport and transport facilitation projects have been initiated and implemented since 2017 with achievements and results summarized in Figure 6. Interventions have encompassed investments in infrastructure to provide services that enable people and economies to thrive, and the development of memorandums of understanding (MOUs) to enable better integration of air, sea, and land transport linkages within BIMP-EAGA. However, the sector is beset by problems such as low load factor, administrative bottlenecks, and the provision or availability of financial and technical support, raising concerns about the sustainability of transport services. Nevertheless, the BIMP-EAGA Transport Cluster has initiated several key measures to address these issues, and the working groups of air, land, and sea are collaborating closely with industry players.

The transport sector has shown impressive progress in the construction, completion, upgrading, and expansion of vital physical infrastructure and facilities, including the establishment of multimodal connectivity and linkages at GSSC and WBEC. During 2017–2022, almost 541 kilometers (km) of road construction and/or rehabilitation was completed. In addition, about 520,023 km of road is in varying stages of preparation, improvement, and/or construction. As of 2022, 18 seaport projects, a 145 km railway project in Indonesia, and 12 projects on airports and facilities construction or upgrading were completed. Two bridges were also completed, which include the Sultan Haji Omar Ali Saifuddien Bridge in Brunei Darussalam (Box 1). The Reefer Express Line Filipinas was approved in 2019, catering to BIMP-EAGA shipping services. Pre-pandemic, seven new and revived air routes have been agreed upon and launched by the member countries based on market demand and tourism potential, exceeding the target of five. Some of these routes have been reinstated, and efforts are underway to revive canceled routes as the COVID-19 situation continues to improve.

Figure 6

Transport Sector Achievements and Results



km = kilometer.

Source: BIMP-EAGA Transport Cluster.

Box 1

Sultan Haji Omar Ali Saifuddien Bridge

The longest bridge in Southeast Asia, the 30-kilometer Temburong Bridge in Brunei Darussalam—renamed Sultan Haji Omar Ali Saifuddien Bridge—links the country's Muara and Temburong districts, which will enable commuters to travel across the country without passing through Malaysia.

The bridge is a flagship priority infrastructure project under Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) and comprises a key component of the West Borneo Economic Corridor, which also includes West Kalimantan in Indonesia, and Sarawak and Sabah in Malaysia. Brunei Darussalam is divided into two areas by the Malaysian state of Sarawak. Before the bridge was opened, commuters had to pass through four immigration points along the previous route, which was often congested. From 2 hours, travel time has been reduced to about 30 minutes.

Source: BIMP-EAGA. 2020. Southeast Asia's Longest Bridge Opens. 17 March. <https://bimp-eaga.asia/article/southeast-asias-longest-bridge-opens>.



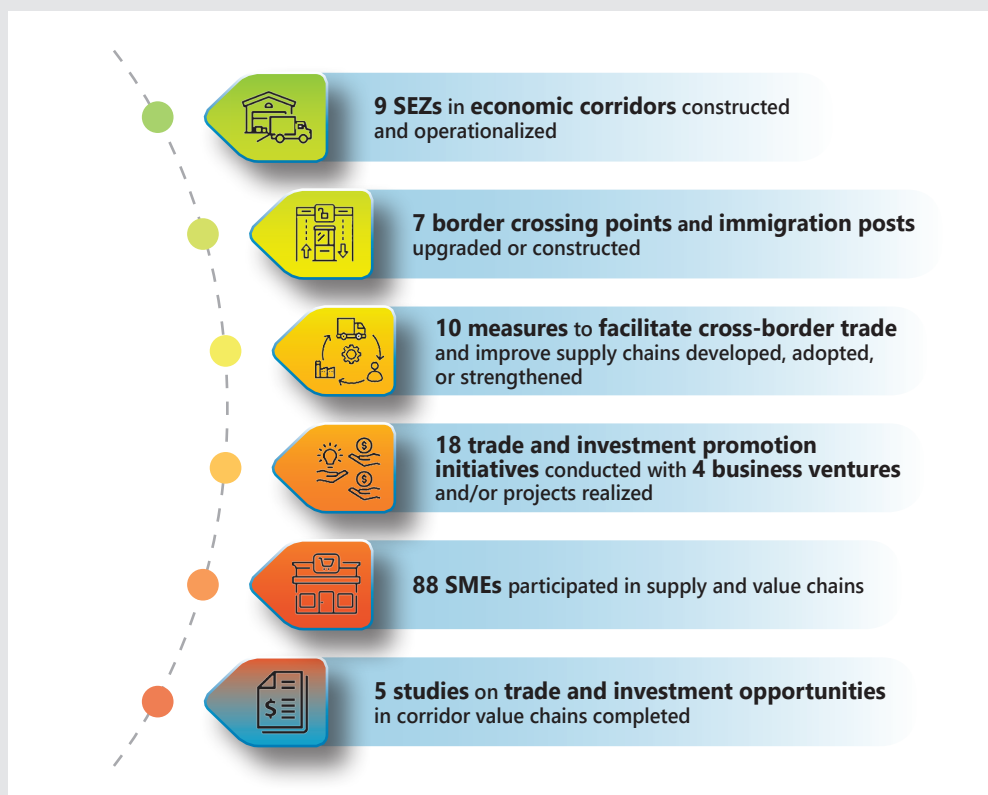
Trade and Investment Facilitation

Since 2017, BIMP-EAGA has continued to streamline cross-border trade rules, regulations, and procedures, and enhance the investment climate. While many economies at the national level imposed temporary restrictive trade measures to contain the COVID-19 pandemic, the cooperation of BIMP-EAGA countries proved vital in sustaining trade flows and facilitating the movement of essential goods within the subregion.

At the outcome level, all targets on cross-border trade and investments have been exceeded. A summary of the trade facilitation and investment sector achievements and results are in Figure 7.

Figure 7

Trade and Investment Facilitation Sector Achievements and Results



SEZ = special economic zone, SMEs = small and medium-sized enterprises.

Source: BIMP-EAGA Trade and Investment Facilitation Cluster.

Other achievements of trade and investment facilitation include (i) promotional and business matching activities for SMEs; (ii) construction of the BIMP-EAGA SME Business Center in Manado, Indonesia; (iii) upgrading and construction of customs, immigration, quarantine, and security (CIQS) facilities in border areas and special economic zones (SEZs) in economic corridors; (iv) CIQS capacity building and knowledge sharing; (v) conduct of analytical studies; (vi) finalization of One Borneo Quarantine Initiative, which increases cooperation in monitoring and inspection and enhances protection from pests and diseases; and (vii) development of core indicator system as an effective tool for the monitoring, evaluation, and analysis of the performance of the eight sectors under BEV 2025. In terms of trade facilitation and CIQS facilities, 9 priority infrastructure projects (out of 12) were completed, which included 3 border crossing or checkpoints in Aruk, Entikong, and Nanga Badau in Indonesia; and 5 SEZs in Indonesia (Bitung, Maloy Batuta, Morotai, Palu, and Sorong) and the Zamboanga SEZ in Mindanao.

Findings from time release studies have also helped identify bottlenecks at the borders. In the absence of disaggregated data, however, improvements in turnaround time (number of days) and clearance time for low-risk goods are unclear. Meanwhile, 88 SMEs have participated in supply and value chains and at least 18 trade and investment promotion initiatives participated by BIMP-EAGA SMEs have been conducted.

One of the key challenges during the remainder of BEV 2025 implementation is speeding up the necessary reforms to improve the flow of trade and investment in the subregion. Trade costs remain high because of indirect costs at and behind the border.

BIMP-EAGA MSMEs, especially microenterprises given their size, are also faced with a myriad of challenges including poor management skills and lack of access to information, finance, technology, and markets. MSMEs sector performance significantly affects the BIMP-EAGA member economies since their participation in cross-border activities impacts trade, investment, and employment. During the remainder of BEV 2025 implementation, broadening support to microenterprises is needed as they are the most affected by the COVID-19 crisis and make up a significant share of the subregion's MSMEs.

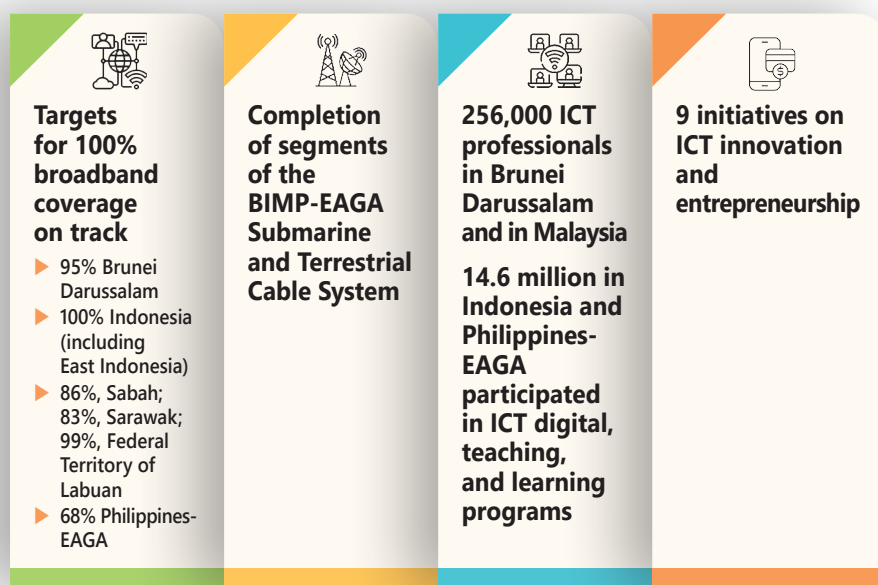


Information and Communication Technology

Targeting 100% broadband coverage by 2025, BIMP-EAGA countries have endeavored to improve information and communication technology (ICT) connectivity and access, especially in rural areas. ICT sector achievement and results in BIMP-EAGA are summarized in Figure 8. As the COVID-19 pandemic hampered the progress of the private sector-led BIMP-EAGA Submarine and Terrestrial (BEST) Cable Project, activities are now being expedited to complete the 5,092-km-high bandwidth fiber optics cable system, which will enable telecommunication connectivity in BIMP-EAGA with the rest of ASEAN and Asian countries and contribute to the ASEAN Broadband Corridor. Another ongoing PIP is Phase 1 of the Sabah and Sarawak components of Malaysia's

Figure 8

Information and Communication Technology Sector Achievements and Results



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, ICT = information and communication technology.

Source: BIMP-EAGA ICT Cluster.

National Digital Network Plan (JENDELA), which provides for a shift toward 5G technology and involves the construction of communication towers and transmitters.

ICT measures in the subregion have improved broadband penetration rates across BIMP-EAGA. In 2021, Brunei Darussalam reported 95% broadband coverage; 100% in Indonesia: West, Central, including East Indonesia; and 86% in Sabah, 83% in Sarawak, and 99% in Federal Territory of Labuan in Malaysia. The penetration rate for the Philippines–EAGA was 68% at the beginning of 2022. Countries have also taken concrete measures to augment the digital skills of their workforce, an area that has become more urgent considering the accelerated digitalization trends stemming from the COVID-19 pandemic. Driving the priorities of the ICT sector has greatly benefited from the participation of technology industry players, whose level of engagement is deemed to be the strongest among BIMP-EAGA sectors and clusters. The ICT CEO Forum—a venue for business owners to network—has played a very active role in identifying, prioritizing, and ensuring the implementation of the various ICT initiatives, as well as supporting the subregion’s startup ecosystem. The Startup hubs@BIMP-EAGA supports businesses

in their digital transformation and aims to establish a network of startup hubs or technology business incubators (Box 2).

Box 2

Startuphubs@BIMP-EAGA

The Startuphubs@BIMP-EAGA program was envisioned to facilitate exchanges of knowledge and resources to bolster startups. Since its establishment in 2016, startup hubs have been established in Bandar Seri Begawan (Brunei Darussalam); Kota Kinabalu (Sabah, Malaysia); and in the cities of Puerto Princesa in Palawan, and Davao, Zamboanga, and Cagayan de Oro in Mindanao (Philippines). The Startuphubs@BIMP-EAGA also has physical facilities located in the Ministry of Innovation, Science and Technology Sabah, the Borneo 744 in Sarawak, and the International Technology Innovation Center in Palawan.

In Brunei Darussalam, the project is being implemented in cooperation with Darussalam Enterprise, a government body created to help micro, small, and medium-sized enterprises.

In Indonesia, the “1,000 Startup Digital” program has been established, including new startups in Pontianak and Makassar.

In Malaysia, the Sabah Creative Economy and Innovation Centre is an initiative approved by the Sabah Cabinet in August 2019 to accelerate industries through technology, innovation, and creativity, and in collaboration with various stakeholders in the ecosystem. The Sarawak Digital and Innovation Ecosystem has provided services and opportunities for digital talents and startups, including coworking spaces, development programs, funding and investment opportunities, events, technology partners, research, and development platforms, as well as international market access.

In the Philippines, the fundamental laws that drive innovation, entrepreneurship, and startup ecosystem in the country are the Philippine Innovation Act (Republic Act No. 11293) and the Innovative Startup Act (Republic Act No. 11337). The Philippine Innovation Act creates a National Innovation Council, a 25-member body mandated to implement the innovation development program. It also provides an innovation fund that entrepreneurs and startups can access to turn their great ideas into innovative solutions and enterprises that will address the people’s concerns, especially the poor, and the challenges of the various sectors and industries. The Innovative Startup Act provides for a startup development program, investment program, startup visas, startup ecozones, startup grant funds, and an innovative startup venture fund. The Philippines also has ongoing initiatives on Regional Inclusive Innovation Centers in the pilot cities of Cagayan de Oro (innovation hub for processed food) and Davao (innovation hub for functional food) and the establishment of technology business incubators in the various higher educational institutions in Mindanao and Palawan.

Source: BIMP-EAGA Information and Communication Technology Cluster.

Compliance with the International Telecommunication Union (ITU) standards is considered on track, but a resolution of the issue is needed to clearly define indicators and targets that reflect results achievement.



Power and Energy Infrastructure

Since 2017, the power and energy infrastructure sector has embarked on initiatives to increase the electrification rate of rural households in BIMP-EAGA countries. In 2021, the electrification rate reached 99% of rural households in Brunei Darussalam, 98.7% at the EAGA level in Indonesia, 95% for Sarawak and 98% for Sabah and the Federal Territory of Labuan in Malaysia, and almost 86% for Mindanao and 84.1% for Palawan in the Philippines.

Progress in this sector is also demonstrated with 13 feasibility, pre-feasibility, and technical studies completed and several knowledge and information sharing events on renewable energy and energy efficiency and conservation. Since 2017, 12 enclave connections have been initiated or implemented (Box 3), and 37 renewable energy assessments in the BIMP-EAGA areas have been completed or ongoing. The power and energy infrastructure sector achievements and results are summarized in Figure 9.

Box 3

Sarawak–West Kalimantan Power Grid Interconnection

The Sarawak–West Kalimantan power grid interconnection—also referred to as Trans Borneo Power Grid—is the first Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) power flagship project under the Association of Southeast Asian Nations (ASEAN) Power Grid and formed the first leg of energy trading between Malaysia and Indonesia. The grid interconnection allows West Kalimantan to import hydropower-generated electricity from Sarawak while supporting the power development plans of Sarawak, which include the export of power to its neighbors. Sarawak constructed about 42 kilometers (km) of 275 kilovolts (kV) transmission line from Mambong substation to the border with West Kalimantan. In comparison, West Kalimantan built about 83 km of 275 kV line from Bengkayang substation to the border with Sarawak. The project has opened opportunities for energy trading in an ASEAN electricity market and is considered a model for future power grid interconnections in the subregion and in paving the way for realizing the ASEAN Power Grid. This landmark project's expansion is ongoing, with new transmission networks within West Kalimantan being constructed in different phases to connect households.

The project is strongly aligned with the objective of the Government of Indonesia to improve the reliability of electricity supply, as well as reduce the cost of power generation in West Kalimantan; increase the electrification of communities, especially in the rural areas benefited by about 8,000 households; and lower carbon emissions by about 400,000 tons annually. The Asian Development Bank funded the West Kalimantan component of the project, including funding new transmission lines to connect to households in West Kalimantan, benefitting 1,724 of 1,900 households in targeted villages.

Source: Asian Development Bank. Indonesia: West Kalimantan Power Grid Strengthening Project. <https://www.adb.org/projects/41074-013/main#:~:text=ADB%20is%20helping%20Indonesia%20build,supply%20more%20households%20with%20electricity>.

Figure 9

Power and Energy Infrastructure Sector Achievements and Results



Source: BIMP-EAGA Power and Energy Infrastructure Cluster.

BIMP-EAGA countries have taken concrete steps in embracing clean energy with national policies, targets, and projects in place. Notably, Indonesia is set to begin road tests for its biodiesel program using 40% palm-based bio-content to reduce the country's energy imports. However, the overall development of renewable energy in the subregion is constrained by the limited subregional expertise in renewable energy, weak private sector engagement, and lack of funding resources.

Food Basket Pillar



Agribusiness

Focused on creating a sustainable, competitive, and climate-resilient agro-industry and fisheries, the agribusiness sector aims to develop subregional supply and value chains for priority commodities: (i) shrimp, (ii) rice, (iii) coconut, (iv) cattle, and (v) seaweed—all of which have the highest perceived potential for intra-EAGA and extra-EAGA trade and processing. Aggregate production data for rice, coconut, and cattle show that agriculture output is below the target of 10%. All commodities exhibited downward trend from 2017, but a positive growth in 2021. In terms of fisheries, shrimp output in 2021 was lower by 17.9% compared to 2017 figures but is still considered on track due to measures undertaken to improve production. Seaweed production recorded a 4.3% increase in 2021 after years of negative growth, signaling that its target of 10% will be met by 2025.

Meanwhile, there appears to be a significant boom of intra-EAGA agro-industry and fisheries exports in priority commodities, especially rice, cattle, and shrimp. For extra-EAGA exports, rice and cattle registered a higher performance in 2021 compared with 2017. Between 2018 and 2020, the shrimp target volume was exceeded, while seaweed exports fell short. However, the results of these outputs are inconclusive, given the differences in the scope of data reported and the lack of data.

Noteworthy progress has been made in information sharing and capacity building on agriculture and fisheries practices and in implementing private sector-led and national projects to improve the production of commodities. A summary of agribusiness sector achievements and results is shown in Figure 10.

Figure 10

Agribusiness Sector Achievements and Results



Source: BIMP-EAGA Agribusiness Cluster.

Tourism Pillar



Tourism

Pre-pandemic data show BIMP-EAGA countries exceeding tourism growth targets at the outcome level. In 2020, however, the COVID-19 situation drove a substantial decrease in foreign visitors arrival by 85% and domestic visitors arrival by 38%; and in 2021, foreign visitors further declined by 92% while domestic visitors improved at a lower decline by 9%. Before the suspension of international aviation services due to the COVID-19 pandemic, 13 new routes connecting BIMP-EAGA countries were forged, but these were suspended and efforts are ongoing to revive select routes where feasible. Similarly, the

trend in the number of calls on EAGA ports during 2020–2021 shows the impact of the pandemic on cruise operations.

Still, member countries have made significant strides to make the subregion an ecotourism destination of choice by identifying and establishing 29 community-based ecotourism (CBET) sites, developing CBET standards in alignment with the revised ASEAN Community-Based Tourism Standard, establishing five tourism circuits, and continuing to build the capacities of communities to improve their livelihoods and incomes (Box 4). Tourism sector achievements and results are shown in Figure 11.

Box 4

Community-Based Ecotourism in BIMP-EAGA

With the subregion's biologically diverse resources under threat, Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) is promoting community-based ecotourism (CBET), which empowers local participation in tourism development and protection of natural, cultural, and heritage assets. CBET in the subregion encompasses economic, social, and environmental aspects aligned with the Association of Southeast Asian Nations (ASEAN) Community-Based Tourism Standard for sustainable development.

In Brunei Darussalam, the Sumbiling Eco Village practices responsible tourism, and its guests stay in the local village communities to get a first-hand experience of the local lifestyle, encouraging interaction between the guests and villagers. In Indonesia, Menua Sadap Village offers ecotourism activities, which include the culture and art of the Dayak Iban tribe, longhouse and homestay, use of biogas green energy, forest exploration and jungle tracking, riverside camping at Tekelan, tattoo art, handicraft, and weaving using natural dyes. In Malaysia, an ecotourism program inside the Mulu National Park, a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage site, ensures its protection and compliance with standards in operational management. In the Philippines, a fisheries conservation program inside the Tubbataha Reefs Natural Park—another World Heritage site—is helping safeguard its marine diversity.

Other ecotourism sites adopting sustainable tourism in BIMP-EAGA are the following:

- (i) Indonesia: Raja Ampat and Cenderawasih Bay, West Papua and Danau Sentarum;
- (ii) Malaysia: Batu Puteh, Kinabatangan, Sabah; Tabin Wildlife Reserve, Sabah; Sugut Island Marine Conservation Area, Lankayan Island, Sabah; Mulu National Park, Sarawak; and Bako National Park, Sarawak; and
- (iii) Philippines: Mt. Hamiguitan Range Wildlife Sanctuary, Davao Oriental; and Heritage Protected Area, Turtle Islands Wildlife Sanctuary, Tawi-Tawi.

Source: BIMP-EAGA. 2019. Case Studies on Sustainable Ecotourism, Agriculture, and Fisheries in BIMP-EAGA. Sabah. <https://bimp-eaga.asia/documents-and-publications/case-studies-sustainable-ecotourism-agriculture-and-fisheries-bimp-eaga>.

Figure 11

Tourism Sector Achievements and Results



ASEAN = Association of Southeast Asian Nations, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, CBET = community-based ecotourism.

Source: BIMP-EAGA Joint Tourism Development Cluster.

Environment Pillar



Environment

The goal of the environment sector of mainstreaming sustainable management approaches in BIMP-EAGA is being realized through the (i) publication of best practices in promoting ecotourism, (ii) promotion of sustainable and climate-resilient farming and fishing practices, (iii) identification of communities in the subregion to emulate such practices, and (iv) preparation of Green City Action Plan (GCAP) under the BIMP-EAGA Green Cities Initiative (GCI) (Box 5). Fostering green practices and adopting clean technologies among SMEs are also central elements of the environment sector's strategy, but the lack of a clear, common, and consistent framework poses a challenge in tracking performance in this area. Nevertheless, SMEs development programs are being offered to promote green products and services. The environment sector achievements and results are shown in Figure 12.

As part of BIMP-EAGA's climate agenda, a greenhouse gas inventory is being developed to monitor and reduce emissions in the subregion. Efforts to strengthen the involvement and participation of stakeholders in environment initiatives are evidenced by the capacity building activities, for which five projects are being implemented.

Box 5

Kota Kinabalu Green City Action Plan

The Kota Kinabalu Green City Action Plan (KK GCAP) is a step toward attaining Kota Kinabalu's vision of becoming a "nature resort city—clean, green, and livable by 2020" using integrated and comprehensive development approaches. In line with the objectives of the Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA) Vision 2025, Kota Kinabalu was selected as the first pilot city from Malaysia in the BIMP-EAGA subregion.

The KK GCAP provides a comprehensive assessment of urban issues, climate change vulnerability, and climate change impacts on eight selected urban sectors: land use and development, water supply, sewerage and stormwater drainage, transport, solid waste, street lighting, energy, and buildings. Based on this assessment, high-priority projects are ongoing. These projects include (i) implementation of a grid-connected 100 megawatts-peak solar photovoltaic system; (ii) energy-efficient street lighting; (iii) an integrated public transport system, consisting of the bus improvement in the central, north, and south terminals; (iv) integrated solid waste management; and (v) Jesselton waterfront comprising five components. Under KK GCAP, sustainability initiatives are being built into newly developing areas to integrate climate-resilient planning and development.

Source: BIMP-EAGA. 2019. Green City Action Plan Kota Kinabalu. <https://bimp-eaga.asia/documents-and-publications/green-city-action-plan-kota-kinabalu>.

Figure 12

Environment Sector Achievements and Results



Sources: BIMP-EAGA Environment Cluster; BIMP-EAGA. 2019. Case Studies on Sustainable Ecotourism, Agriculture, and Fisheries in BIMP-EAGA. <https://bimp-eaga.asia/documents-and-publications/case-studies-sustainable-ecotourism-agriculture-and-fisheries-bimp-eaga>.

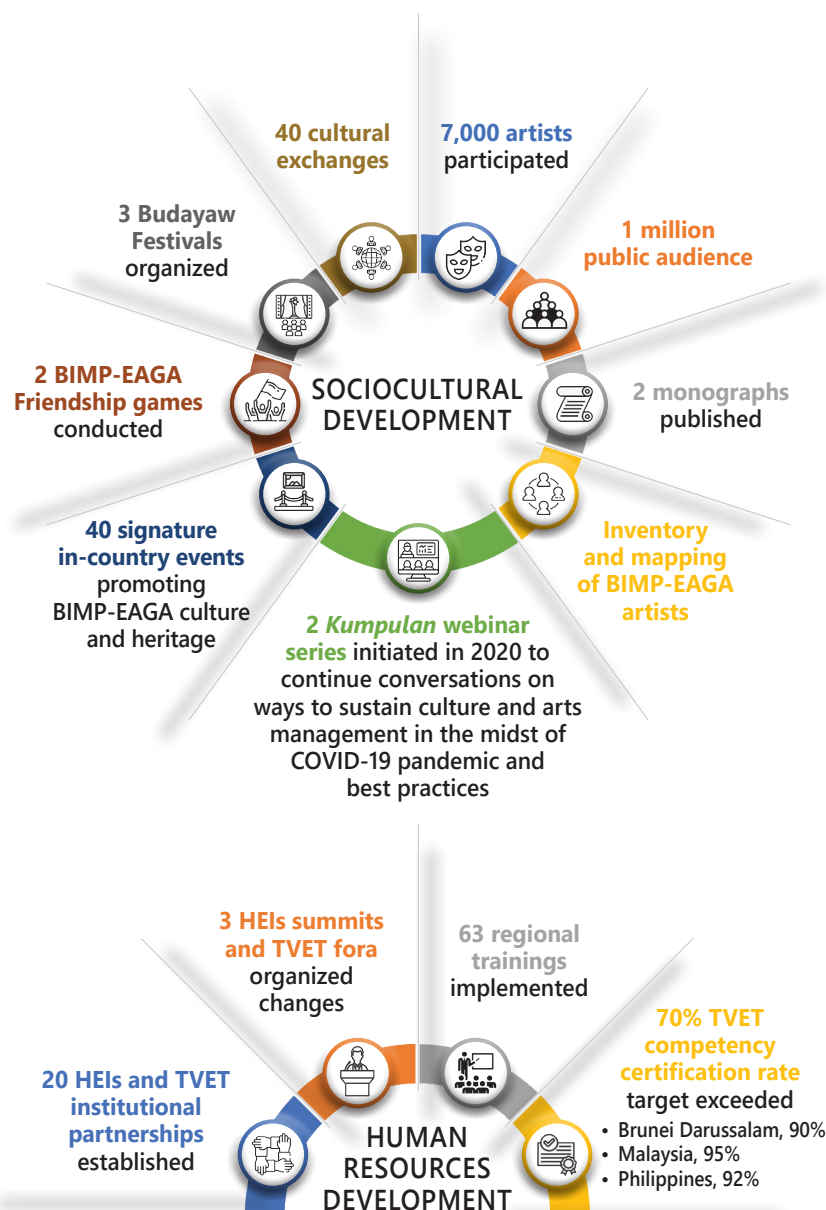
Sociocultural and Education Pillar

*Sociocultural and Education*

While the sociocultural and education (SCE) sector is still in the early stages of institutional development, BIMP-EAGA countries have actively supported efforts to foster people-to-people connectivity and sociocultural exchanges with achievements and results highlighted in Figure 13. These efforts gauge the SCE Cluster's accomplishments, but it needs to develop pertinent metrics for outputs and outcomes beyond activities undertaken, as well as intensify human resources development (HRD) programs considering the long-term impact of the COVID-19 pandemic.

Figure 13

Sociocultural and Education Sector Achievements and Results



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, COVID-19 = corona virus disease, HEI=higher education institution, TVET= technical and vocational education and training.

Source: BIMP-EAGA Sociocultural and Education Cluster.

Under the sector's sociocultural development (SCD) component, the outcome target aimed at encouraging the participation of artists, creative professionals, and the public audience has been exceeded through 40 culture festivals and events organized, including the Budayaw Festival (Box 6), participated by 7,000 artists and with about 1 million public audience in attendance since 2017. Meanwhile, three of the nine planned SCD publications have already been produced.

Box 6

Budayaw Festival

The Budayaw festival showcases the diversity of creative expressions from cultural masters and artists, celebrates the richness of culture and arts, and fosters understanding and solidarity in Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA). The festival has been mainstreamed as a banner event in cultural tourism in the area where it is being held. Three successful Budayaw festivals were held in General Santos City, Philippines in 2017 with the theme “Taking Pride in the Creative Diversity of the BIMP-EAGA;” in Kuching, Malaysia in 2019 with the theme “Beauty in Cultural Diversity;” and a hybrid format in Brunei Darussalam from 21 December 2021 to 17 January 2022 with the theme “Deep in the Eyes, Close to the Heart.”

The Budayaw website also showcases the arts and music and cultural performances as well as features articles and video documentaries on BIMP-EAGA signature country events and cultural information materials. As the host of the 2021 Budayaw Festival, Brunei Darussalam introduced Galeri Seni Brunei as a virtual art gallery featuring the paintings of BIMP-EAGA artists and another online platform to widen the reach and access to the festival website.

Source: Ministry of Culture, Youth and Sports, Brunei Darussalam. Galeri Seni Brunei. <http://www.galerisenibrunei.org>; Philippines. BIMP-EAGA Budayaw Festival of Culture. <https://budayaw.com>.

Similarly, the subregion places great emphasis on nurturing its human capital through the HRD strategy, which is rooted in boosting the competitiveness of technical and vocational education and training (TVET) and higher education institutions (HEIs). All member countries have exceeded the outcome target of a 70% TVET competency certification rate. On the other hand, progress on the alignment of HEI and technical vocational institution programs with the ASEAN Qualifications Reference Framework (AQRF) Mutual Recognition Arrangements has been slow, but Brunei Darussalam, Malaysia, and the Philippines have made encouragingly notable achievements in this area. At the output level, 20 partnerships with HEIs and TVET have been forged, making this target on track against the target of 24 by 2025, while the HRD goal of 8 training programs has been exceeded with training organized by the member countries and ADB-supported BIMP-EAGA, the IMT-GT, and the Greater Mekong Subregion (GMS), called the B-I-G Capacity Building Program for Connectivity (B-I-G Program) (Box 7).

Box 7

ADB B-I-G Capacity Building Program

The Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA), the Indonesia–Malaysia–Thailand Growth Triangle (IMT-GT), and the Greater Mekong Subregion (GMS)—the B-I-G Capacity Building Program for Connectivity (B-I-G Program)—is a regional capacity development initiative for government officials to strengthen policymaking and enhance their ability to develop programs and projects that support physical, institutional, and people-to-people connectivity in Southeast Asia and the People’s Republic of China (PRC).

The B-I-G Program provides opportunities for knowledge and experience sharing, and networking between and among the three subregional programs, given their unique roles as building blocks for Asian integration. It is funded by the Asian Development Bank (ADB) and the governments of the Republic of Korea and the PRC. Activities include training programs, knowledge events, internet-based information repository, policy briefs, and publications.

From 2017 to 2022, the ADB B-I-G Program conducted 27 trainings and knowledge events (face-to-face) on economic corridor development, special economic zones (SEZs), regional power markets and cross-border interconnections, health impact assessment in economic zones, integrated transport, tourism, e-commerce, project management, value management in projects, trade facilitation, Fourth Industrial Revolution, social protection, green cities, and big data and artificial intelligence solutions. In addition, 28 virtual trainings, webinars, and policy dialogues on tourism, health, SEZs and blue finance, and coronavirus disease response, recovery, and rejuvenation were organized. A total of 1,458 government officials from BIMP-EAGA attended these trainings and knowledge events.

Sources: ADB B-I-G Program Annual Reports, 2017–2022.

Convergence Initiatives

BIMP-EAGA’s sectoral bodies have actively sought to create greater synergy and convergence to address interlinked development issues facing the subregion. Under GCI, the Environment, Transport, and ICT Clusters are jointly tackling the drivers of environmental degradation in cities while bolstering their competitiveness through investments in sustainable infrastructure and advancement of digital solutions to contribute to economic growth. Similarly, the Power and Energy Infrastructure Cluster is playing a critical role in realizing GCI’s goals by addressing the rising energy demand and greenhouse gas emissions stemming from rapid urbanization by identifying and implementing energy efficiency and conservation initiatives in BIMP-EAGA cities. For instance, Kota Kinabalu, Sabah GCAP has included two energy efficiency projects, while the Kota Kendari GCAP has a project on the development of ocean-current-powered electricity and the Philippines’ GCAP for General Santos City in Mindanao includes an electrification and LED street lighting program.

A multisector approach is also illustrated by initiatives being pursued by the Tourism, Environment, ICT, SCE, and Agribusiness Clusters, which integrates the issues of livelihoods, conservation, digitalization, and community empowerment to elevate the standing of

the subregion as the destination of choice for world-class ecotourism. The success of BIMP-EAGA's tourism priorities is highly dependent on its cross-sectoral collaboration for establishing connectivity, protecting tourism assets, managing the subregion's natural and cultural heritage, empowering local communities, and building a competitive and digitally savvy tourism workforce.

While overall strategy level convergence has been achieved, more initiatives must be pursued in terms of project level convergence, especially in filling transport-related gaps in subregional supply and value chains and logistics services, addressing load factors, and facilitating destination routes in tourism, among others.

Assessment of Economic Corridors

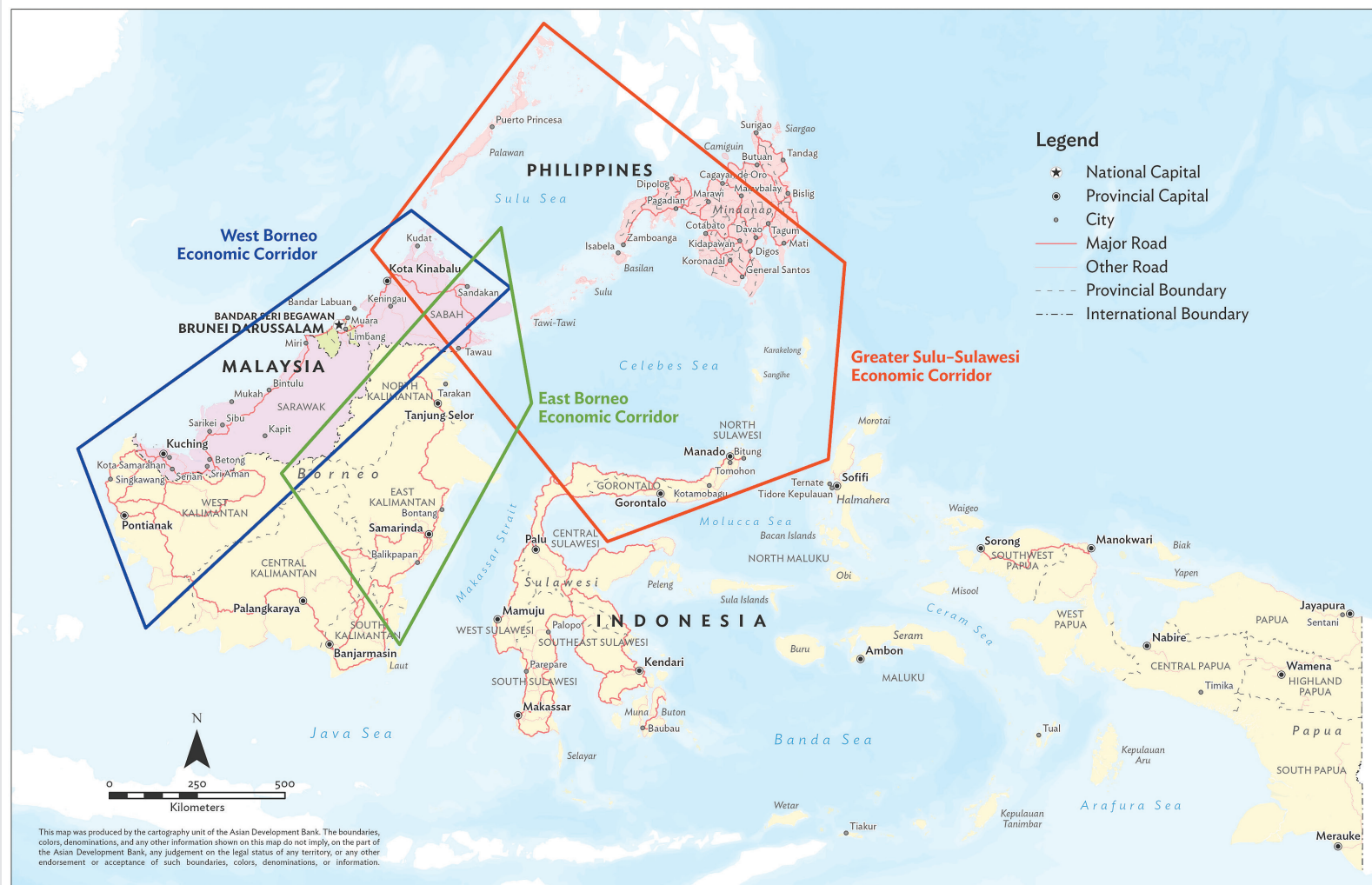
Economic corridor development is a key driver of BIMP-EAGA's connectivity strategy. Economic corridors enhance BIMP-EAGA's competitiveness by linking production with supply chains and providing opportunities for SMEs. BIMP-EAGA has three economic corridors, WBEC, GSSC, and EBEC (Map 2).

Under BEV 2025, economic corridors continue to provide the spatial focus to direct infrastructure investments and development, and thus form the basis for BIMP-EAGA's PIPs. Of the 126 PIPs valued at \$34.45 billion as of 22 June 2023, 38 (\$5.39 billion) are in WBEC, 62 (\$15.75 billion) in GSSC, and 11 (\$1.90 billion) in EBEC (Figure 4). The Pan-Borneo Highway (Sabah and Sarawak), Trans-Borneo Highway, BIMP-EAGA Submarine and Terrestrial (BEST) Cable Project, and JENDELA Program (Sabah and Sarawak) are in all three economic corridors (\$9.43 billion). In addition, 11 (\$1.98 billion) PIPs are near the existing corridors, hence the importance of expanding the current configuration. The completion rate of PIPs in WBEC stood at 32%, 40% in GSSC, 64% in EBEC, and 36% for PIPs located near the existing BIMP-EAGA economic corridors while projects in the three economic corridors are in various stages of implementation.

BIMP-EAGA Economic Corridors Role in ASEAN

BIMP-EAGA economic corridor development is essential in ASEAN transport connectivity. It has contributed to expanding the pace of connectivity and laid the crucial foundation for ASEAN to expand its links outside the region. ASEAN highway routes, such as those in Sungai Tujuh (Brunei Darussalam) and Kuching–Tebedu (Malaysia) in the WBEC and routes in General Santos and Zamboanga (Philippines) in GSSC, all form part of the ASEAN Highway Network. Ports in both WBEC and GSSC play important roles in ASEAN maritime connectivity and the efficient functioning of the ASEAN Port System, given that BIMP-EAGA ports in WBEC and GSSC are also designated as ASEAN ports. BIMP-EAGA also launched and sustained the first ASEAN Ro-Ro service between Muara (Brunei Darussalam) and Labuan (Malaysia) in 2010 as part of the ASEAN network. In 2017, the Davao and General Santos (Philippines) and Bitung (Indonesia) sea link was launched as part of the ASEAN nautical highway.

Map 2: Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area Economic Corridors



Source: BIMP-EAGA. 2012. BIMP-EAGA Implementation Blueprint 2012–2016. <https://bimp-eaga.asia/documents-and-publications/bimp-eaga-implementation-blueprint-2012-2016>.

Corridor Characterization and Priority Industries in BIMP-EAGA Economic Corridors

The two BIMP-EAGA priority corridors (WBEC and GSSC) and the EBEC represent well-defined geographic areas within the subregion. Each has essential economic nodes that provide connectivity and networking of production, distribution, and market functions within and outside their respective areas. They are not stand-alone areas but are important vehicles for subregional networking of activities, representing the whole of BIMP-EAGA.

The notable features of WBEC are as follows:

- **Commercial nodes.** The corridor links important commercial nodes in each area: (a) Pontianak (West Kalimantan, Indonesia); (b) Kuching (Sarawak, Malaysia); (c) Bandar Seri Begawan (Brunei Darussalam); (d) Federal Territory of Labuan (Malaysia); (e) Kota Kinabalu (Sabah, Malaysia); and (f) Miri (Sarawak, Malaysia).
- **Border nodes.** The corridor contains the border nodes of (a) Entikong (West Kalimantan, Indonesia) and Tebedu (Sarawak, Malaysia); (b) Miri (Sarawak, Malaysia) and Sungai Tujuh (southwest Brunei Darussalam); (c) Limbang (Sarawak, Malaysia) and Kuala Lurah (northeast Brunei Darussalam); (d) Limbang (Sarawak, Malaysia) and Bangar (Brunei Darussalam); (e) Temburong (Brunei Darussalam) and Lawas (Sarawak, Malaysia); (f) Biawak (Sarawak, Malaysia) and Aruk (West Kalimantan, Indonesia); (g) Lubok Antu (Sarawak, Malaysia) and Nanga Badau (West Kalimantan, Indonesia); and (h) Muara (Brunei Darussalam) and Labuan Federal Territory (Malaysia).
- **Gateway nodes.** The corridor includes the gateway nodes of Pontianak (West Kalimantan, Indonesia) and Kota Kinabalu (Sabah, Malaysia) and Kuching (Sarawak, Malaysia), and Bandar Seri Begawan (Brunei Darussalam) as gateways to regional and international markets.
- **Tourism nodes.** The corridor links important tourism nodes in each area: (a) Pontianak (West Kalimantan, Indonesia); (b) Kuching (Sarawak, Malaysia); (c) Bandar Seri Begawan (Brunei Darussalam); (d) Labuan Federal Territory (Malaysia); (e) Kota Kinabalu (Sabah, Malaysia); and (f) Miri (Sarawak, Malaysia).

The GSSC characteristics are as follows:

- **Commercial nodes.** The corridor commercial links consist of (a) Palawan (Philippines)–Sabah (Malaysia), (b) Zamboanga Peninsula (Philippines)–Sabah (Malaysia), and (c) Davao and General Santos (Philippines)–Manado and Bitung in North Sulawesi (Indonesia).
- **Gateway nodes.** The corridor includes the gateway port links of (a) Brookes' Point (Palawan, Philippines) and Kudat (Sabah, Malaysia); (b) Zamboanga (Mindanao, Philippines) and Sandakan (Sabah, Malaysia); (c) Zamboanga, Jolo, and Bongao (Mindanao, Philippines) and Sandakan (Sabah, Malaysia); (d) Davao and General Santos (Mindanao, Philippines); and (e) Manado and Bitung (North Sulawesi, Indonesia). Puerto Princesa, Davao, General Santos, Zamboanga, Manado, and Sandakan also provide air connectivity.

- **Tourism nodes.** The corridor links important tourism nodes: (a) Palawan (Philippines), (b) Sabah (Malaysia), (c) Zamboanga Peninsula (Philippines), (d) General Santos (Philippines), (e) Davao (Philippines), and (f) North Sulawesi (Indonesia).

The EBEC characteristics are as follows:

- **Commercial nodes.** The corridor commercial links are (a) Sabah (Malaysia) and North Kalimantan (Indonesia), and (b) Sarawak (Malaysia) and East Kalimantan and North Kalimantan (Indonesia).
- **Border nodes.** The corridor contains the border nodes of (a) Kalabakan district (Sabah, Malaysia) and Serudong (Indonesia); (b) Bantul Pagalungan, Nabawan (Sabah, Malaysia) and Tau Lumbis (North Kalimantan, Indonesia); (c) Pulau Sebatik, Tawau (Sabah, Malaysia) and Pulau Sebatik (North Kalimantan, Indonesia); (d) Long Pasia, Sipitang district (Sabah, Malaysia) and Long Pasia (North Kalimantan, Indonesia); (e) Bario, Bakelalan (Sarawak, Malaysia) border with Long Midang (North Kalimantan, Indonesia); (f) Tawau (Sabah, Malaysia) and Nunukan, Tarakan (North Kalimantan, Indonesia); and (g) Sabah (Malaysia), which also connects to Sulawesi through North Kalimantan via the Tarakan and Nunukan routes (Indonesia).

Growth of Special Economic Zones and General Economic Zones in BIMP-EAGA Economic Corridors

The BIMP-EAGA subregion hosts 145 economic zones (both in operation and under development), which are almost evenly distributed across the four EAGA areas. Of the 145 economic zones, 64 are SEZs, mostly in the Philippines and Indonesia, which focus on moving up from exports of raw materials to value-added products. Malaysia-EAGA and oil-reliant Brunei Darussalam, on the other hand, are moving away from resource-based products to diversified industrial activities.

SEZs in BIMP-EAGA are typically set up to entice export-oriented enterprises, particularly those with foreign investments. The increase in number of SEZs located in BIMP-EAGA from only 25 in 2003 to 64 in 2022 indicates their potential as a tool for industrial development and links to global value chains. In BIMP-EAGA, SEZs are also used by governments to promote import-substituting activities and investment in priority industries.

Linkages of Approach to Economic Corridors and Economic Zones

According to an ADB study on BIMP-EAGA's economic zone development, there exists a convergence between the national policy of creating economic zones in the subregion and the BIMP-EAGA strategic approach of economic corridors. The development of economic zones in BIMP-EAGA areas has also been rooted in member countries' national development agenda, but it needs stronger coherence with the BIMP-EAGA spatial approach to promoting cross-border value chains. Albeit not apparent in all national plans, there are earnest efforts to promote cooperation in industrial development at the subregional level.

For example, the 12th Plan of Malaysia incorporates the acceleration of cross-border value chains as an element of a balanced regional (subnational) development strategy and proposes to identify at least 30 catalytic projects with a strong focus on enhancing local economic activities. In the Philippines, the Mindanao Development Framework 2020 proposes a unified industrial policy for BIMP-EAGA, which necessitates economic intelligence and strategic analysis to identify industrial complementarities within the subregion.

Challenges and Gaps in Connectivity

Given BIMP-EAGA's archipelagic topography, the subregional program has made connectivity improvements through investments in physical infrastructure and trade facilitation initiatives. However, many obstacles remain, such as high costs of transport and logistics services, inadequate infrastructure, institutional challenges, human resource constraints, social and environmental costs, and border security threats. There are still missing links in BIMP-EAGA economic corridors, especially in EBEC, which is still in the early stage of development.

At the domestic level, challenges to BIMP-EAGA economic corridors and zones include political and economic dynamics that influence regional cooperation, competition for GVC-linked investments, regional disparities that affect the performance of economic zones, and limited spillover effects of investments in these zones.

Benefits and Spillovers

Better linkages through economic corridors have spurred economic prosperity in remote communities in BIMP-EAGA. Connectivity infrastructure projects have facilitated the movement of people and goods and boosted trade and investment in the subregion, as demonstrated by results in the implementation performance of the BEV 2025 MTR.

A survey on cross-border value chains revealed a broad agreement among businesses on the benefits of the development of economic corridors and zones: (i) greater market access, (ii) strengthened competitiveness, (iii) value-additions to production, (iv) cost-of-production efficiencies, (v) greater access to inputs, and (vi) expanded employment.

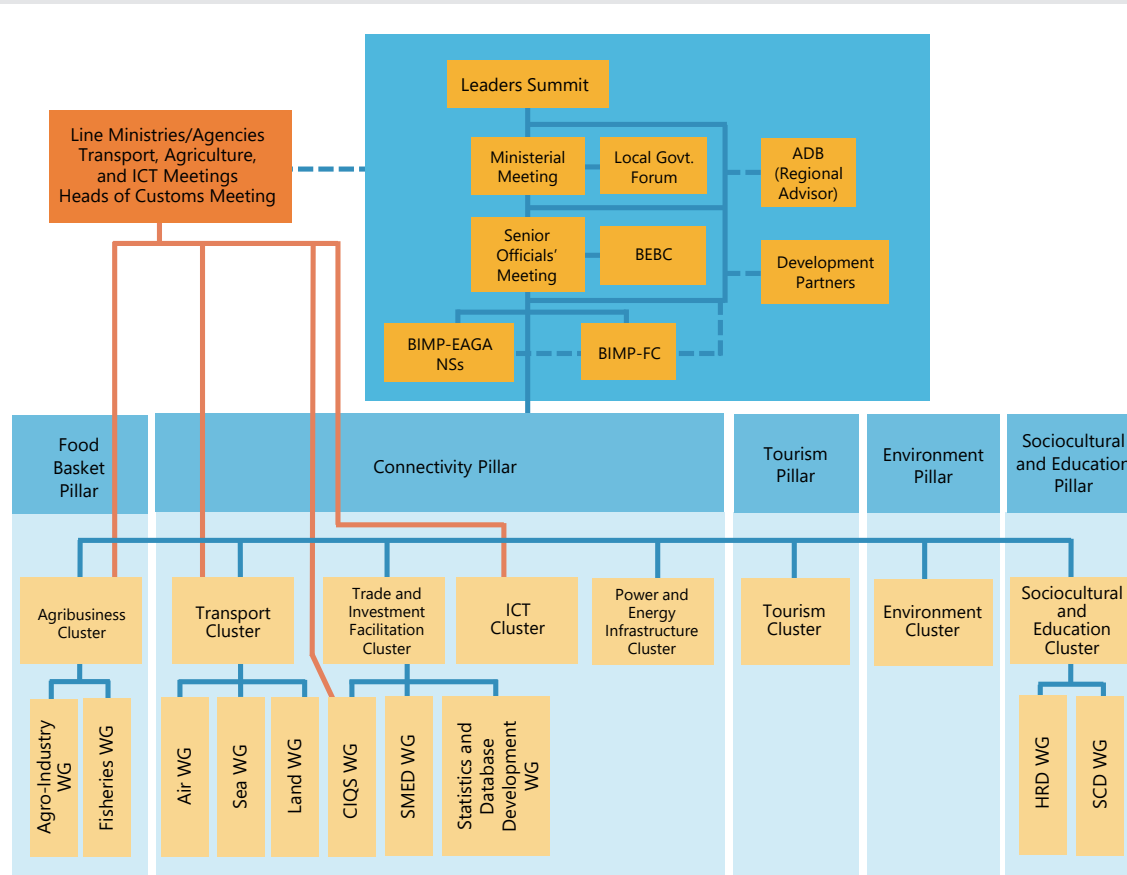
However, the economic corridors' actual benefits and spillover effects in recent years are unclear at this stage as the planned corridor study by ADB has been constrained by the disruptions caused by the COVID-19 pandemic. The corridor study aims to review the viability of all three BIMP-EAGA economic corridors based on trade, tourism, investment flows, and required investments. Another key objective of the forthcoming study is to assess the implications of the movement of Indonesia's capital from Jakarta to Nusantara in East Kalimantan in EBEC on the BIMP-EAGA economic corridors as a whole, the subregion, and the wider ASEAN. Since the study is still ongoing after the completion of the BEV 2025 MTR, the results will be used in developing and prioritizing future project pipelines, expanding existing corridors to new areas, developing new economic corridors, and enlarging the coverage of participating BIMP-EAGA provinces in the remaining period of BEV 2025.

Institutional Performance

The MTR finds that BIMP-EAGA's institutional structure and mechanisms are broadly effective in supporting the implementation of BEV 2025 (Figure 14). Mirroring the ASEAN's multitiered structure, it has been responsive to the demands of delivering on BIMP-EAGA's sector goals. The private sector has actively driven BIMP-EAGA's priorities, especially in ICT and cross-border trade. Through the ICT CEO Forum, businesses and industry players are involved in concrete initiatives to advance the subregion's digitalization agenda (Box 8).

Figure 14

BIMP-EAGA Institutional Structure



ADB = Asian Development Bank; BEBC = BIMP-EAGA Business Council; BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area; BIMP-FC = BIMP Facilitation Center; CIQS = customs, immigration, quarantine, and security; Govt. = government; HRD = human resources development; ICT = information and communication technology; NSs = national secretariats; SCD = sociocultural development; SMED = small and medium-sized enterprises development; WG = working group.

Source: BIMP-EAGA. 2017. BIMP-EAGA Vision 2025. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

Box 8

ICT CEO Forum

The private sector-led ICT CEO Forum has been consistently acknowledged in various BIMP-EAGA ministerial meetings for supporting innovative small and medium-sized enterprises; establishing networks of startup hubs and technology-business incubators; promoting e-commerce platforms for micro, small, and medium-sized enterprises; pursuing partnerships; and mobilizing resources via the Startuphubs@BIMP-EAGA and other initiatives.

The ICT CEO Forum is implementing projects and has also been active in organizing events, such as LIVEX (Live Exchange), to encourage technology and outsourcing ICT innovators to showcase their products or services. The memorandum of understanding between the BIMP-EAGA ICT CEO Forum and BIGDEX PLT on “Cooperation, Promotion and Development of Big Data Exchange and Analytics Platform for BIMP-EAGA” was signed during the LIVEX2018 event in October 2018. The ICT CEO Forum’s most recent event in 2022 was the Innovation Summit: Smart Sourcing in the Global Marketplace hosted by the Philippines, and it highlighted ways for technopreneurs and startups to access digital technology and use innovations for efficient business operations.

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, CEO = chief executive officers, ICT = information and communication technology.

Source: BIMP-EAGA ICT Cluster.

However, one limitation identified with BIMP-EAGA’s institutional arrangement is the pending legalization of the BIMP-Facilitation Center (BIMP-FC), which impedes the mobilization of resources to be fully operational. In addition, in terms of private sector engagement, the BIMP-EAGA Business Council (BEBC) needs to broaden its membership to include industry players and SMEs and work alongside CWGs in identifying and implementing private sector-led projects to realize the BIMP-EAGA agenda and promote cross-border economic activities (Box 9). The Local Government Forum remains ad hoc to date and needs to be institutionalized and sustained to strengthen local government participation in BIMP-EAGA cooperation development.

The MTR findings also indicated the need to strengthen national secretariats as crucial intermediaries between project designers and implementers (national and subnational) and act as the bridge to ensure strong links to the BIMP-EAGA institutional bodies. Beyond organizing meetings and events, ideally, the national secretariats are expected to have a more substantive and technical role in the project management cycle, providing policy and strategic advice to senior officials and ministers, and ensuring effective and efficient in-country coordination.

Another finding is the need to enhance the role of CWGs as the major operating units of the BIMP-EAGA cooperation program. Effective CWGs are those with strong country leadership, with efficient sector secretariats, and that can achieve substantive results. Beyond project identification and status reporting, the CWGs are expected to play a leading role in realizing BIMP-EAGA’s results-oriented approach, especially at the sector level. Through the CWGs, the member countries’ sector agendas are discussed and aligned

Box 9

BIMP-EAGA Business Council

The BIMP-EAGA Business Council (BEBC) represents the private sector in the subregion. The council enjoys a “fifth country” status at senior officials’ meetings, with its chair having the same rank as other senior officials during policy discussions.

The private sector plays an important role in identifying challenges and solutions to BIMP-EAGA’s development priorities, including enhancing cross-border trade. In 2021, for example, BEBC facilitated the discussions between the business delegation from the Tawi-Tawi Province of the Philippines and the Government of Sabah in Malaysia on seaweed and tuna processing, as well as the potential for increased transport connectivity between the two territories.

Central to the agenda of Tawi-Tawi’s trade mission was the POIC Lahad Datu, a BIMP-EAGA priority infrastructure project and an industrial complex designed to supply the global market with palm oil, seafood, and other raw materials. According to the Tawi-Tawi delegation, POIC Lahad Datu’s deep-sea harbor, comprehensive port infrastructure, industrial land, and strategic location along the Lombok–Makassar shipping lane have attracted businesses in the Bangsamoro Autonomous Region in Muslim Mindanao of the Philippines that are seeking to expand. Tawi-Tawi also sees the POIC Lahad Datu as an ideal location to consolidate seaweed and other marine resources for boosting BIMP-EAGA’s exports.

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Sources: *Jesselton Times*. 2021. [Business Delegation from the Philippines to Explore Ferry Service between Lahad Datu and Bongao, Tawi-Tawi](#). 13 October; *The Vibes*. 2021. [Tawi-Tawi Governor Visits Sabah on Trade, Investment Mission](#). 12 October.

with the BIMP-EAGA’s sector strategic priorities leading to a robust rolling pipeline of projects. Follow-through project implementation should be discussed at the CWGs level, but because members of the CWGs are not necessarily the project implementers, the role of the CWGs has become limited.

Meanwhile, ADB’s role as a regional development partner is well appreciated, especially in terms of funding projects, providing technical assistance, and serving as overall advisory and technical support. ADB is helping BIMP-EAGA develop key transport links, including roads in Kalimantan, Indonesia and Mindanao, Philippines, as well as power interconnection projects in Indonesia. Other ADB support includes GCAPs for Kendari and Pontianak, Indonesia; Kota Kinabalu, Malaysia; and General Santos City, Philippines. ADB also supports trade facilitation, tourism revival, and green and blue recovery; technical assistance to help countries better implement ASEAN trade agreements; studies on the development of SEZs and economic corridors to help further drive economic advancement in BIMP-EAGA, ports assessments, cross-border interconnections, and climate vulnerability assessments; and capacity building activities.

Partnerships with development partners, such as the People’s Republic of China, Japan, the Republic of Korea, and the Northern Territory of Australia, need to be optimized, especially in common areas of cooperation, including transportation and logistics;

trade facilitation; environment, disaster management, and climate change; tourism and hospitality management; agriculture, fisheries, and forestry; ICT; HRD; cultural, youth, and sports development; and SMEs development. In addition, ongoing initiatives with development partners to contribute to socioeconomic integration need to be expanded, implementation of plans of action needs to be fast-tracked, and mobilization of resources and expertise needs to be enhanced.

For its part, the ASEAN Secretariat also has a unique role in ensuring BIMP-EAGA is aligned with ASEAN frameworks and plans and with sectoral plans and initiatives. Joint consultative meetings between and among the ASEAN Secretariat, BIMP-FC, the Centre for IMT-GT Subregional Cooperation, GMS Secretariat, and ADB were conducted in June and November 2018 and in May and June 2022. Joint consultative meetings identified specific areas of cooperation and developed an action plan with joint initiatives in tourism, sustainable urbanization, and energy sectors to promote better coordination across the subregional programs and accelerate ASEAN's post-pandemic recovery.

ACCELERATING BIMP-EAGA VISION 2025 IMPLEMENTATION

Evolving Factors that Impact the Subregion's Development Prospects

Based on the MTR, the overall BEV 2025 remains relevant, given that it builds on BIMP-EAGA's core strength of being project-oriented to narrow development gaps, improve the quality of life of its people, leverage existing connectivity, and improve competitiveness.

BIMP-EAGA member countries have made notable achievements in implementing the BEV 2025 agenda since 2017. While progress made in the sectors suggests that BIMP-EAGA is on track toward achieving most of the set goals for 2025, the implementation of BEV 2025 in the next 3 years needs to consider the evolving global, regional, subregional, national, and subnational factors that impact the subregion's development prospects. These include repercussions of the COVID-19 pandemic, digital economy and the Fourth Industrial Revolution, geopolitical conflicts, climate change and environmental degradation, rapid urbanization, SDGs localization, rising inequality and poverty, and evolving patterns of trade and implications for GVC participation.

- (i) **COVID-19 crisis.** With the far-reaching consequences of the pandemic on multiple dimensions of development, BIMP-EAGA countries need to ensure better resilience against future disruptions and reverse the damage wrought by the pandemic. As the pandemic recedes, efforts to revive BIMP-EAGA economies sustainably are critical.
- (ii) **Digital economy and Industry 4.0.** The strong growth momentum of ICT needs to be leveraged to build a digitally savvy workforce in the subregion and support the participation of MSMEs in e-commerce. But to capitalize on advances in ICT, digital and internet connectivity is a key need in BIMP-EAGA's remote areas where infrastructure is much less developed. In addition, digital skills and a tech-savvy workforce are needed to thrive in the 21st century.
- (iii) **Geopolitical conflicts.** Spikes in commodity costs resulting from the Russian invasion of Ukraine provide an opportunity for BIMP-EAGA to redouble efforts in cultivating the resilience of its food systems while further developing food supply and value chains throughout the subregion in line with its aspiration to become ASEAN's

food basket. Similarly, soaring energy prices can serve as a catalyst to fast-track BIMP-EAGA's clean energy transition.

- (iv) **Climate change and environmental degradation.** BIMP-EAGA faces natural and human-induced environmental threats such as unsustainable practices in agriculture, industry, manufacturing, and services. Therefore, member countries need to make faster headway in their climate change mitigation and adaptation measures as well as clean, green, and blue transition to minimize the growing impacts of their rapid economic development.
- (v) **Rapid urbanization.** The growing urban population in BIMP-EAGA is likely to further increase resource consumption and greenhouse gas emissions, and without dramatic interventions, the problems of urban communities across the subregion will likely worsen. An integrated approach to urban planning and infrastructure development needs to be scaled up across BIMP-EAGA cities.
- (vi) **Sustainable Development Goals localization.** Even prior to the pandemic, the BIMP-EAGA subregion and the wider ASEAN region were off-track to achieving any of the SDGs. One way to hasten progress is to mobilize subnational governments to advance SDG commitments. BIMP-EAGA serves as an ideal platform to help member countries localize sustainable development and deliver on the 2030 Agenda.
- (vii) **Poverty and inequality.** Unemployment and underemployment rose from substantial loss of working hours during the pandemic, pushing many people into poverty. Despite the resumption of economic activities, inequality remains a pervasive challenge given the magnitude of the COVID-19 crisis, which compounded the pre-pandemic fragilities of BIMP-EAGA economies and societies.
- (viii) **Global value chains participation.** The simultaneous crisis has revived discussions on the risks associated with GVCs and the need to reconfigure supply chains. Subregional programs, like the BIMP-EAGA, have a critical role in fixing the weaknesses of the trading system and finding new growth areas amid a changing trade landscape. The BIMP-EAGA subregion, which has a competitive advantage in food and other commodities, can foster cross-border aggregation through cross-border cooperation and become a global food supplier.

In addition to these trends, the dynamics of cooperation have changed since the “flexible and project-oriented” arrangements are increasingly being subjected to policy, regulatory, and administrative impediments alongside greater ASEAN integration. Thus, a “business-as-usual” scenario may no longer hold for BIMP-EAGA if it is to sustain its role as a building block for ASEAN integration.

Refinements and New Areas in BEV 2025 Guiding Framework and Principles

Thus, the overall **BEV 2025 Guiding Framework** will consider a few areas of refinements as overarching themes, expanding its original long-term priorities as the *“regional food basket and premier tourism destination provided natural resources are sustainably managed and connectivity is enhanced within and outside of BIMP-EAGA:”*

- (i) shaping a post-pandemic recovery transformation, with a strong focus on addressing inequalities and vulnerabilities exposed by the COVID-19 crisis;
- (ii) reviving tourism in ways that benefit local communities, contribute to climate action and environmental sustainability, create seamless travel experience through digitalization, and foster the sector’s resilience against future shocks;
- (iii) addressing climate change and pursuing a green and blue recovery;
- (iv) capitalizing on BIMP-EAGA’s core competence as the food basket of ASEAN and focusing on food security;
- (v) harnessing the potential of the digital revolution;
- (vi) expanding the role of economic corridors in BIMP-EAGA’s spatial approach to development and maximizing the potential of existing transport connectivity while, at the same time, filling transportation gaps including last-mile infrastructure to benefit the poor and vulnerable;
- (vii) managing rapid urbanization to make cities more livable, fostering cooperation among BIMP-EAGA cities to reduce the negative impacts on regional public goods, and developing clusters of cities as engines of growth especially in the BIMP-EAGA economic corridors;
- (viii) achieving SDGs by localizing efforts in BIMP-EAGA;
- (ix) developing a competent, modern, and digitally skilled workforce;
- (x) fostering people-to-people connectivity and creative industries for sustained livelihoods;
- (xi) strengthening partnerships and institutional arrangements for greater effectiveness; and
- (xii) sharpening focus on results delivery.

Refinements of the BEV 2025 guiding framework will be rooted in these key principles:

- **Focus.** Ensuring greater selectivity, clarity, and focus of the overall cooperation strategies and sector initiatives that address the long-term challenges unique to the BIMP-EAGA context, and recognizing that BIMP-EAGA is the ideal platform for subnational interventions geared toward pandemic recovery.

- **Results orientation.** Going beyond high-level statements, events, and information sharing to deliver sustainable results that enable meaningful progress and improve people's lives in the subregion. Being cognizant of resource limitations, time-bound actions, and the need to prioritize the approach entails targeting strategies and interventions that will yield the strongest contribution to development outcomes and impact. This necessitates strong political commitment, implementation buy-in, and resource mobilization to accelerate BEV 2025 implementation.
- **Pragmatism.** Aiming at BEV 2025 refinements to sharpen the focus of existing BIMP-EAGA mechanisms, initiatives, and cooperation areas, including partnerships with stakeholders and development partners, which are aligned with existing strategies and ASEAN frameworks. These should not only be designed to promote strong in-country and subregional coordination but also to allow for acceleration and reprioritization. The pragmatic approach will not reinvent the wheel. Instead, it will enhance existing mechanisms to ensure that the identified strategies and priorities can be readily and quickly implementable in the remaining period of BEV 2025.
- **Inclusivity.** Making BEV 2025 guiding framework refinements inclusive in both design and implementation to be true to the original intention of BIMP-EAGA to narrow the development gaps and bring marginalized communities into the mainstream of development. It recognizes the imperative to bridge inequalities and thus endeavors to involve and benefit all segments of the BIMP-EAGA society, leaving no one behind.
- **Measurability.** Anchoring BEV 2025 refinements on the BEV 2025 results monitoring and evaluation framework, and conducting periodic reviews at the annual strategic planning meetings. Where necessary, adjustments to targets can be made with the end goal of accelerating implementation with significant impact.

BEV 2025 remains centered on connectivity, which is the cornerstone of the BIMP-EAGA cooperation program. Because physical, institutional, and people-to-people connectivity is mutually reinforcing, these elements must be tackled in an integrated manner by intensifying convergence initiatives and synergy across sectors. BIMP-EAGA will also capitalize on its role as a building block of ASEAN and work toward achieving the ASEAN Economic Community and, in the case of transport, toward contributing to filling the infrastructure gaps in the Master Plan on ASEAN Connectivity.

To help realize the remaining agenda of BEV 2025, deepening engagements with the private sector and local governments and strengthening their roles as enablers will be vital, as well as collaboration with ADB and development partners. Sharpening the orientation on goals and targets visualized under BEV 2025 will require robust monitoring and evaluation to promote greater accountability and sound decision-making based on results information.

Refinements in Sector Strategies and Priorities

Overall progress toward sector goals and targets is on track, but there is broad consensus among BIMP-EAGA stakeholders that the acceleration of BEV 2025, along with the subregion's enhanced responsiveness to adapt to an ever-evolving development landscape, merits refinements to sector strategies and priorities. While the achievements of the BIMP-EAGA cooperation are laudable, the multifaceted problems inflicted by the COVID-19 pandemic and overlapping crises reinforce the need for more integrated approaches to respond effectively to the intertwined challenges faced by the subregion.

Transport

There has been considerable progress in enhancing connectivity in the subregion, with many projects completed by the midterm of BEV 2025. However, much still needs to be done to identify new infrastructure projects that will create a seamless, safe, and multimodal transport network. Strategic refinements include the following:

- **Increase air, land, and sea transport connectivity within and between the priority corridors in WBEC, GSSC, and EBEC.** Based on the forthcoming corridor study by ADB, a pipeline of investment projects will be developed for the BIMP-EAGA economic corridors and across corridors considered part of a network in ASEAN.
- **Improve transport facilitation by enhancing the scope and substance of existing agreements on air, sea, and land transport, and ensuring agreements are fully implemented.** Review and, where relevant, revise the BIMP-EAGA MOUs in air, sea, and land, and fast-track implementation. The BIMP-EAGA MOU on the Expansion of Air Linkages and the amendment of protocols seek to promote ecotourism destinations in the subregion. BIMP-EAGA plans to regulate the safe passage of non-convention ships carrying goods for barter. The priority gateway ports under the MOU on Sea Linkages will also be reviewed and expanded, considering the marine supply chain and developing a nautical highway in the wider ASEAN. In addition, BIMP-EAGA intends to pilot the implementation of the Cross Border Transport of Passengers by Road Vehicles under the ASEAN agreement, building on its years of experience in implementing its MOUs in land transport.
- **Improve infrastructure and facilities at designated priority airports, seaports, and land routes.** BIMP-EAGA aims to upgrade priority airports, seaports, and related facilities, as well as roads and border crossing points, CIQS, bridges, railways, and inland transport services, leading to ports from production areas, especially farm-to-market and feeder roads. BIMP-EAGA priority ports identified in the MOU on Sea Linkages can be consolidated to focus on major traded goods, methods of transport, lots of cargo, and trading partners. BIMP-EAGA can develop a dedicated feeder network with hubs and spokes to improve port connectivity and establish a marine supply chain to help realize BIMP-EAGA's long-term plans to develop a nautical highway and sea bridge.

At the same time, impact assessment and analytical work on transport data are to be conducted to guide the development and implementation of transport projects. In these areas, the role of the private sector and the participation of local governments will be strengthened.

- **Ensure infrastructure projects are aligned with plans for the other priority sectors.** BIMP-EAGA will prioritize the transport requirements of the tourism, trade and investment, and agribusiness sectors, and pursue stronger project-level convergence and synergy for the development of supply and value chains and logistics services. Green transportation projects will be pursued with the environment sector under the BIMP-EAGA GCI.
- **Harness digital solutions for safe and seamless travel.** BIMP-EAGA will continue to leverage digital platforms at entry and exit points, such as through contactless immigration processes and interoperable mobile contact tracing applications guided by ASEAN frameworks and initiatives.

Trade and Investment Facilitation

While transport connectivity is making good progress, transport and trade facilitation measures in BIMP-EAGA—such as expediting the movement, release, and clearance of goods including goods in transit, and harmonizing transport regulations—have not kept pace, thus limiting or delaying the benefits from infrastructure investments. In addition, the lack of common investment incentives in the subregion hampers cross-border investments. While incentives are primarily devised at the national level, there is a need for subnational-oriented strategies to encourage investments. To address trade and investment facilitation challenges, the governments should pursue the following refinements:

- **Streamline trade rules, regulations, and procedures to improve cross-border trade for micro, small, and medium-sized enterprises.** Reforms in CIQS rules and procedures at the country level will be undertaken, and the CIQS working group will be upgraded into a full-fledged cluster tasked to pursue BIMP-EAGA cooperation by promoting, coordinating, and collaborating on policies, recommendations, and actions, and implementing trade facilitation measures to reduce trade transaction costs and improve time efficiency in the subregion.
- **Implement the BIMP-EAGA One Borneo Quarantine Initiative.** This initiative aims to strengthen cooperation in the monitoring and inspection of the subregion's quarantine systems, and enhance protection from pests and diseases.
- **Develop measures for pandemic mitigation and preparedness.** BIMP-EAGA will institutionalize measures in pandemic mitigation, preparedness, and response protocols within member countries at points of entry.
- **Identify and prioritize selected industries and promote relevant investment opportunities within the supply and value chains along the BIMP-EAGA economic corridors.** BIMP-EAGA aims to prioritize selected industries within the three economic

corridors with the largest potential for cross-border value chains. The ADB study on BIMP-EAGA Investment Opportunities in Corridor Value Chains identified priority industries with significant potential for success as corridor-value chains based on increased competitiveness, cost efficiencies, employment generation, and increased access to inputs and markets. In WBEC, the industries are manufactures of food products and components, rubber, fabricated metals, and chemical products, as well as activities related to warehousing and logistics, education, electricity and gas, and tourism. In GSSC, these are manufactures of food products, wood products, and refined oil products, as well as activities related to fishing and aquaculture, forestry and logging, gas and electricity, tourism, and warehousing and logistics. Given that both WBEC and GSSC are focused on low-tech industries, cross-border networking to move up the value chain and cooperation in product, process, functional, and chain upgrading methods can be pursued.

- **Increase the participation of small and medium-sized enterprises in the corridor supply and value chains.** This requires developing the capacities of BIMP-EAGA SMEs to enable their participation in value chains with the twin objectives of competitiveness and connectivity. The economic corridors provide the platform for harnessing the capacity of SMEs to undertake cross-border trade and investment as a takeoff point for engaging wider regional and international markets. Measures will include (i) improving SMEs' access to finance, technology and digitization, and markets at the in-country level and for governments to streamline import and export processes; and (ii) facilitating trade and investment for BIMP-EAGA SMEs.
- **Broaden support to enterprises including microenterprises.** The scope of SMEs development support in BIMP-EAGA will be expanded to include microenterprises, given that they constitute a significant share of the subregion's enterprises and provide livelihoods for rural communities. The scope of support will include, among others, capacity building for MSMEs on management; application of digital solutions; and better access to finance, technology, and international markets.
- **Improve and increase public-private sector trade and investment promotion initiatives within and outside the subregion.** This involves organizing more trade and investment promotion initiatives within the subregion and in targeted extra-EAGA markets.
- **Promote economic zones for complementarity of resources, product diversification, and economies of scale.** Cooperation of BIMP-EAGA economic zones will be explored in promoting a comprehensive policy package for enhancing subregional capabilities through innovation, networking, human capital development, knowledge infrastructure, finance, entrepreneurship, and digitization of SMEs. This will entail a targeted approach in promoting cross-border production networks supported by a unified cross-border digital marketplace for SMEs; branding and marketing of the subregion; enhancing the attractiveness of SEZs and industrial zones; and improving spillovers through targeted policies.
- **Provide an effective tool for monitoring, evaluation, and analysis.** A new strategic priority 5 was added to provide an effective tool for monitoring, evaluation, and analysis of the overall performance of BIMP-EAGA and cooperation sectors under BEV 2025. The Statistics and Database Development Working Group prepares the annual statistical

database, which serves as a key deliverable in the BIMP-EAGA ministerial meetings and the core indicator system to monitor the performance of the BEV 2025 sectors of cooperation.

Information and Communication Technology

While the crisis brought about by the COVID-19 pandemic provides opportunities to accelerate the uptake of digital technologies, long-term challenges need to be addressed, including outdated policies that consider market dynamics, lack of awareness of ICT's benefits, and development gaps between and among the member economies. To take advantage of opportunities from ICT infrastructure as well as address concerns and challenges, BIMP-EAGA will continue developing hard and soft ICT infrastructure to help rural and remote areas connected and have access, but with refinements in the ICT sector strategy as follows:

- **Put in place an enabling framework to fully capitalize on technological advancements.** Thus, a key priority is developing an e-commerce cooperation framework based on national initiatives and in line with the ASEAN Bandar Seri Begawan Roadmap. The framework will also promote inclusive digital transformation by accelerating MSMEs' digitalization, strengthening ecosystems, developing creative industries to support local communities, and providing ICT education and training to equip the workforce with 21st century skills.
- **Align with the ASEAN Comprehensive Recovery Framework and various ASEAN initiatives.** The ICT Cluster will continue promoting e-commerce and developing capacity building for MSMEs in digital upskilling and adopting digital technologies by complementing the project on Go Digital ASEAN. On the ICT skills standards accreditation scheme, these will be aligned with the ASEAN Mutual Recognition Arrangement and piloted across BIMP-EAGA areas.
- **Pursue convergence initiatives and greater synergy between ICT and other sectors of cooperation.** Potential convergence in ICT applications in BIMP-EAGA sectors includes (i) education technology, (ii) climate-smart agriculture, (iii) smart cities and intelligent transport systems, (iv) creative industries, and (v) digital applications for tourism. For stronger convergence and synergy, project implementation mechanisms and arrangements will be established, and action plans will be prepared in collaboration with relevant CWGs.
- **Consider cybersecurity in the ICT sector strategic priorities.** The wider application of ICT across sectors necessitates measures to mitigate risks, including safeguarding data and augmenting cybersecurity. The measures will be incorporated as a crosscutting theme in the ICT sector's strategic priorities.

Power and Energy Infrastructure

The power and energy infrastructure sector has achieved notable progress in making power connections more widely available across BIMP-EAGA, but the electrification of rural and remote areas remains an unfinished agenda. With the energy crisis emanating from geopolitical events and the narrowing window to achieve the Paris Agreement, BIMP-EAGA's clean energy transition, full integration of power grids, and enhancing energy efficiency and conservation are key imperatives. A clean energy transition to achieve a sustainable and resilient energy sector in BIMP-EAGA requires several refinements in its current strategic priorities:

- **Create an enabling environment to mobilize the massive financing needed for clean technologies and encourage energy-related investments.** The enabling environment will put in place regulatory and governance frameworks that fundamentally influence the viability of low-carbon investments.
- **Coordinate regulations, technical standards, and market structures and processes for power market integration.** These measures will be complemented by enhancing institutional capacity in government, power utilities, and the private sector based on ASEAN initiatives.
- **Enhance cooperation in the development and implementation of renewable energy projects.** Key actions to achieve this will include strengthening the involvement of the private sector and leveraging funding from development partners. The development of decentralized off-grid and/or distributed energy systems for isolated areas, particularly renewable energy, will be pursued.
- **Scale up energy efficiency and conservation in buildings and industries.** Under the BIMP-EAGA GCI, energy efficiency and conservation projects will be promoted and explored as a convergence initiative with the Environment Cluster. Implementation of projects outlined in the GCAP of Kota Kinabalu on energy efficiency standards for appliances, LED street lighting, and green buildings, as well as the electrification and LED street lighting for General Santos City, will be accelerated.

Agribusiness

The food crisis necessitates support policies that encourage collaboration with the private sector actors to address immediate needs while ensuring transformative measures to boost food security and cultivate the resilience of BIMP-EAGA's agribusiness sector. The following measures will be pursued:

- **Promote climate-smart farming and fishing.** As a victim and perpetrator of climate change, the BIMP-EAGA agribusiness sector needs to step up its capacity building and investments in smart and digital technologies to not only help farmers and fisherfolk mitigate and adapt to changing climatic conditions but also mainstream sustainable farming practices.

- **Adopt labor-saving technologies to alleviate burdens on an aging workforce.** These technologies include the modernization and mechanization of agriculture to increase the productivity of farmers and fisherfolk. Initiatives to encourage the younger generation to participate in the agriculture sector and implement innovative solutions in farming and fishing will be pursued.
- **Sustain efforts in supporting high-value food industries where BIMP-EAGA has competitive advantages.** Those industries include organic foods and the halal food industry, which has an estimated global market value of more than \$2 trillion, and where feasible, a joint or coordinated subregional certification system building on national systems will be established. Joint trade and investment promotion activities will be undertaken with the Trade and Investment Facilitation and Promotion Cluster.
- **Promote volume consolidation of priority commodities and other produce at the BIMP-EAGA level.** Volume consolidation of priority commodities and other produce intended for cross-border trade or direct export to international destinations will be actively pursued alongside initiatives to strengthen transport connectivity and logistics services.
- **Explore project-level collaboration on priority commodities and other commodities.** Project-level collaboration will translate into food security at the subregional level and economies of scale. This can include sharing of resources, research and development (R&D), exchange of information on production and quality, sourcing of high-quality seeds for the five priority commodities as well as other commodities such as corn, rubber, palm oil, banana, poultry, high-value tuna, and sardines, and strengthening cross-cluster collaboration at the project level.

Tourism

The tourism sector is a significant contributor to the BIMP-EAGA economy, and its revival is a priority agenda. Strategic refinements will include the following:

- **Implement the Joint BIMP-EAGA and IMT-GT Tourism Recovery Communications Plan and Toolkit 2022–2024.** The key objective of the plan and toolkit is to help signal to the world that the subregion is safe, open, and easy to visit. The existing BIMP-EAGA website is being enhanced to include marketing and promotional activities of the subregion's tourism destinations and as part of implementing the tourism recovery communications plan.
- **Implement capacity building for tourism workers and destination managers.** Building the capacities of tourism workers and destination managers will involve digital solutions for marketing, customer relationship management, data analytics, financial services, and other tourism-related applications, as well as crisis and risk management and adaptation for the tourism industry.
- **Establish multicountry destinations primarily focused on community-based ecotourism aligned to the ASEAN Community-Based Tourism Standard.** BIMP-EAGA will work with local governments, communities, and the private sector to develop tourist destinations, set up infrastructure and facilities to improve connectivity and protect tourism assets, increase

efforts to ensure tourists' comfort and safety mindful of public health protocols, and develop regional digital intelligence to further streamline regional travel protocols. Promoting CBET also calls for harmonization of guidelines with ASEAN Community-Based Tourism Guidelines in conjunction with each BIMP-EAGA member country's national standards.

- **Broaden the scope of tourism products and services that are sustainable, socially responsible, and environmentally inclusive.** In line with efforts to reinvigorate BIMP-EAGA's tourism industry, product offerings that are green, inclusive, and sustainable with thematic components will be developed in collaboration with the private sector and environmental conservation agencies. This will also be complemented by promotion and marketing activities and incentives. An ecotourism ecosystem will be created to expand the involvement of local communities.

Environment

BIMP-EAGA boasts rich natural resources on which many people depend for their livelihoods. However, the subregion faces natural and human-induced environmental threats, which must be urgently tackled. While the COVID-19 crisis has provided the impetus for BIMP-EAGA countries to build their economies on a greener and bluer foundation, efforts need to be stepped up to address the alarming trends in the degradation of ecosystems, resource depletion, pollution, and climate change impacts. The environment strategy will be continued but with refinements focusing on the following:

- **Integrate green and blue approaches to the recovery of BIMP-EAGA.** This measure will be under its GCI, which supports cities in promoting green infrastructure, climate change resilience, resource efficiency, and participatory planning. Since BIMP-EAGA is archipelagic comprised of coastal cities, safeguarding oceans and marine ecosystems and promoting sustainable blue economies will be pursued. For the remaining period of BEV 2025 implementation, GCAPs will be developed for Bandar Seri Begawan, Brunei Darussalam; Pontianak, Indonesia; and Kuching and Federal Territory of Labuan for Malaysia. Cities with GCAPs completed, such as Kendari, Indonesia; Kota Kinabalu, Malaysia; and General Santos City, Philippines, will focus on implementing key actions identified.
- **Implement measures to support smart cities development.** Given that select BIMP-EAGA cities are participating in the ASEAN Sustainable Urbanization Strategy and the ASEAN Australia Smart Cities Trust Fund, managed by ADB, priority areas and actions outlined in the ASEAN Sustainable Urbanization Strategy and the ASEAN Australia Smart Cities Trust Fund will be undertaken.
- **Give greater attention to circular economy approaches.** The objectives are to help build more resilient economies, create new jobs and green jobs, harness innovations and technologies, and establish green supply chains in the subregion.
- **Mainstream sustainable approaches and environment components in projects.** Mainstreaming environment across sectors and in project design, implementation, and monitoring and evaluation will be pursued, as these are concrete measures to achieve convergence.

Sociocultural and Education

With the dire consequences of the COVID-19 crisis on learning and skills development as well as the impact of the transition to Industry 4.0, BIMP-EAGA countries face the urgent task of augmenting their human capital development programs and boosting the competitiveness of their workforce to help them thrive in the digital economy. The sector needs to put greater emphasis on (i) strengthening market-oriented competency through technology-based education and lifelong learning for community capacity building (e.g., automation and artificial intelligence); (ii) responding to the needs of other clusters on skills requirements that address industry needs including the reskilling and upskilling of the workforce; and (iii) implementing initiatives directed toward innovations in traditional arts and crafts aimed at creative and sustainable enterprises for sustained livelihoods and poverty reduction. The refinements to the sociocultural development and education strategy include the following:

- **Strengthen creative industries and support livelihoods.** This will involve developing synergies with the Tourism Cluster to capitalize on the rise of experiential travel, such as gastronomy tourism, as well as with the Environment Cluster for arts and cultural events with environmental themes and the ICT Cluster to leverage the latest technologies in boosting the creative economy. Creative entrepreneurs will also be provided with capacity building support to develop products and services based on local cultural traditions. Engagement with the local governments will be key to promoting arts and other aspects of the creative economy in the public space.
- **Promote cultural expressions for the benefit of communities by sharing resources and developing sustainable community-based creative enterprises.** Given the limited financial support for creative industries, it is important to encourage strategic partnerships between cultural institutions and other sectors operating in fields amenable to meaningful collaborations. For instance, matchmaking between artists and technology companies or collaboration with academia can be facilitated. In collaboration with the Environment Cluster, educational programs will be offered to help creative entrepreneurs integrate sustainability principles into their business models.
- **Harness the latest innovations in technology to promote BIMP-EAGA cultural events.** Digital media will be utilized to exhibit BIMP-EAGA's rich culture to the global audience. Digital technologies will be used in the delivery and high-impact marketing of BIMP-EAGA's cultural experiences and events.
- **Create a working group on youth and sports development to spearhead youth development initiatives.** The proposed working group will serve as a forum to exchange views on youth and sports development in BIMP-EAGA. It will promote people-to-people exchange in fostering cooperation and healthy competition in the BIMP-EAGA subregion through youth participation and engagement. The working group will also include cultural exchanges, youth and leadership development, and entrepreneurship programs. A plan of action will be developed.

- **Establish a network of universities, academic institutions, and technical and vocational education and training institutions that can generate demand-driven knowledge products and services such as research, training, and capacity building activities.**

BIMP-EAGA will draw inspiration from the IMT-GT University Network (UNINET) and use it as a model for establishing BIMP-EAGA's own UNINET. Subsequently, the Strategic Plan of Action for the BIMP-EAGA TVETs and HEIs will be formulated.

Sector Outcome and Output Metrics

To better measure performance and results under BEV 2025, refinements have been highlighted in the sector assessments and during meetings of the CWGs. For the resolution of the information gaps identified, the assistance of the Statistics and Database Development Working Group has been requested. The refinements in the sector outcome and output metrics are designed to ensure consistency, comparability, and availability of information requirements. These include the following:

- definition, methodology, scope and coverage, source, and alternative or proxy indicators if the defined metrics are unavailable;
- baseline year and data, and quantifiable or qualitative metrics or targets for current and new metrics;
- disaggregation of metrics and EAGA-based as much as possible rather than country-based;
- system or mechanism for the regular collection of metrics; and
- outcome metrics in terms of beneficiaries.

Strengthening Project Management Mechanisms

Although project planning, implementation, monitoring, and evaluation have shown improvements since the introduction of the BEV 2025, greater accountability needs to be instituted for effective results delivery. Efforts should include empowering national secretariats to have a more substantive and technical role in the project management cycle and strengthening in-country coordination with the CWGs and other implementing agencies of BIMP-EAGA projects. Another recommendation is to activate the Project Appraisal Committee (PAC) to ensure quality project concepts, prioritization of projects to achieve sector strategies, and resource mobilization. The PAC serves as a good mechanism for appraising projects in terms of subregional impacts; establishing the links between and among national, subnational, and BIMP-EAGA priorities; and promoting multisector or convergence projects. There is also a need to institutionalize the project implementation teams to guarantee greater accountability and effective implementation and results monitoring and evaluation.

The upcoming ADB study on economic corridors shall serve as a useful reference in developing and prioritizing future project pipelines in the remaining period of BEV 2025. It will also provide critical information on providing a benchmark for monitoring progress of the BIMP-EAGA economic corridors periodically.

Enhancements to the Overall Institutional Framework

As BIMP-EAGA priorities and action plans shift to a higher gear in the remainder of BEV 2025 implementation, the greater need for enhancements in institutional coordination warrants the legalization of the BIMP-FC to fulfill its mandate as a full-fledged subregional secretariat.

In-country coordination of the national secretariats with the CWGs and other implementing agencies, especially those in charge of BIMP-EAGA projects, needs to be strengthened. Beyond organizing meetings and events, the national secretariats need to have more substantive and technical roles in the project management cycle, provision of policy and strategic advice to senior officials and ministers, and effective and efficient in-country coordination. For its part, the CWGs need to transition from an information sharing, project identification, and status reporting body to a more proactive platform for project pipeline development and consistent project implementation, monitoring, and evaluation to evolve into more technical sector-specific roles.

The MTR findings also noted the importance of local government participation, which can be enhanced by institutionalizing and reviving the Local Government Forum. The initial cooperation agenda for local government participation in BIMP-EAGA can focus on economic corridor development, green cities development, and cross-border trade. The Local Government Forum will be renamed to Chief Ministers, Governors, and Local Government Forum to ensure political commitment and ownership at the highest level. They can meet annually at the sidelines of the BIMP-EAGA ministerial meetings and organize various meetings and events.

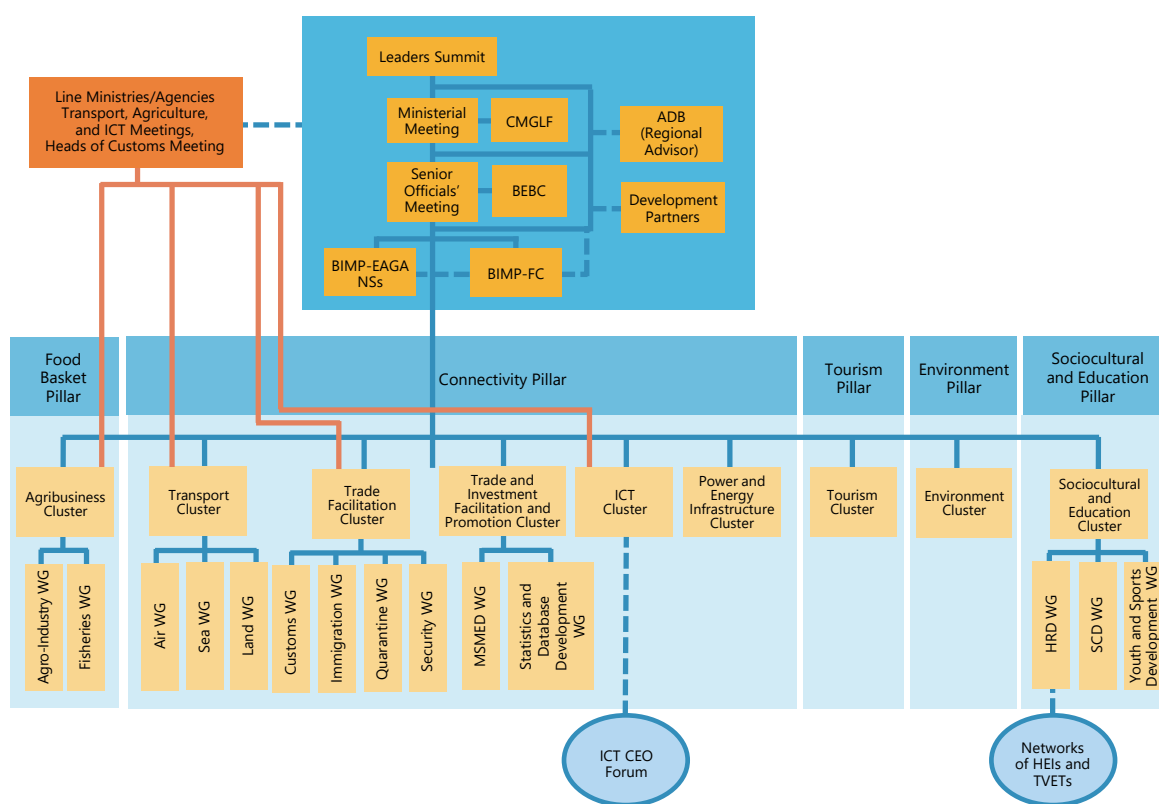
Equally crucial to realizing the BIMP-EAGA agenda is expanding private sector engagement, whose market-led actions are key to propelling cross-border economic activities and encouraging governments to implement policy reforms. To make progress in this area, governments should involve industry players in CWGs within their respective sectors. The ICT CEO Forum serves as a good model that can be replicated in other sectors. The BEBC also needs to broaden its membership and fulfill its important task of identifying and implementing private sector-led projects. Various consultation meetings with the private sector in BIMP-EAGA spearheaded by BEBC are proposed.

Consultations with stakeholders also yielded recommendations to adjust the current structure of the CWGs (Figure 15) to respond to emerging priorities and developments in the BIMP-EAGA cooperation program. The recommendations provided for the following:

- a. Upgrading the existing CIQS Working Group into a full-fledged Trade Facilitation Cluster and with four groups in C, I, Q, S to (i) fast-track implementation of transport and trade facilitation initiatives, (ii) identify more focused interventions in CIQS, (iii) strengthen the engagement on CIQS with BIMP-EAGA stakeholders, (iv) enhance the understanding by the senior officials' meeting of the initiatives being undertaken by the CIQS as an important component of trade facilitation, and (v) ensure appropriate and consistent institutional representation from the member countries. As a cluster,

Figure 15

Refinements in BIMP-EAGA Institutional Framework



ADB = Asian Development Bank; BEBC = BIMP-EAGA Business Council; BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area; BIMP-FC = BIMP Facilitation Center; CEO = chief executive officers; CMGLF = Chief Ministers, Governors, and Local Government Forum; HEI = higher education institution; HRD = human resources development; ICT = information and communication technology; MSMED = micro, small, and medium-sized enterprises; NSs = national secretariats; SCD = sociocultural development; TVET = technical and vocational education and training; WG = working group.

Source: BIMP-EAGA Vision 2025 Midterm Review Study Team.

CIQS will have more prominent representation, especially in decision-making activities. The Security Working Group under CIQS will expand its scope to cover broader security and air, land, and sea safety. It will also expand its membership beyond port security officers from BIMP-EAGA member countries.

- b. Separating CIQS from Trade and Investment Facilitation Cluster calls for renaming the latter to “Trade and Investment Facilitation and Promotion Cluster,” which will retain the Statistics and Database Development Working Group and expand the SMEs Development Working Group to include microenterprises, thus to be renamed as MSMEs Development Working Group and include in its scope of work as a cluster the promotion of SEZs.
- c. Establishing the Youth and Sports Development Working Group under the Sociocultural and Education (SCE) Cluster, given that the biennial BIMP-EAGA Friendship Games have been ongoing for more than 2 decades, and the organizers and stakeholders of the Friendship Games need to be formally integrated into the BIMP-EAGA institutional structure. The working group will also spearhead youth development programs including cultural exchanges, leadership development programs, volunteerism opportunities, and skills training and social entrepreneurship camps, among others. The Youth and Sports Development Working Group will form partnerships and linkages with other key stakeholders such as the private sector, academe, and local government units. This mechanism ensures that projects and activities are collectively agreed upon, supported, and implemented by various organizations and entities at the grassroots level to support people-to-people exchange and linkages.
- d. Establishing networks of universities and academic institutions as well as TVET institutions as part of the Human Resources Development Working Group that can generate demand-driven knowledge products and services such as research, training, and capacity building activities for BIMP-EAGA stakeholders. The IMT-GT UNINET can serve as a model for developing the proposed network.

POST-BIMP-EAGA VISION 2025

AGENDA

Across the globe and the BIMP-EAGA subregion, countries and local communities are navigating extraordinary challenges brought by the COVID-19 pandemic, climate change, and conflicts. The world has become more shock-prone and faces a dark outlook shaped by higher food and fuel prices.

Yet this bleak backdrop has spawned innovations, accelerated digital transformation, and served as a catalyst to revitalize economies on a more sustainable path. As BIMP-EAGA approaches its 3 decades of cooperation, innovations and transformative approaches in an accelerated fashion are needed to achieve far-reaching and widespread development impacts and benefits in the subregion. In rethinking the status quo to build a better and more resilient new normal for BIMP-EAGA, member countries also need to reflect on potential pathways post-2025.

Build on the digitalization gains brought by the pandemic while addressing inclusivity.

To drive transformation and achieve the goals of the 2030 Agenda, BIMP-EAGA member countries will capitalize on the digitalization gains brought by the pandemic while addressing inclusivity to help its people thrive in the digital economy. Technological advancements will be leveraged to reinvigorate BIMP-EAGA cooperation sectors such as tourism in convergence with transport, ICT, environment, and other related sectors.

The ensuing COVID-19 crisis, alongside transitioning to Industry 4.0, has aggravated growing inequalities and reinforced the importance of suitable and well-timed investments in reskilling, upskilling, and developing strong technical and soft skills, and the need for intensified digital skills as the foundational skills required for everyone. BIMP-EAGA needs to develop a competent, modern, and digitally skilled workforce in the 21st century, reinvent its higher education and TVET institutions and systems, and develop a cross-border network of institutions for knowledge assimilation.

Undertake structural reforms in tourism. BIMP-EAGA will pursue structural reforms that enable the tourism industry to contribute to green, resilient, inclusive, and sustainable development pathways.

Accelerate clean, green, and blue transitions. As climate change is inextricably linked with other development challenges, “Accelerating Cooperation Together” entails “Accelerating Climate Transitions” in BIMP-EAGA and beyond its borders. BIMP-EAGA will step up its adaptation efforts by promoting pro-poor measures for inclusiveness and resilience and

supporting quality infrastructure, as well as supporting mitigation approaches by tapping into its domestic sources of renewable energy and boosting clean energy transition as part of its net-zero ambitions. At the same time, it will scale up its investments for transport decarbonization, sustainable blue economy, and circular economy transition. Long-term actions will include promoting sustainable marine economies, improving pollution control, developing sustainable coastal infrastructure and green ports, increasing green jobs, and strengthening ecosystem management and rehabilitation.

As cities are on the frontlines of development challenges and BIMP-EAGA cities are predominantly in coastal areas, it is important to strengthen their capacities and cooperation to reduce the negative impacts on regional public goods. City cluster development, especially along the economic corridors, clean energy, green transport, and blue investments should be tapped as an opportunity to pursue holistic development planning approaches and respond proactively to patterns of urbanization in the subregion. Increasing urbanization will require scaling up support for green and blue cities and extending basic services to the rising population in BIMP-EAGA's urban areas.

Achieve long-term food security. Long-term food security will be a central element of building BIMP-EAGA's resilience, given its comparative advantages in high-value food industries and its significant potential as a global food supplier.

As underscored by the pandemic, partnerships and knowledge-sharing were imperative to effectively respond to the unprecedented crisis. The power and impact of regional cooperation kept value chains functioning and supported the cross-border movement of essential goods at the height of the COVID-19 pandemic. In this regard, BIMP-EAGA will also work toward aligning with the post-ASEAN 2025 agenda alongside the post-2025 Master Plan on ASEAN Connectivity. Region-wide solidarity and collaboration will continue to be hallmarks of BIMP-EAGA's efforts to counter overlapping crises, forge an inclusive and resilient recovery, and drive development progress in the subregion beyond 2025.

APPENDIXES

APPENDIX 1: BIMP-EAGA PRIORITY INFRASTRUCTURE PROJECTS AS OF 22 JUNE 2023

No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/Completion Date	BIMP-EAGA Corridor
I. ROADS AND BRIDGES					
1	Sultan Haji Omar Ali Saifuddien Bridge <p>The 4-lane 30-kilometer (km) bridge across Brunei Bay connects the Temburong district to Bandar Seri Begawan. It was opened to the public on 17 March 2020. The bridge has shortened the commuters' travel time to the capital to less than 30 minutes. Before the opening of the bridge, travelers from Temburong took a 45-minute boat ride across the bay or drove 2 hours through Sarawak's Limbang and four-border and often congested checkpoints to reach the capital. The operation of the bridge was held ahead of schedule to address the closure of Brunei Darussalam–Malaysia borders in Sarawak due to the COVID-19 pandemic. The bridge has then eased the flow of essential commodities between the districts.</p>	1,000.00	Brunei Darussalam	Completed	WBEC
2	Tanjung Selor to Sabah Border Road <p>The construction of 193.19 km road in North Kalimantan, Indonesia to the border of Sabah consisted of Selor–Palas (34.82 km), Palas–Sekatak Buji (65.03 km), Apas–Simanggaris (45.59 km), and Simanggaris–Bts. Negara (47.75 km). The original road was not suitable for freight transportation as most of the original road was unpaved and in poor condition, and road alignment involved steep slopes and sharp curves.</p>	131.00	Indonesia	Completed	EBEC
3	Pontianak–Entikong Transport Link (Tayan–Sarawak Road Rehabilitation) <p>The 131 km road link from Pontianak to the border of the Sarawak–Tayan to Sarawak Road segment—shortened the route, and the construction of Entikong Border Crossing Facility also improved connectivity between Indonesia and Malaysia via the WBEC through Tayan–Sarawak.</p>	35.00	Indonesia	Completed	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
4	Manado–Bitung Link (Toll Road Component) The 39.8 km toll road in North Sulawesi, Indonesia, between Manado and Bitung, consisted of Manado Ring Road Sukur–Airmadidi section and Airmadidi–Danowudu section. The improved road has lessened travel time from 2 hours to 30–35 minutes and made it easier for people to travel between the two cities and facilitate logistics and goods delivery.	400.00	Indonesia	Completed	GSSC
5	Balikpapan–Samarinda (Toll Road) The 99.54 km toll road connects the two largest cities in East Kalimantan (Balikpapan and Samarinda) and supports palm oil, coal, oil and gas, and agriculture-based industrial estates in the two cities and along the toll road. The road is projected to increase passengers and goods traffic, as well as reduce logistics costs and travel time between Samarinda and Balikpapan.	877.00	Indonesia	Completed	EBEC
6	Railway Parepare–Mamuju The 225 km Parepare–Mamuju route is one of several routes comprising the Trans-Sulawesi Railway Network to connect major cities on the island of Sulawesi, such as Makassar, Kendari, Palu, Gorontalo, and Manado. The other routes of Trans-Sulawesi include Makassar–Parepare (145 km), Makassar–Bulukumba–Watampone (259 km), Bitung–Gorontalo–Isimu (340 km), and Manado–Bitung (48 km). It aims to reach a length of 2,000 km from Makassar to Manado.	470.00	Indonesia	Ongoing/ Delayed	*
7	Balang Island Bridge The bridge has a main span of 804 meters (m), the longest concrete deck stay cable bridge in Indonesia, and connects Balikpapan and North Penajam Paser. The bridge is now used by the local community and for tourism, as many tourist destinations are close to the bridge.	97.00	Indonesia	Completed	EBEC
8	Railway Makassar–Parepare The Makassar–Parepare 145 km railway also constitutes part of the Trans-Sulawesi Railway Network that will connect the entire Sulawesi Island. This railway in the western part of South Sulawesi will serve the demand for passengers and goods transportation as well as connect ports in Parepare and Makassar.	492.00	Indonesia	Completed	*

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
9	Rehabilitation of Balai Karangam Entikong Road The four-lane 21 km access road connects Balai Karangam to Entikong border post.	32.00	Indonesia	Completed	WBEC
10	Pan-Borneo Highway (Sarawak and Sabah) Pan-Borneo Highway, Sarawak stretches from Telok Melano to Merapok, spanning 1,089 km and consisting of four components: (i) Nyabau–Bakun Junction, with a road length of about 43 km and includes the construction of 4 bridges, 26 bus shelters, and 2 pedestrian bridges; (ii) Bintangor–Sungai Kua Bridge, involving 76 km to be undertaken in three sections (Julau, Sibul, and Batang Rajang), 2 interchanges, 1 lay-by, 18 bridges, 79 bus shelters, and 7 pedestrian bridges; (iii) Telor Melano–Sematan, which involves 33 km of road and 6 bridges; and (iv) Serian Roundabout–Pantu Junction, which will be constructed in two sections (Serian and Pantu) and involves 75 km of road, 3 interchanges, 1 lay-by, 84 bus shelters, and 8 pedestrian bridges. Pan-Borneo Highway, Sabah section involves a 1,236 km toll-free dual carriageway from Tawau to Kota Kinabalu. It comprises Sindumin–Tawau and Tamparuli–Ranau, and spans over Komanis–Keningau–Tawau. Pan-Borneo Highway is expected to extend seamlessly to Sabah via Brunei Darussalam and is nearly equivalent in length to the North–South Expressway from Perlis to Johor.	7,000.00	Malaysia	Ongoing	WBEC/ EBEC/ GSSC
11	Kalabakan Road, Serudong (Sabah) and ICQS Serudong The construction of the 39 km road from Kalabakan to Serudong will connect the road to Simanggaris in Kalimantan, Indonesia. The Immigration, Customs, Security, and Quarantine (ICQS) Complex will also be constructed. The project will boost Malaysia's border economy and, at the same time, provide access for citizens in Malaysia and Indonesia and improve border security. The construction project is in line with the move of Indonesia's capital to Kalimantan and will boost the development and income of locals in Sabah.	182.00	Malaysia	Ongoing	EBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
12	Sabah–Sarawak Link Road The 416 km roads will connect 14 major towns of Sabah and Sarawak. Phase 1 (90 km) connects from Lawas to Pan Borneo, passing through Long Sukang and Long Lopeng and ending at Kampung Pa'Berunut. Phase 2 from Simpang Gelugus to Long Lopeng in Lawas will connect Mulu to Long Merarap for 326 km. The existing road network between Miri to Limbang and Lawas via Brunei Darussalam under the Trans-Borneo Highway Project will also be upgraded.	1,100.00	Malaysia	Ongoing	WBEC
13	Limbang Bridge Phase 1 and 2 The project comprises two bridges across Sungai Limbang and Sungai Bunut and 3.5 km connecting roads from both sides of the main bridge, and is expected to open more development areas in the district. The bridge will reduce travel time to barely 45 minutes to reach Bandar Seri Begawan from Limbang, as travelers must pass through the Tedungan Customs, Immigration, and Quarantine (CIQ) Complex and Batu Danau region.	124.00	Malaysia	Ongoing	WBEC
14	Pagalungan–Bantul Road and Bantul ICQS The development of Immigration, Customs, Quarantine, and Security (ICQS) Complex in Bantul, Pagalungan aims to enhance security control in the border area. The project also includes developing a new road from Pagalungan town to the border of Bantul town, Pensiangan.	138.00	Malaysia	Ongoing	EBEC
15	Trans-Borneo Highway The Trans-Borneo Highway is a circular all-island highway connecting the 1,060 km Pan-Borneo Highway in Sarawak, the 786.41 km Pan-Borneo Highway in Sabah, the 425 km Sarawak–Sabah Link Road (SSLR), and the 40 km highway from Kalabakan to Serundong in Sabah. The highway will also be connected to Simanggaris in Kalimantan (Indonesia) with the 3,901 km Trans-Kalimantan Highway Southern Route and eventually loop throughout the entire island of Borneo, connecting almost every coastal town and city in the three countries that make up the island of Borneo: Malaysia (Sabah and Sarawak), Indonesia, and Brunei Darussalam.	640.00	Malaysia	Ongoing	WBEC/ EBEC/GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
16	Improving Growth Corridors in Mindanao Road Sector The project supports the Philippines' priorities for the improvement of the country's road network and the development of Mindanao. Emphasis will be on improving connectivity in areas of Mindanao with insufficient road infrastructure and strengthening climate change and disaster resiliency. Key outputs include (i) improved roads in Mindanao, (ii) detailed engineering design for road improvement under future projects, and (iii) strengthened institutional capacity of the Department of Public Works and Highways.	491.00	Philippines	Ongoing	GSSC
17	Mindanao Railway Project The 1,544 km Mindanao Railway Project totals 2,278 km of track, with the centerpiece being a circumferential mainline that will connect several cities in Mindanao, seaports, and economic zones. An east-west radial mainline will also be built to the Zamboanga Peninsula and some other radial lines to serve branch lines. The railway will be constructed in phases covering segments of various lengths. The first phase is the Tagum-Digos segment of the circumferential mainline. The project aims at faster transportation of passengers and freight and improves interisland connectivity, generates livelihood, and boosts Mindanao's economic development.	1,700.00	Philippines	Ongoing	GSSC
18	Palawan Highway Expansion The highway will cover from the first to the third district or El Nido to Bataraza including Puerto Princesa City area for a total length of 513,017 km, of which 2-6 lanes will have 367,856.2 km by 2025. The project involves road widening (2-6 lanes or 2-4 lanes) of Puerto Princesa North Road and road widening (2-6 lanes or 2-4 lanes) of Puerto Princesa South Road.	700.00	Philippines	Ongoing	GSSC
19	Davao-General Santos City Road Improvement The 1.6 km road is a major land transport facility in the South Central Mindanao Development Corridor. The widening and improvement of the road will help ensure more efficient trade and transport of goods and people between these two rapidly urbanizing cities, which will play crucial roles in inter-EAGA trade with the opening of the Davao-General Santos City-Bitung shipping route.	67.00	Philippines	Completed	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
20	Davao Public Transport Modernization Project The Davao Public Transport Modernization Project (DTMP) is a landmark public transit development project which aims to deliver an intelligent and integrated bus network capable of moving 800,000 passengers daily, and ensure the mobility of and accessibility for Davao City as well as Metro Davao's growing population and economy. DTMP will feature the establishment of a high-priority bus system that will prioritize interconnected bus services and encompass the development of 5 depots, 3 terminals, and a driving school, along with the installation of 1,075 bus stops and other pedestrian improvements.	1,507.00	Philippines	Ongoing	GSSC
21	Metro Davao Bike Lanes The bike lane network of 55 km spans across 14 road sections within Davao City and aims to ensure the safety of bikers. The project strongly promotes cycling and other forms of active transport as a sustainable mode of transport for work or business or as a means for exercise and leisure activities. Biking is a key mechanism in fulfilling the city's sustainability and renewability goals.	3.00	Philippines	Completed	GSSC
Subtotal Roads and Bridges		17,186.00			
II. INLAND TRANSPORT SERVICES					
22	Aruk Sambas International Freight Terminal The project covers the construction of export-import freight terminal, consisting of 4 phases.	9.20	Indonesia	Ongoing	WBEC
23	Entikong International Freight Terminal Located in Pontianak, West Kalimantan, Indonesia, the project area covered 30 hectares (ha), with a building planning area of 5 ha; and included the preparation of the current terminal master plan by developing the main facility and supporting facilities designs and changes in vehicle movement patterns inside and outside the terminal and in spatial use around the terminal.	8.80	Indonesia	Completed	WBEC
24	Nanga Badau International Freight Terminal The project undertook the construction of export-import freight terminal, consisting of 4 phases.	6.30	Indonesia	Completed	WBEC
Subtotal Inland Transport Services		24.30			

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
III. AIRPORTS					
25	Pavement Rehabilitation of Brunei International Airport Runway Phase 1 and 2 Airfield pavement rehabilitation involves the entire length of runway; Northern Parallel Taxiway; widening of turn pad 21, taxiways E1, E2, E5, and W2; and improvement of pavement runway Phase 2.	86.00	Brunei Darussalam	Completed Phase 1 Ongoing Phase 2	WBEC
26	Sam Ratulangi International Airport (Manado) The project entailed the expansion of the passenger terminal and supporting facilities, extension of runway from 2,650 m x 45 m to 2,800 m x 45 m, enhancement of pavement classification number (PCN), and procurement of supporting facilities.	56.00	Indonesia	Completed	GSSC
27	Juwata International Airport (Tarakan) The project involved the expansion of cargo terminal and procurement of supporting facilities.	2.10	Indonesia	Completed	EBEC
28	Supadio International Airport (Pontianak), Indonesia The project involved runway extension from 2,250 m x 45 m to 2,600 m x 45 m.	11.00	Indonesia	Completed	WBEC
29	Adi Soemarmo International Airport (Solo), Indonesia The project requires runway extension from 2,600 m x 45 m to 3,000 m x 45 m and the procurement of supporting facilities.	24.00	Indonesia	Ongoing	*
30	Mukah Airport, Malaysia The project constructed the New Mukah Airport Terminal Building and a 1.5 km runway. The new passenger terminal can accommodate a total capacity of 264,000 passengers annually.	97.00	Malaysia	Completed	WBEC
31	Sandakan Airport, Malaysia The project provided for the extension of runway from 2,133 m x 45 m to 2,500 m x 45 m.	19.00	Malaysia	Completed	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
32	Lawas Airport The new Lawas Airport in Sundar, with a runway length of 1,500 m, will address issues involving the existing Short Take-Off and Landing (STOL) operation, accommodate ATR 72-500 aircraft and the influx of tourists, and attract investment to the northern area of Sarawak. The new airport in Sundar will further provide wider service, especially to other parts of Malaysia (Sarawak and Sabah), Brunei Darussalam, and Indonesia. The development of the new Lawas Airport will adopt green technology and user-friendly elements that reduce carbon footprints.	134.00	Malaysia	Ongoing	WBEC
33	Bebuling STOLport, Betong The Bebuling Short Take-off and Landing Airport (Bebuling STOLport) project in Betong seeks to make the state a net food and food producer by 2030 and cater to the immediate transportation of agricultural produce to the markets outside Betong. The port will also boost the area's tourism potential for easier visits to local attractions.	24.00	Malaysia	Ongoing	WBEC
34	Bukit Mabung, STOLport, Kapit The construction of the STOLport aims to help rural farmers to market their agricultural produce via air transport.	38.90	Malaysia	Ongoing	WBEC
35	Puerto Princesa Airport Passenger Terminal The new passenger terminal complex has an upgraded handling capacity of 2 million passengers annually, with an estimated seating capacity of 1,500 passengers.	94.00	Philippines	Completed	GSSC
36	General Santos Airport (Aerotropolis) The project undertook apron expansion, rehabilitation of the passenger terminal building, and construction of an airside perimeter road and fence. The project will increase airport capacity from 800,000 passengers to 2 million passengers per annum.	29.00	Philippines	Completed	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
37	Davao International Airport Development The project comprised the construction of a parallel taxiway and the expansion of the existing terminal building and apron and vehicular parking. The terminal building can handle 1,552 peak-hour passenger capacity; the parallel taxiway will increase the capacity of aircraft movement; and the expansion of the existing terminal building will increase airport capacity to 6 million passengers per annum.	30.00	Philippines	Completed	GSSC
38	Laguindingan Airport Development The project constructed perimeter fencing to secure airport properties, while the airport can accommodate 2,000 passengers a day.	42.00	Philippines	Completed	GSSC
39	Zamboanga International Airport Development The rehabilitation of the existing terminal building, grading of runway strip, and asphalt overlay of runway have been completed. The other components of the project include the repair and rehabilitation of runway with shoulder grade correction, and the construction of a new Zamboanga International Airport of international standards to accommodate larger jet aircraft that will cater to the increased air traffic demand in Zamboanga Peninsula and support tourism and trade. The airport is designed to accommodate 2.98 million passengers per annum.	288.00	Philippines	Completed	GSSC
40	Sanga-Sanga Airport The project comprises embankment works for and the development of the new landside area. The improvement and capacity expansion of the existing facilities will enhance the safety and efficiency of jet aircraft operation and support the increasing passenger traffic in Tawi-Tawi.	39.00	Philippines	Ongoing	GSSC
41	San Vicente Regional Airport The project constructed a control tower.	18.00	Philippines	Completed	GSSC
42	Modernization of Busuanga Airport The project will undertake earthworks for runway construction. The improvement and expansion of the existing facilities will shift from turbo propeller to full jet aircraft operation to meet the projected increase in air traffic. The airport is expected to accommodate 800,000 passengers annually.	312.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
43	Southern Palawan International Airport The project will involve the redevelopment of the airport airside and landside facilities. A feasibility and master plan study with environmental and social impact assessment is to be conducted. Project preparation activities are ongoing.	169.00	Philippines	Project preparation ongoing	GSSC
44	Bukidnon Airport Development The project involves the construction of runway, taxiway, and apron; construction of a passenger terminal building; extension of runway; and construction of a vehicular parking area, landside facilities, and NavAids. The new airport will serve the entire population of the Province of Bukidnon and nearby provinces in North–Central Mindanao to support economic and trade growth. The airport is designed to accommodate 400,000 passengers per year and will support turbo propeller commercial flight operations.	60.00	Philippines	Ongoing	GSSC
45	Siargao Airport Development The project is constructing a new airport of international standards at the Municipality of Del Carmen (Barangay Cangcohay/Alburo) to replace the existing Siargao Airport due to the increasing number of aircraft and passenger movements. The project will also acquire the site for the new airport to prepare documentary requirements and conduct a feasibility study of the new Siargao airport. The project aims to accommodate 3.9 million passengers per annum.	226.00	Philippines	Ongoing	GSSC
46	Ozamis Airport Development The project components include expanding and improving existing airport facilities and constructing new landside facilities to support planned night operations. The terminal building can accommodate 180 passengers. The airport capacity will increase from 300,000 to 1.5 million passengers a year.	34.00	Philippines	Ongoing	GSSC
47	Tandag Airport Development The airport serves the general area of Tandag, the capital city of Surigao del Sur, Philippines.	4.80	Philippines	Ongoing	GSSC
Subtotal Airports		1,837.80			

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
IV. SEAPORTS					
48	Muara Port Expansion works at Muara Port are expected to double the port's annual handling capacity to 500,000 20-foot equivalent units (TEUs) by 2023.	178.90	Brunei Darussalam	Ongoing	WBEC
49	Manado–Bitung Link (Manado Port Expansion) The project sought for optimalization of port facilitation.	350.00	Indonesia	Completed	GSSC
50	Manado–Bitung Link (Bitung International Port Expansion) The project completed three components: A-Construction of berth (131x35 square meters [m ²]), trestle (7,411.5 m ²), and reclamation for container yard (5 ha); B-Capacity up to 500.000 TEUs per year; and C-Optimalization of port facilitation.	2,615.00	Indonesia	Completed	GSSC
51	Makassar New Port The two phases of the project: 1A-Construction of berth 320 m from the total 1,000 m in length, causeway (1,276 m), reclamation for container yard (16 ha), dredging, breakwater (1.310 m), and access road (100 m); and 1B-Construction of port facilitation phase 1b and 1c (dock 680 m ² and container yard 40 ha).	98.00	Indonesia	Completed Phase 1A	*
52	Expansion of Sapangar Bay Container Port The expansion of Sapangar Bay Container Port mainly includes dredging, bank protection, reclamation, and foundation treatment. The existing 2 berths of the port can be expanded to 3 berths, and the port's throughput will be increased from 500,000 TEUs to 875,000 TEUs per year through backfilling land yard and related supporting measures and forward to 1.25 million TEUs per year.	300.00	Malaysia	Ongoing	WBEC
53	Lahad Datu POIC Container Port The port facilities consist of a container terminal, dry bulk terminal, liquid bulk terminal, and barge/barge landing wharf. The port's strategic position in the middle of East Asia has significant advantages in the processing and handling of bulk cargo before exporting to developed countries. The port has the potential to (i) become one of the main transshipment hubs in the region; (ii) boost Sabah's economic development, especially in the manufacturing sector and logistics services to support export and import operations; and (iii) be as one of the main gateways for trade and investment.	166.00	Malaysia	Completed	EBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
54	Capital Dredging of Sungai Sarawak The dredging works covered a 13-meter-long stretch of silted Sarawak River from the access point to the sea at Tanjung Port to Kuching Port's Pending Terminal, increasing the draught of the access channel to 9 m from the current 4.5 m. Most cargo vessels needed to wait for high tide to gain access to the port. Further, the project also paved the way for larger cargo vessels and cruise ships from Peninsular Malaysia and Asian countries to call directly at the Pending Terminal. The project's outcomes were to reduce incidents, the number of summonses issued, and significant non-record. The output was safe, and seaworthy Malaysian registered vessels and licensed boats operating in Sarawak waters increased.	100.00	Malaysia	Completed	WBEC
55	Dredging of Tawau Port The seabed dredging works covered berths three, four, and five at Tawau port and the provision of five new machines, as well as the dredging, removal, and disposal of materials, including haulage and all necessary equipment to the relocation site. The project benefited port users, big vessels, and cargoes.	6.00	Malaysia	Completed	EBEC
56	Borneo Port Gateways System The Borneo Port Gateway is a seaport logistics software to connect all the seaport logistics entries such as shipping agents, seaport operators, seaport authorities, etc. The project outcomes will be to facilitate cargo and vessel clearance using a single window system involving ports authority and CIQ, and information sharing by related agencies. The output will be document processing time for cargo and vessel clearance reduced.	0.60	Malaysia	Ongoing	WBEC
57	LNG ISO Tank Export Facilities The project's outcomes were the ability to deliver liquefied natural gas (LNG) in small volumes, distribute LNG to remote areas, and establish Bintulu Port as LNG International Organization for Standardization (ISO) hub. The output was the volume of LNG cargo being handled by Bintulu Port increased.	20.00	Malaysia	Completed	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/Completion Date	BIMP-EAGA Corridor
58	Dredging of Miri Port Miri Port will be upgraded and expanded as the city has been identified as a strategic hub for the overall economic development of the northern region. The Baram River delta where the port is located is very congested, with the depth of the river reaching seven metres during high tide and able to accommodate ships with a draught of 4 m. This project will require dredging of the Miri Port.	56.00	Malaysia	Ongoing	WBEC
59	Sapangar Bay Oil Terminal Sapangar Bay Oil Terminal is located on Sapangar Bay at the northern end of Gaya Island in Malaysia about 10 km northeast of the Port of Kota Kinabalu. The Sapangar Bay Oil Terminal has two berths of 46 m and 82 m with alongside depth of 12.2 m. The berths can accommodate vessels from 1,000 to 30,000 deadweight tonnage. Sapangar Bay Oil Terminal has one godown storage facility of 700 m ² and open storage of 2.8 thousand m ² . Sapangar Bay Oil Terminal is equipped with nine common-user pipelines and five single-user pipelines.	21.00	Malaysia	Ongoing	WBEC
60	Zamboanga Port The project involved the construction of a wharf for rail mounted gantry crane and T-head pier extension and backup area and port expansion.	10.00	Philippines	Completed	GSSC
61	Zamboanga Port Passenger Terminal The project requires the construction of a passenger terminal building, a two-story building with a 3,000-seating capacity. It is in a 9,416 m ² lot at the Zamboanga seaport. It will be equipped with state-of-the-art facilities such as elevators, escalators, fire protection, and wastewater treatment.	10.00	Philippines	Ongoing	GSSC
62	Bongao Port It is an expansion project. Bongao Port has a wharf berth length of about 180 m, with its west end being used for Ro-Ro vessel berthing operation, and at the eastern portion of the port is a pier about 3 m x 45 m. A modern passenger terminal building of about 250 m ² serves domestic and foreign passengers transiting through the port.	4.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
63	General Santos (Makar Wharf) Port Makar Wharf is one of the major gateways to and from Mindanao. The project undertook the construction of the Port Operations Building Complex, which houses its Port Integrated Clearance Office, a one-stop-shop for all port transactions like marine and terminal services, berthing, public assistance and complaints, assessment and collection services, among others. The facility offers a state-of-the-art facility to ease the movement of vessels, cargo, and other port-related traffic, and boasts of a multifunction sports facility to promote work-life balance among its employees and port workers as well as provide a venue to hold meetings and controlled gatherings compliant with the new normal. The new facility was expected to cut transaction time with the agency in half and facilitate the commercial turnaround of vessels while promoting better safety and security for all port users transacting with the port. Among the products that pass through the port en route to international markets include tuna and its by-products, pineapples, banana, and other products coming from the SOCCSKSARGEN (South Cotabato, Cotabato, Sultan Kudarat, Sarangani, and General Santos) region.	1.00	Philippines	Completed	GSSC
64	Brooke's Point Port The second-largest port in Palawan underwent rehabilitation and repair work covering reinforced concrete (RC) pier and Ro-Ro ramp, the Philippine Ports Authority building, and the RC Pier approach. Subprojects include relocation of existing breakwater, repair of the passenger terminal building, expansion of Terminal Management Office building, and widening of causeway and pier approach.	12.00	Philippines	Completed	GSSC
65	Polloc Freeport and Ecozone Polloc ecozone is distinctly situated in a cove seaport, and the project will upgrade this 40-year-old facility with modern water system facilities, drainage and sewerage system, and a road network. The improved drainage system will effectively prevent the inundation of some of the port's facilities, including the premises of the office of the Bangsamoro Autonomous Region in Muslim Mindanao (BARMM) Ports Authority. The project will better prepare BARMM with an improved climate for investment, with plans to develop the area into an economic zone.	3,994.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
66	Davao (Sasa) Port The initial rehabilitation of Davao Sasa Port includes upgrading the general cargo berth and improvements in the backup area. Davao Sasa Port is the most important container terminal in Mindanao that provides services to Davao Region and neighboring provinces. The modernization of the port aims to make Davao Sasa Port at par and able to compete with international ports and deliver world-class services, especially to the international market and address new emerging trends in the shipping sector.	17.00	Philippines	Ongoing	GSSC
67	Puerto Princesa Integrated Fishport The project in Barangay Mandaragat site has 74,732 m ² for the facility's buildings and other structures within the 10 ha reclaimed area. The project is strategically located since Palawan is one of the country's richest fishing grounds (found in the Sulu Sea, West Philippine Sea, Palawan Pass, Honda Bay, and Ulugan Bay). The proposed integrated seaport calls for the construction of the municipal fish landing wharf, commercial fish landing piers, fish port terminal, bulkhead and revetment and causeway, and functional facilities like fish markets, fish container storage facilities, commercial shops, and other amenities. The city's 14,964.23 metric ton fish production translates to ₱1.79 billion worth of yearly fish catch.	72.00	Philippines	Ongoing	GSSC
68	Puerto Princesa City Cruise The cruise port consists of seven phases, including the construction of a 500-meter wharf, docking facility, passenger terminal, and access road. The cruise port is designed to receive big international cruise ships that will bring international travelers to the city and province, helping the locals have income sources through visiting tourists.	74.00	Philippines	Ongoing	GSSC
69	Jubang Cargo Port (Dapa, Surigao Del Norte) The project entails the construction of a cargo ship port, Port of Jubang, specifically the construction of RC wharf and platform, backup area, access road with road and backup area, and port lighting system.	12.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
70	Jubang Cruise Port (Dapa, Surigao del Norte) The project involves the construction of a cruise ship port in line with the government's thrust to promote the Philippines as a regional cruise center in Asia, and recognizes the growth of the cruise tourism industry. The port provides a strategic advantage because of its deeper draft over the other port terminals in Surigao. The project benefits foreign and local tourists in the province.	11.00	Philippines	Ongoing	GSSC
71	Sulu, 1st District and Tawi-Tawi BARMM–Ministry of Transportation and Communications–Bangsamoro Ports Management Authority Office and Facilities The project improved, renovated, retrofitted, and rehabilitated the Regional Ports and Management Authority of the Autonomous Region in Muslim Mindanao–BARMM offices and facilities and the port premises.	9.50	Philippines	Completed	GSSC
72	Coron Port The Coron Port project expanded the yard and wharf, responded to the demand for cruise tourism and improved cargo volume due to the increasing demand for supplies from the growing foreign and local tourist arrivals. The Port Operations Building at Coron Port is also under completion to further improve the transactions and travel experience of passengers.	3.00	Philippines	Completed Phase 1	GSSC
73	Malalag Port The port development project entailed upgrading and constructing a new wharf, access trestle, and backup area; improving the old backup area; and installing a lighting system. Among the goods expected to pass through the seaport are molasses, sugar, steel products, vehicles, and heavy equipment.	11.00	Philippines	Completed Phase 1	GSSC
74	Cagayan de Oro Port The construction of the new building was set to become the country's biggest seaport passenger terminal. It will greatly strengthen the region as the global gateway to Mindanao and will open Cagayan de Oro to the nation and the rest of the world. The terminal will have a passenger seating capacity of 1,176 on the ground floor and 1,221 on the second floor, enabling it to handle 3,000 passengers every day from only 1,000 in the old terminal. It is also equipped with X-ray scanners, body scanners, security cameras, passenger boarding stations, assistance desks, green areas, a play area, and a childcare station.	6.00	Philippines	Completed Phase 1	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/Completion Date	BIMP-EAGA Corridor
75	Bataraza Port (Bulliluyan Bataraza Port) The Bataraza Port extension project included the construction of a wharf and a backup area, and the installation of a lighting system. The port provides easy access to the Ursula Island Game Refuge and Bird Sanctuary in Rio Tuba, Bataraza, the first such facility in the country. It also serves as a transit point in the province for cargo, commerce, and tourism for BIMP-EAGA, specifically connecting the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage site of Palawan, the Puerto Princesa Subterranean River National Park, and other sites to BIMP-EAGA.	7.00	Philippines	Completed	GSSC
76	San Fernando Port The project completed the construction of causeway, backup area, and RC wharf with Ro-Ro ramps. The port connected El Nido with growth centers, tourism hubs, and other parts of the port of San Fernando. The port addresses the growing demands of tourism in the area. The new harbor accommodates Ro-Ro vessels and other larger cargo ships. Tourism and businesses are expected to thrive as the seaport facilitates the influx of goods and visitors and, ultimately, promotes economic growth on the island.	4.00	Philippines	Completed	GSSC
77	Borac Port The Borac Port in Coron, Palawan offers a new and dedicated port facility as the primary port of commerce and tourism in the area, boosting tourism and other economic activities as well as decongesting the Port of Coron. Specifically, the project will enable both residents and tourists entering and leaving the island to travel safely and more comfortably, as well as ships containing deliveries to the island to render services more efficiently. The port will also be the main port of calls for international cruise ships.	3.00	Philippines	Completed	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
78	Puerto Princesa Port Expansion The project included the construction of a backup area, excavation of the existing seabed, and the supply and installation of rubber dock fenders and bollards. The newly expanded Puerto Princesa Port doubles the gateway's annual capacities for both cargoes and passengers, specifically the capacity of the Palawan port, which currently handles an average of 1.7 million metric tons of cargoes, 1,500 vessel calls, and 200,000 passengers annually. The new port responds to demands from local and international trade and immediately adjusts to the requirements of the international cruise tourism industry.	6.00	Philippines	Completed	GSSC
79	Tawi-Tawi Integrated Fish Port, Bongao The project aims to establish the Tawi-Tawi Integrated Fish Port and Facilities in Tongsinah, Bongao to make Bongao a subregional industrial center for marine resources providing work and business opportunities and contributing to provincial and regional economic growth.	9.50	Philippines	Ongoing	GSSC
Subtotal Seaports		8,187.50			
V. POWER AND ENERGY INFRASTRUCTURE					
80	Mentiri-Perdayan 66 kV Transmission Link The project covers the construction of the 66 kilovolts (kV) network line from the 66/11 kV Mentiri Main System to the new 66/11 kV Perdayan Station, Temburong District. The project aims to supply more reliable and sufficient electric energy to Temburong District. Once completed, the operation of the diesel generator at Belingus Power Station will be discontinued. The transmission link will supply electric energy to industrial and commercial sectors including agriculture and fisheries, and will help develop educational institutions such as UNISSA, which are under construction, especially in the Green Jewel district.	40.00	Brunei Darussalam	Ongoing	WBEC
81	11 kV Network to Mukim Sukang, Belait The project entails rural electrification of Mukim Sukang, Kuala Belait, consisting of six 11 kV substations and 110 km of 11 kV aerial cable from Mukim Sukang to the National Grid at Mukim Labi. The project aims to provide continuous power supply to the residents in the rural villages relying on temporary supply through static generators and mini solar photovoltaic	4.30	Brunei Darussalam	Ongoing	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
82	North Kalimantan Power Grid Interconnection (Enclave Interconnection in North Kalimantan 150 kV Tanjung Redep–Malinau Transmission Line Project) The enclave comprises high-voltage transmission lines (HVTL) Tidang Pale–Malinau 150 kV transmission line (52 km), which is now operational; HVTL Tanjung Redeb–Tanjung Selor 150 kV (180 km); and HVTL Tanjung Selor–Tidang Pale 10 kV (226 km).	82.00	Indonesia	Completed 2 components	EBEC
83	Sarawak–Brunei Power Interconnection The project involves three components: Project 1, consisting of 275 kV from Tudan, Sarawak to Lumut, Brunei Darussalam; Project 2, consisting of 132 kV from Bangar, Brunei Darussalam to Lawas, Sarawak; and Project 3, consisting of 275 kV from Lawas, Sarawak to Sipitang, Sabah. It will export 30–50 megawatts (MW) to Brunei Darussalam. Sarawak's facilities at Tudan are ready for connection.	86.00	Brunei Darussalam/ Malaysia	Ongoing	WBEC
84	Sabah–North Kalimantan Power Interconnection The project is part of the Rencana Usaha Penyediaan Tenaga Listrik (RUPTL) PT PLN (PERSERO) 2021–2030. The project will consist of a letter of intent, memorandum of understanding, pre-feasibility study, feasibility study, detailed engineering design, power purchase agreement, construction, commissioning, and commercial date of operation (COD), for transmission line, substation, and support infrastructures. Indonesia is exploring opportunities to establish a partnership between and among the power utilities in BIMP-EAGA and to include this as one of the BIMP-EAGA projects. The estimated cost of the project has not been confirmed as the landing station point and load requirements, e.g., type and capacity of transmission, are to be determined yet.	To be determined	Indonesia/ Malaysia	Ongoing	EBEC
85	Sabah–Sarawak Enclave Power Interconnection The enclave is estimated to export power of 30–50 MW from Sarawak to Sabah for 15 years under the Borneo Grid road map. The interconnection involves a 31 km 275 kV double circuit transmission line, which has a maximum design capacity of 300 MW that will run from Lawas in Sarawak to Mengalong, Sipitang in Sabah. Their agreement marked an important first step in realizing the vision of a common goal for the BIMP-EAGA to link infrastructures among ASEAN countries through the ASEAN Power Grid.	1,200.00	Malaysia	Ongoing	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
86	Mindanao–Visayas Interconnection Project The Mindanao–Visayas Project (MVIP) included submarine cables, substations, transmission lines, and the restoration of damaged cables. Completed were the construction of the Cable Terminal Stations (CTS) in Santander, Cebu and Dapitan, Zamboanga del Norte, and the installation of two 92 km 350 kV high voltage direct current (HVDC) power cables and fiber optic cables. Through MVIP, the Mindanao grid was linked to the Visayas grid via an HVDC system with a 450 MW initial capacity. The Lala–Aurora 138 kV transmission line has been successfully energized. This component will improve the reliability of power transmission services between Lanao del Norte and provinces in the Zamboanga Peninsula.	985.00	Philippines	Completed	GSSC
87	Mindanao Transmission Backbone Upgrading The project upgraded the thermal capacity of the existing transmission backbone and extended the transmission line toward the Matanao Substation in Davao del Sur, enabling full capacity dispatch from San Miguel and Therma South Power Plant and other power plants. This entailed the construction of the Matanao–Toril–Bunawan 230 kV Line, and the energization of the existing Balo-i–Villanueva–Maramag–Bunawan Line to 230 kV voltage level. The transmission line portion of the project utilized the existing 230 kV power circuit breaker (PCB) in Matanao Substation and the installation of transformers in Toril and Bunawan substations. The transmission was fully energized in November 2020. The backbone aims to secure the reliability of power transmission services in the entire Mindanao and a stable and continuous power.	1.00	Philippines	Completed	GSSC
88	Batangas–Mindoro Interconnection Project The project components involve laying down submarine cables, installing overhead transmission lines, and developing substations. The Batangas–Mindoro Interconnection Project is a prerequisite to the plan to link Palawan to the main grid in support of the government’s direction of interconnecting all off-grid areas. Mindoro’s power system is being operated by the Small Power Utilities Group of the National Power Corp., Oriental Mindoro Electric Cooperative, and Occidental Mindoro Electric Cooperative, with a combined total load of the two cooperatives at more than 80 MW. With the forecasted increase in demand for Mindoro, the	322.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
	current source of power can no longer accommodate future additional requirements, and the island must be connected to the Luzon Grid to gain access to more reliable and competitive generation sources. The interconnection project will then resolve power interruptions on the island as well as promote the development of wind and solar power projects. The project will also prepare the country for the planned ASEAN power grid interconnection.				
Subtotal Power and Energy Infrastructure		2,720.30			
VI. INFORMATION AND COMMUNICATION TECHNOLOGY					
89	BIMP-EAGA Submarine and Terrestrial Cable Project The project aims to provide high-speed, state-of-the-art technology, and connectivity in and beyond BIMP-EAGA. It also supports various priority initiatives under BIMP-EAGA, specifically ecotourism and e-commerce, and addresses digital divide and makes BIMP-EAGA more competitive for food basket linkages and ecotourism.	150.00	Private Sector	Ongoing	WBEC/ EBEC/ GSSC
90	JENDELA Program (Sabah and Sarawak) The National Digital Network Plan (JENDELA) Phase 1 covering Sabah and Sarawak provides for their shift toward 5G technology and is in line with government efforts to drive and strengthen the use of the digital economy for the residents. Under the program, communication towers and transmitters will be constructed—749 new towers in Sarawak and 589 in Sabah.	1,640.00	Malaysia	Ongoing	WBEC/ EBEC/ GSSC
Subtotal ICT		1,790.00			
VII. TRADE FACILITATION (CIQS FACILITIES)					
91	Aruk Border Crossing Checkpoints The project undertook major renovations of the integrated cross-border post; upgrades of immigration checkpoints and customs offices; and improvement of trade facilities, the electrical power supply, and road quality, reducing travel time to and from the border post by half.	23.30	Indonesia	Completed	WBEC
92	Entikong Border Crossing The project involved the upgrading of the border crossing checkpoint. The border crossing admits 30–100 people daily, mostly Indonesian migrant workers from Sarawak, Malaysia.	39.30	Indonesia	Completed	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
93	Nanga Badau Border Crossing The project completed the integrated Indonesia–Malaysia border post in Nanga Badau, in West Kalimantan Province. It also entailed cross-country cooperation, given the high prevalence of illegal activities conducted via border crossings, such as the smuggling of drugs, sugar, fertilizer, and processed food.	22.30	Indonesia	Completed	WBEC
94	Bitung Special Economic Zone The location of Bitung Special Economic Zone (SEZ), with an area of 534 ha, is strategic for national tourism and the fish processing industry where Sulawesi is one of the largest fish producers and exporters in Indonesia; thus, the project provides a significant contribution to the economy. The zone's priority sectors are the fishing industry, coconut processing industry, pharmaceutical industry, and logistics.	154.50	Indonesia	Completed	GSSC
95	Likupang Special Economic Zone, North Sulawesi (Tourism) Likupang SEZ is one of the priority tourism destinations in North Minahasa under the National Tourism Strategic Areas (KSPN). It was developed on an area of 197.4 ha in East Likupang in North Minahasa Regency in North Sulawesi Province. It is close to Sam Ratulangi International Airport and the port of Bitung. The regional geostrategic advantage of the SEZ is the tourism sector with its premium and middle-class resorts, cultural tourism, and the development of the Wallace Conservation Center. Likupang SEZ is projected to attract an investment of Rp5 trillion and absorb 65,300 workers by 2040.	141.10	Indonesia	Ongoing	GSSC
96	Palu Special Economic Zone, Central Sulawesi (Metal Industry and Logistics) Palu SEZ in Central Sulawesi was designed as an integrated logistics center and mining processing industry and is strategically located along the route of the Indonesian Archipelago Sea Channel 2. It has the potential as a hub between the western and eastern regions of Indonesia and as a national and international trade route, including connecting the cities in Kalimantan, Sulawesi, Maluku, Papua, and the capitals of ASEAN countries. Palu SEZ is projected to attract investment opportunities in industrial, logistics, and export processing zones, and absorb 97,500 workers by 2025. Palu SEZ offers	368.00	Indonesia	Completed	*

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
	investment opportunities, and its main activities include (i) improving the metal industry (downstream) such as nickel and iron ore; (ii) increasing the added value of leading agro-commodities on Sulawesi Island, such as cocoa, seaweed, and rattan; and (iii) developing other supporting businesses such as rubber processing, coconut, and manufacturing. A recent investment and cooperation agreement benefiting Palau SEZ is the establishment of a carbon-neutral LNG import terminal within the SEZ, enabling it to pioneer the application of renewable energy in industrial areas with world-class standards.				
97	Maloy Batuta Trans Kalimantan Special Economic Zone (Manufacturing) Maloy Batuta Trans Kalimantan (MBTK) SEZ consists of industrial, logistics, and export processing zones. It is in the East Kutai Regency in East Kalimantan Province and can serve as the processing center of palm oil and its derivatives, industrial minerals, gas, coal, and tourism products. Its strategic advantages are on account of its rich natural resources such as palm oil and its derivatives, gas, minerals, and coal. It plans to construct an international port and handling facilities, and access roads to support the smooth supply of raw materials and distribution of industrial products of East Kutai.	219.50	Indonesia	Completed	EBEC
98	Morotai Special Economic Zone (Fishing and Tourism Industry) The main sectors of Morotai SEZ are fish processing, manufacturing, logistics, and tourism. The SEZ occupies a total area of 1,101.76 ha in the SEZ Morotai island of North Maluku Province and in the heart of the Asia Pacific region between Asia and Australia. The SEZ fishing industry involves upstream fishing products such as fish, mollusks, and crustaceans that can be raw materials; and downstream fishery products that have high value added such as tuna, skipjack, shrimp, lobster, and other water biota through canning, salting, fumigation, freezing, and shading. Morotai SEZ also offers tourism adventures owing to the natural, historical, and marine tourism advantages of Morotai Island. Morotai SEZ is also equipped with advanced and environmentally friendly technology.	315.00	Indonesia	Completed	*

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
99	Sorong Special Economic Zone (Manufacturing Industry) Sorong SEZ is built on an area of 523.7 ha and is strategically located on the international trade trajectory of Asia Pacific and Australia. The SEZ provides several geo-economic advantages, which include its potential in fishery and marine transportation sectors as well as the development of the logistics industry, agro-industry, mining, and shipyard industry. Among the opportunities for activities in Sorong SEZ include palm oil and sago derivate products; and methyl esters, plastic, textile processing, metal processing, lubricants, emulsifiers, detergent, glycerin, cosmetics, explosives, pharmaceutical products, and food protective coatings. Sorong SEZ is expected to attract investment of Rp32.2 trillion until 2025.	208.20	Indonesia	Completed	*
100	Ba'kelalan Customs, Immigration, and Quarantine Post The project involves the construction of Ba'kelalan CIQ, Sarawak and a gateway to North Kalimantan. This project will benefit the local communities as it will promote trade and ease the movement of people across border.	3.60	Malaysia	Ongoing	WBEC
101	Zamboanga Special Economic Zone The SEZ is envisaged as a premier economic hub for trade, manufacturing, ecotourism, and agro-industrial sector, and as a preferred investment and employment gateway to the ASEAN region by 2025.	135.00	Philippines	Completed	GSSC
102	San Vicente Tourism Enterprise Zone The project seeks to develop areas in the Philippines with viable tourism potential. San Vicente in Palawan was selected as one of the first flagship tourism enterprise zones of the Tourism Infrastructure and Enterprise Zone Authority. An integrated tourism master plan will be formulated, following a set of design principles for a viable and sustainable approach. San Vicente recorded 26,000 tourist arrivals in 2017 and reached the 13,000 mark within the first 3 months of 2018, which is 50% of total tourist arrivals in 2017.	117.00	Philippines	Ongoing	GSSC
Subtotal Trade Facilitation (CIQS Facilities)		1,746.80			

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/Completion Date	BIMP-EAGA Corridor
VIII. URBAN DEVELOPMENT					
103	Urban Drainage and Flood Management, Kota Kendari Reduction of inundation area from 6,500 ha in 2015 to 5,500 ha in 2020, and realization of flood inundation area of 258.58 ha (Kendari City Sanitation Strategy, 2019) Drainage development data: Main sewerage 89.95 km, tertiary sewerage 167.502 km, and tertiary sewerage 322.711 km The flood management program in Kendari City until 2020 continues with funding sources from pendapatan asli daerah (local revenue) and dana alokasi khusus (special allocation fund).	1.90	Indonesia	Ongoing	*
104	Improve the Efficiency and Drinking Water Supply, Kota Kendari Rehabilitation and installation of new distribution pipes, increasing 20,000 household connections, increasing the energy efficiency of the water supply system, and reducing leakage rate Household connection data (2020): 17,836 SR Leakage rate (2020): 50% Service coverage: 29% Not many significant changes from the Perusahaan Daerah Air Minum (water supply utility) Management System.	1.90	Indonesia	Ongoing	*
105	Waste Management Based on Community, Kota Kendari Target (based on SK Walikota): There are 51 garbage banks in the whole village and schools. Implementation: There are six active garbage banks. Constraints: Lack of public awareness in sorting wastes and being involved in waste management depends on stimulants from the government or other institutions.	4.10	Indonesia	Ongoing	*
106	Development of Ocean Current-Powered Electricity in Kendari Bay, Kota Kendari Further study of the program will be undertaken.	–	Indonesia	Ongoing	*

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
107	Implementation of Grid Connected 100 megawatts-peak Solar Photovoltaic System, Kota Kinabalu Kota Kinabalu is estimated to produce 29,794 kilowatt-hours/m ² of electricity from solar radiation received in a year, equivalent to 0.014 MW of electricity produced just by using one solar panel. Considering the power demand in Sabah of 1,331 MW by 2020, solar energy can contribute around 4% of energy power demand, with a 1 MW capacity of photovoltaic system. Solar power energy as an alternative source of renewable energy in the city can be optimized and designed to attain a significantly higher percentage of contribution to the energy demand in the state.	0.24	Malaysia	Ongoing	WBEC
108	Energy Efficient Street Lighting Project, Kota Kinabalu The project is in line with the Village Street Light (LJK) program to install units of village streetlights or units of high-pressure sodium vapor lights and units of LED lights for residents of rural areas.	0.24	Malaysia	Ongoing	WBEC
109	Integrated Public Transport System, Kota Kinabalu The project covers upgrading the route and bus schedules toward creating an integrated public transport system, aimed at creating a public transport system that is reliable, safe, and secure. The plan will feature an integrated bus terminal concept for public transport connecting Kota Kinabalu to other districts with smoother, timely, and enjoyable service for users. The initiative is implementing Kota Kinabalu Public Transport Master Plan and the Traffic Improvement and Urban Transport Master Plan for Kota Kinabalu Central Business District.	75.00	Malaysia	Ongoing	WBEC
110	Integrated Solid Waste Management, Kota Kinabalu The project addresses the long-term viability of solid waste management in Kota Kinabalu, Sabah, requiring a more comprehensive solid waste management strategy. The current solid waste management policy in Kota Kinabalu is primarily concerned with cleanliness, sanitation, and public health. However, a comprehensive policy will also focus on critical aspects such as waste management, waste treatment or recovery, and proper disposal.	1.10	Malaysia	Ongoing	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
111	Jesselton Waterfront (Five components) Jesselton Waterfront Project will be developed over 8 years and is modeled after some of the world's most famous waterfront areas. Jesselton Waterfront will feature a confluence of colonial charm and modern architecture, making it an international landmark offering affluent and vibrant waterfront living. The development of a world-class cruise terminal will also place Jesselton Waterfront as an international port-of-call welcoming the most luxurious cruise ships in the world. As a mega project, Jesselton Waterfront provides the city with tremendous tourism and investment potential.	480.00	Malaysia	Ongoing	WBEC
112	Implementation of Proposed 5 MW Solar Farm Project by Sabah Energy Corporation Sdn Bhd in Tanjung Kubong, Labuan The Large Scale Solar Program aims to increase the use of renewable energy mix and reduce carbon footprint from power generation sector. It is the first large scale solar program in East Malaysia and aims to promote Labuan as a green city consistent with it's vision of becoming a smart and sustainable island city. The project will implement a 5 MW solar farm in Tanjung Kubong, Labuan.	9.40	Malaysia	Ongoing	WBEC
113	Implementation of Proposed 10 MW Solar Farm Project by Sabah Development Energy Sdn Bhd in Bukit Kallam, Labuan The Large Scale Solar Program aims to increase the use of renewable energy mix and reduce carbon footprint from power generation sector. It is the first large scale solar program in East Malaysia and aims to promote Labuan as a green city consistent with it's vision of becoming a smart and sustainable island city. The project will implement a 10 MW solar farm in Bukit Kallam, Labuan.	18.80	Malaysia	Ongoing	WBEC
114	Upgrading Landfill Sanitary Cell and Leachate Treatment Plan for Bukit Kalam Waste Disposal Site, Labuan The project will construct a new garbage disposal center facility and upgrade the Leachate Treatment Plant. The project components include the construction of a new cell sanitary landfill, upgrading of the system and construction of the Leachate Treatment Plant, repairs of existing road, and construction of the Leachate Channel pipes.	7.20	Malaysia	Ongoing	WBEC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
115	Energy Efficient Lighting for Street Lighting and Labuan Corporation's Building The project will replace existing streetlights and lights in Labuan Corporation's building with LED lights for energy efficiency.	0.11	Malaysia	Ongoing	WBEC
116	Development of Alternative Water Supply Sources in General Santos City The project includes the development of alternative water supply sources such as surface water, rainwater harvesting systems, and water impoundment systems for future water supply expansion as well as the construction of water treatment facilities. A prefeasibility study completed in September 2021 indicated high potential for development of bulk water supply from three rivers (Buayan, Tinagacan, and Siguel).	176.40	Philippines	Ongoing	GSSC
117	Full Implementation of the 10-year Ecological Solid Waste Management Program of General Santos City The project components include waste segregation and reduction at source, segregated collection, materials recovery and processing, disposal management (closure and rehabilitation of the existing dumpsite and establishment of the sanitary landfill [SLF] at Barangay Sinawal), construction of a weighbridge, construction of a healthcare waste treatment facility, purchase of a modern fleet of ecological solid waste management heavy equipment and trucks, and improvement of the SLF including a special cell for treated special waste. Operations of the existing SLF (funded by an existing loan) since 2015 and a central materials recovery facility are ongoing. The General Santos City government is allocating a budget of \$1.8 million for the construction of the healthcare waste treatment facility and cell for special waste at the SLF site in 2024.	24.00	Philippines	Ongoing	GSSC
118	Establishment of Sewerage Treatment Plant Systems in General Santos City The project involves the construction and operation of sewerage treatment plants (STPs) near effluent and sewerage outfalls at the coastal areas of the central business district (CBD) serving 13 barangays (villages). The construction of the STPs is planned in 2023–2024, with operation commencing in 2025–2039. Two of the three STP systems will be operational in 2025 while the third system is for future planning.	48.64	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/Completion Date	BIMP-EAGA Corridor
119	<p>Traffic Signalization System and CCTV Synchronization Program (Phase 2) in General Santos City</p> <p>Phase 1 of this program involves the installation of new traffic signals and CCTVs in 22 road intersections and upgrading of existing traffic signals in 11 intersections. Phase 2 will install traffic signals and CCTVs in 22 additional road intersections in the city, including median islands, pavement markings, and road signs.</p> <p>The implementation of Phase 1 of the program commenced in February 2023 and new intersections to be covered by Phase 2 are being identified.</p>	8.22	Philippines	Ongoing	GSSC
120	<p>Public Transport Users' Waiting and Transfer Facilities in General Santos City</p> <p>The General Santos City has been implementing a Local Public Transport Route Plan (LPTRP) which includes the introduction of higher-capacity, modern, and low carbon emission public transport modes, such as e-jeepneys and Euro IV minibuses privately operated by transport cooperatives, in 17 routes around the city. This project will support and promote the services of the LPTRP with the designation of loading and unloading zones and construction of 62 facilities consisting of small and medium-sized waiting and transfer sheds and larger transport terminals.</p>	4.27	Philippines	Ongoing	GSSC
121	<p>Construction of Bicycle Lanes and Stamped Concrete Sidewalks within the Central Business District and Other Urban Barangays in General Santos City</p> <p>The project involves the construction of 50 km of concrete bicycle lanes along major city roads (excluding national roads) and concreting of sidewalks with stamping within the CBD and other urban barangays. These include pavement markings and signages.</p> <p>The annual target is 10 km of shared bikeways over 5 years and improvement of road sections, including concreting of sidewalks, is ongoing.</p>	4.00	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
122	Urban Coastal Zone Redevelopment Program in General Santos City This long-term project will be implemented in three phases. Phase 1 is the redevelopment of the Queen Tuna Park and central public market complex. Phase 2 is the construction of the baywalk and access roads. Phase 3 is the construction of public rental housing and settlement upgrading for the informal settler families who will be displaced from the project sites.	18.52	Philippines	Ongoing	GSSC
123	East Coast Ecotourism Management Program in General Santos City The project components include a coral reef sanctuary, mangrove sanctuary, birdwatching towers and viewing decks, visitor and souvenir center, marine museum, mangrove village, Japanese bunkers circuit tours, and coral diving and glass-bottom coral reef tours.	6.03	Philippines	Ongoing	GSSC
124	Silway River Esplanade and Marine Coastal Eco Park Projects in General Santos City The Silway River Esplanade Project will include flood mitigation measures involving dikes and river channel improvement, dike road with linear park, settlement upgrading and public housing for affected settlements and informal settler families, construction of additional connection roads and proposed bridge, ecowalk (pedestrian bridge), outdoor amphitheater and grandstand, and new commercial and mixed use development. The Eco Park will include the construction of a baywalk that connects to the river esplanade, community parks, sports park, landscaping and gardens, and view decks, among others.	65.45	Philippines	Ongoing	GSSC
125	Walkable Government Center Project in General Santos City The project will complete the ongoing walkable government center with the construction of stamped sidewalks, parking areas, green spaces and landscaping, and a grandstand at the city's Oval Plaza to enhance the city's walkability and community leisure locations.	1.53	Philippines	Ongoing	GSSC

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No.	Sector/Project Name	Estimated Project Cost (\$ million)	Lead Country	Status/ Completion Date	BIMP-EAGA Corridor
126	Electrification and Street Lighting Program in Barangays and the CBD in General Santos City The project involves the replacement of existing sodium street lamps into LED lights, installation of LED streetlights in new locations in the city's 26 barangays, and installation of solar-powered LED streetlights in the CBD and along the Diversion Road (A. Morrow Road).	2.80	Philippines	Ongoing	GSSC
Subtotal Urban Development		959.85			
GRAND TOTAL		34,452.55			

ASEAN = Association of Southeast Asian Nations, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, EBEC = East Borneo Economic Corridor, GSSC = Greater Sulu–Sulawesi Economic Corridor, WBEC = West Borneo Economic Corridor.

Note: * = Priority infrastructure projects located near the existing BIMP-EAGA economic corridors.

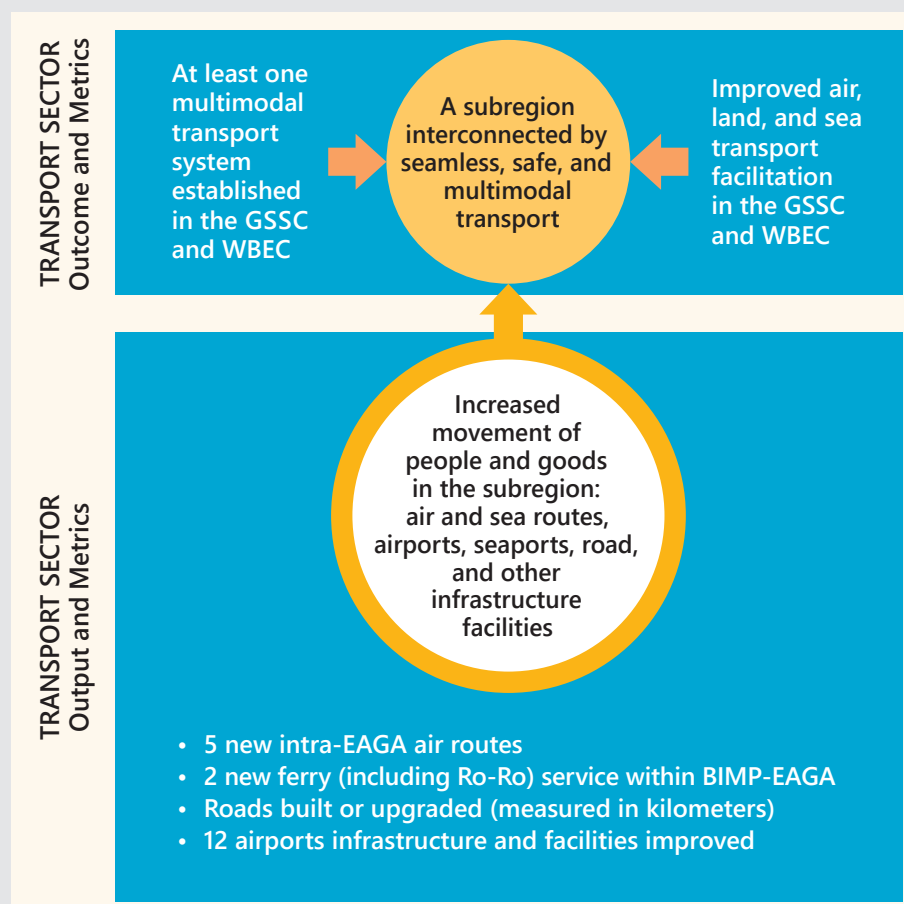
Sources: Data filed by BIMP Facilitation Center, BIMP-EAGA Clusters and Working Groups, and BIMP-EAGA National Secretariats and consolidated by the BIMP-EAGA Vision 2025 Midterm Review Team.

APPENDIX 2: BIMP-EAGA VISION 2025 MIDTERM REVIEW: SECTOR ASSESSMENTS SNAPSHOTS

TRANSPORT

The transport sector is critical to economic cooperation in Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area (BIMP-EAGA). To become fully integrated, the subregion needs an efficient and secure transport network that seamlessly moves goods and people within and across borders (Figure A2.1).

Figure A2.1: Transport Sector Strategy Outcome, Output, and Metrics



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, GSSC = Greater Sulu–Sulawesi Economic Corridor, WBEC = West Borneo Economic Corridor.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

At the outcome level, establishing a multimodal transport system in the West Borneo Economic Corridor (WBEC) has contributed to the goal of enhanced interconnectivity through seamless, safe, and multimodal transport. Initiatives have also been undertaken to improve air, sea, and land transport facilitation in the WBEC, the Greater Sulu–Sulawesi Economic Corridor (GSSC), and the East Borneo Economic Corridor (EBEC). For instance, a review of aviation policies is underway, with information-sharing on airport incentive programs, policies, and regulations as bases for rationalizing operating costs and the Association of Southeast Asian Nations (ASEAN) Open Skies Policy. Discussions on implementing the Protocol on the Memorandum of Understanding (MOU) on Air Linkages are ongoing, given that increased connectivity within BIMP-EAGA can stimulate the development and growth of tourism, trade, and investment.

On sea transport facilitation, the MOU on Establishing and Promoting Efficient and Integrated Sea Linkages allowed better integration of sea linkages within the subregion. Under the MOU, the member countries are committed to facilitating and promoting efficient sea linkages; continuously upgrading port facilities and services, especially in cargo handling capability; and undertaking joint measures to promote the sustainability of shipping services for designated priority and pioneer routes. The MOU on Sea Linkages enabled the launch of the first ASEAN Ro-Ro service between Muara (Brunei Darussalam) and Labuan (Malaysia) in WBEC. In 2017, the Davao and General Santos (Philippines) and Bitung (Indonesia) sea link in the GSSC was launched as part of the ASEAN nautical highway.

On land transport facilitation, the MOU on Cross-Border Movement of Commercial Buses and Coaches aims to facilitate cross-border transport of people between and among BIMP-EAGA countries. In 2019, issues discussed on the cross-border movement of buses and coaches were the need to upgrade facilities and services by ensuring buses are in good condition, given that countries have different “age limits” for bus uses and on safety and roadworthiness.

With respect to the output of increased movement of goods and people in the subregion, seven new and revived air routes have been agreed upon by the member countries based on market demand and tourism potential—in addition to five operational routes—exceeding the target of five. With the approval of the Reefer Express Line Filipinas in 2019, the metric for two new ferry (including Ro-Ro) services by 2025 is on track. Meanwhile, a total of 541.1 kilometers (km) of roads constructed and/or rehabilitated were completed from 2017 to 2022. In addition to the completed projects, the construction and/or improvements of about 520,023 km of roads are in varying stages of preparation and/or construction. By 2022, 12 projects on airports and facilities construction or upgrading were completed, meeting the target of 12 (Table A2.1).

The BIMP-EAGA Vision 2025 (BEV 2025) midterm review (MTR) included additional metrics to measure results in transport sector output achievement and recognized its contributions in realizing strategic priorities 1, 2, and 3 on multimodal connectivity, transport facilitation, and improved ports infrastructure and facilities. A total of 18 seaport projects, which include port development and new ports, expansion, and support port facilities, were completed during 2017–2022 (Table A2.2). In addition to roads, three priority bridge projects were implemented, two of which were completed, including the Sultan Haji Omar

Ali Saifuddien Bridge, which is considered a priority infrastructure project (PIP) of BIMP-EAGA and a key component of the WBEC (Table A2.3). As for railways, Indonesia's 145-km Makassar–Parepare Railway project was completed, while the Philippines' Mindanao Railway Project (1,544 km) is in progress. For the expansion of inland transport services, the Entikong International Freight Terminal has been operational since 2019 while the Nanga Badau International Freight Terminal has been completed in 2022. Another freight terminal project under construction by Indonesia is the Aruk Sambas International Freight Terminal.

Table A2.1: Air Linkages Priority Infrastructure Projects—Completed

Project	Description	Status
BRUNEI DARUSSALAM		
1. Pavement Rehabilitation of Brunei International Airport Runway Phase 1	Airfield pavement rehabilitation involving the entire length of runway and Northern Parallel Taxiway, and widening of turn pad 21, taxiways E1, E2, E5, and W2	Completed in 2017
INDONESIA		
2. Sam Ratulangi International Airport (Manado)	Expansion of passenger terminal and supporting facilities, extension of runway, enhancement of pavement classification number, and procurement of supporting facilities	Completed
3. Juwata International Airport (Tarakan)	Expansion of cargo terminal and procurement of supporting facilities	Completed in December 2020
4. Supadio International Airport (Pontianak)	Runway extension	Completed
MALAYSIA		
5. Mukah Airport (Sarawak)	Construction of New Mukah Airport Terminal Building and 1.5-kilometer runway. The new passenger terminal can accommodate a total capacity of 264,000 passengers annually.	Completed 2021 (Airport operation commenced on 17 June 2021)
6. Sandakan Airport	Runway extension	Completed
PHILIPPINES		
7. Davao International Airport Development	Construction of a parallel taxiway and the expansion of the existing terminal building and apron and vehicular parking. The expansion of the existing terminal will increase airport capacity to 6 million passengers per annum.	Completed
8. General Santos Airport (Aerotropolis)	Expansion of apron, rehabilitation of the passenger terminal building, and construction of airside perimeter road and fence. The project will increase airport capacity from 800,000 passengers to 2 million passengers per annum.	Completed 2021

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Table A2.1 *continued*

Project	Description	Status
9. Puerto Princesa Airport Passenger Terminal	The new passenger terminal complex has an upgraded handling capacity of 2 million passengers annually.	Completed
10. Zamboanga International Airport Development	Rehabilitation of the existing terminal building, grading of runway strip, and asphalt overlay of runway	Completed
11. San Vicente Regional Airport	Construction of a control tower	Completed
12. Laguindingan Airport Development	Construction of perimeter fencing to secure airport properties, while the airport can accommodate 2,000 passengers a day	Completed

Source: BIMP-EAGA Transport Cluster.

Table A2.2: Sea Linkages Priority Infrastructure Projects—Completed

Project	Description	Status
INDONESIA		
1. Manado–Bitung Link (Manado Port Expansion)	The project sought for optimalization of port facilitation.	Completed in 2020
2. Manado–Bitung Link (Bitung International Port Expansion)	Three components: A-Construction of berth (131 x 35 square meters), trestle (7,411.5 square meters), and reclamation for container yard (5 hectares) B-Capacity up to 500,000 TEUs per year C-Optimization of port facilitation	Completed
3. Makassar New Port Phase 1A	Construction of berth 320 meters (m) from the total 1,000 m in length, causeway (1,276 m), reclamation for container yard (16 hectares), dredging, breakwater (1,310 m), and access road (100 m)	Completed Phase 1A
MALAYSIA		
4. Lahad Datu POIC Container Port	The port facilities consist of a container terminal, dry bulk terminal, liquid bulk terminal, and barge and barge landing wharf. The port has the potential to become one of the main transshipment hubs in the region.	Completed
5. Capital Dredging of Sungai Sarawak	The project paved the way for larger cargo vessels and cruise ships from Peninsular Malaysia and Asian countries to call directly at the pending terminal.	Completed

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Table A2.2 *continued*

Project	Description	Status
6. Dredging Tawau Port	The seabed dredging works covered berths three, four, and five at Tawau port; the provision of five new machines; and the dredging, removal, and disposal of materials including haulage and all necessary equipment to the relocation site. The project benefited port users, big vessels, and cargoes.	Completed
7. LNG ISO Tank Export Facilities	<p>Outcomes:</p> <ul style="list-style-type: none"> • Delivering LNG in small volume • Distributing LNG to remote areas • Establishing Bintulu Port as an LNG ISO hub <p>Output:</p> <p>Increase volume of LNG cargo being handled by Bintulu Port</p>	<p>Completed.</p> <p>First shipment was on 25 March 2021 with 404 TEUs by vessel Fan Zhou 6.</p> <p>For 2021, a total of 8,066 TEUs of ISO LNG tank was exported from Bintulu Port to the People's Republic of China with 6 vessel calls.</p>
PHILIPPINES		
8. San Fernando Port (El Nido, Palawan)	Construction of causeway, backup area, and RC wharf with Ro-Ro ramps	Completed in 2019
9. Borac Port	It offers a new and dedicated port facility as the primary port of commerce and tourism in the area.	Completed in 2019
10. Coron Port Phase 1 (Palawan)	The project expanded the yard and wharf, responded to the demand for cruise tourism, and improved cargo volume due to the increasing demand for supplies from foreign and local tourists.	Completed in 2019
11. Bataraza Port (Bulliluyan Bataraza, Palawan)	The project included the construction of a wharf and a backup area, and the installation of a lighting system. The port provides easy access to the Ursula Island and Game Refuge and Bird Sanctuary in Rio Tuba, and serves as a transit point in the province for cargo, commerce, and tourism.	Completed in 2018
12. Malalag Port Phase 1 (Davao del Sur)	Project upgrading and construction of a new wharf, access trestle, and backup area; improvement of the old backup area; and installation of a lighting system	Completed in 2019
13. Cagayan de Oro Port (Phase 1)	The project involved the construction of a new building terminal with increased seating capacity.	Completed in 2019

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Table A2.2 *continued*

Project	Description	Status
14. General Santos (Makar Wharf) Port	Construction of the Port Operations Building Complex	Completed in 2019
15. Zamboanga Port (Zamboanga City)	Construction of a wharf for rail-mounted gantry crane	Completed in 2019
	Construction of T-head pier extension and backup area and port expansion	Completed in 2019
16. Sulu, 1st District and Tawi-Tawi BARM–MOTC–BPMA Office and Facilities	The project improved, renovated, retrofitted, and rehabilitated the Autonomous Region in Muslim Mindanao Regional Ports and Management Authority–BARM offices and facilities and the port premises.	Completed in 2020
17. Puerto Princesa Port Expansion (Palawan)	The project included the construction of a backup area, excavation of the existing seabed, and the supply and installation of rubber dock fenders and bollards.	Completed in 2021
18. Brooke's Point Port	Rehabilitation and repair work covering an RC pier and Ro-Ro ramp, the Philippine Ports Authority building, and the RC pier approach	Completed

BARM = Bangsamoro Autonomous Region in Muslim Mindanao, BPMA = Bangsamoro Ports Management Authority, ISO = International Organization for Standardization, LNG = liquefied natural gas, MOTC = Ministry of Transportation and Communications, RC = reinforced concrete, TEU = 20-foot equivalent unit.

Source: BIMP-EAGA Transport Cluster.

Table A2.3: Land Transport Priority Infrastructure Projects—Completed

Project	Description	Status
BRUNEI DARUSSALAM		
Bridge		
1. Sultan Haji Omar Ali Saifuddien Bridge	The 4-lane 30-kilometer (km) bridge across Brunei Bay connects Temburong district to Bandar Seri Begawan, shortening the commuters' travel time to the capital to less than 30 minutes.	Completed; commercial operation commenced on 17 March 2020
INDONESIA		
Roads		
2. Pontianak–Entikong Transport Link (Tayan–Sarawak Road Rehabilitation)	The Tayan to Sarawak Road segment involved the improvement of the road link from Pontianak to the border of Sarawak—the total length completed was 131 km—and the construction of the Entikong Border Crossing Facility.	Completed in 2017

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Table A2.3 *continued*

Project	Description	Status
	Improvements in the Pontianak to Entikong Transport Link aimed to improve connectivity between Indonesia and Malaysia via the West Borneo Economic Corridor through Tayan–Sarawak.	
3. Tanjung Selor to Sabah Border Road	Located in North Kalimantan, Indonesia, the project involved the construction of 193.19 km of roads to the border of Sabah. Most of the original road was unpaved and in poor condition, and road alignment involving steep slopes and sharp curves was not suitable for freight transportation. The project consisted of four packages: <ul style="list-style-type: none"> • CW-08: Selor-Palas (34.82 km), • CW-09: Palas-Sekatak Buji (65.03 km), • CW-10: Apas-Simanggaris (45.59 km), and • CW-11: Simanggaris-Bts. Negara (47.75 km). 	Completed in 2018
4. Rehabilitation of Balai Karangan Entikong Road	The project built a four-lane 21 km access road connecting Balai Karangan to the Entikong border post.	Completed 2018
5. Manado-Bitung Link (Toll road component)	The 39.8 km toll road in North Sulawesi between Manado and Bitung lessened travel time and facilitated logistics and goods delivery.	Completed January 2022
6. Balikpapan–Samarinda Toll Road (East Kalimantan)	The 99.54 km toll road connects the two largest cities in East Kalimantan and supports palm oil, coal, oil and gas, and agriculture-based industrial estates.	Completed 2021
Railway		
7. Railway Makassar–Parepare	The 145 km railway network also constitutes part of the Trans-Sulawesi Railway Network that will connect the entire Sulawesi Island.	Completed
Bridge		
8. Balang Island Bridge	The bridge has a main span of 804 meters, the longest concrete deck cable-stayed bridge in Indonesia, and connects Balikpapan and North Penajam Paser.	Completed May 2021
Inland Transport Services		
9. Entikong International Freight Terminal	It is in Pontianak, West Kalimantan, covering 30 hectares with a building planning area.	Completed
10. Nanga Badau International Freight Terminal	The project constructed export–import freight terminal, consisting of 4 phases.	Completed

continued on next page

Table A2.3 *continued*

Project	Description	Status
PHILIPPINES		
Roads		
11. Metro Davao Bike Lane Network	The bike lane network of 55 km spans 14 road sections within Davao City and aims to ensure the safety of users and promote it as a sustainable mode of transport.	Completed 2021
12. Davao–General Santos City Road Improvement	The 1.6 km road improvement will help ensure more efficient trade and transport of goods and people between these two cities.	Completed June 2022

Source: BIMP-EAGA Transport Cluster.

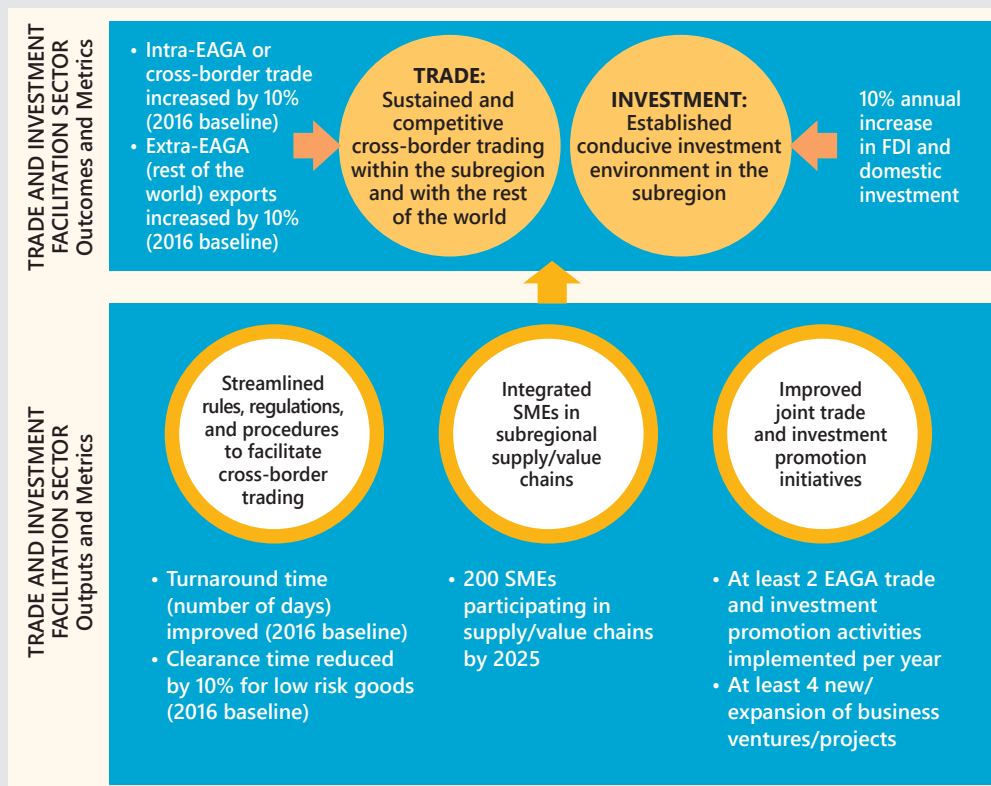
TRADE AND INVESTMENT FACILITATION

BIMP-EAGA intends to reduce bottlenecks in trade and investment to enhance cross-border trade and create a conducive investment environment. Trade and investment are the two main components of the sector (Figure A2.2).

Overall, (i) the Trade and Investment Facilitation Cluster has embarked on promotional and business matching activities for small and medium-sized enterprises (SMEs); (ii) customs, immigration, quarantine, and security (CIQS) facilities were upgraded and constructed in border areas and special economic zones (SEZs) in economic corridors; (iii) CIQS capacity building and knowledge sharing, and analytical studies were conducted; (iv) the One Borneo Quarantine Initiative is due for signing; and (v) statistical information brief and a core indicators system were produced.

The trade subsector outcome is for sustainable and cross-border trading within the subregion and the rest of the world. Intra-EAGA trade in Table A2.4 comprises estimates of import and export for Indonesia-EAGA and the data for the Philippines-EAGA compiled from border crossing/port. Their combined trade data in 2021 amounted to \$3.8 billion compared to the 2016 baseline of \$1.6 billion, an increase by 133.6%. Intra-EAGA trade in 2021 surpassed negative growth in 2020, growing by 62.2% for BIMP-EAGA, 73.8% for Indonesia-EAGA, and 54.0% for the Philippines-EAGA.

Figure A2.2: Trade and Investment Facilitation Sector Strategy Outcomes, Outputs, and Metrics



ASEAN = Association of Southeast Asian Nations, EAGA = East ASEAN Growth Area, FDI = foreign direct investment, SMEs = small and medium-sized enterprises.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

Table A2.4: BIMP-EAGA Intra-EAGA Trade

	BIMP-EAGA	Brunei Darussalam	Indonesia	Malaysia	Philippines
Intra-EAGA Trade (\$ million)					
2021	3,775.9	...	1,671.7	...	2,104.2
2016 baseline	1,616.6	...	848.7	...	767.9
Increase in 2021 compared to 2016 baseline (%)	133.6	...	97.0	...	174.0
Annual Growth (%)					
2017	25.7	...	9.0	...	44.1
2018	15.8	...	17.6	...	14.3
2019	9.2	...	11.7	...	7.1
2020	(9.4)	...	(20.9)	...	0.8
2021	62.2	...	73.8	...	54.0

... = data not available, () = negative.

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Note: Intra-EAGA import and export data for Indonesia-EAGA are estimates since data by port are not available while data for Philippines-EAGA are by border crossing/port in Mindanao and Palawan.

Source: BIMP-EAGA Statistics in Brief database.

Total extra-EAGA exports—covering EAGA exports to the rest of the world, excluding BIMP exports—stood at \$98.3 billion in 2021 (Table A2.5). It represents an increase of 71.7% compared to the baseline of \$57.2 billion in 2016, indicating that the target of 10% was met.

Table A2.5: BIMP-EAGA Extra-EAGA Exports

	BIMP-EAGA	Brunei Darussalam	Indonesia	Malaysia	Philippines
Extra-EAGA Exports (\$ million)					
2021	98,268.1	9,431.5	53,535.8	28,129.2	7,171.6
2016 baseline	57,238.9	4,499.5	26,731.4	22,210.8	3,797.2
Increase in 2021 compared to 2016 baseline (%)	71.7	109.6	100.3	26.6	88.9
Annual Growth (%)					
2017	26.9	8.4	28.2	22.3	66.5
2018	6.7	22.9	6.5	8.4	(11.7)
2019	(7.0)	8.1	(11.1)	(9.0)	14.5
2020	(10.3)	(9.1)	(6.8)	(19.3)	8.5
2021	52.0	60.3	77.1	30.2	3.4

() = negative.

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Source: BIMP-EAGA Statistics in Brief database.

The outcome of the investment subsector is an established conducive investment environment in the subregion. BIMP-EAGA foreign direct investment (FDI) rose by 6.1% to \$13.6 billion in 2021 from \$12.8 billion in 2020 (Table A2.6). The target annual increase of 10% in FDI was exceeded by BIMP-EAGA in 2019 and 2020, except in 2018 when the growth rate went negative by almost 10% and in 2021 although a positive growth. Domestic investments declined to \$7.3 billion in 2021, down 21.4% from \$9.3 billion in 2020. The 10% annual target in domestic investment has been met since 2017, except in 2019 when it went to almost –45% and in 2021.

Table A2.6: BIMP-EAGA Foreign Direct and Domestic Investments

	2017	2018	2019	2020	2021
BIMP-EAGA Foreign Direct Investment					
Value (\$ million)	9,357.8	8,439.5	9,724.8	12,793.9	13,571.8
Growth rate (%)	10.2	(9.8)	15.2	31.6	6.1
BIMP-EAGA Domestic Investment					
Value (\$ million)	7,026.6	12,673.3	6,979.5	9,267.9	7,284.7
Growth rate (%)	20.6	80.4	(44.9)	32.8	(21.4)

() = negative.

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Notes:

1. Foreign direct investment (FDI) refers to a category of cross-border investment in which an investor resident in one economy establishes a lasting interest in and significant influence over an enterprise resident in another economy. Domestic investment refers to the value of investment made by a company or entity based in that country.
2. FDI and domestic investment for Brunei Darussalam and Indonesia are based on realized investment, while it is approved investment for Malaysia and the Philippines.

Sources: BIMP-EAGA. BIMP-EAGA at a Glance—A Statistical Information Brief 2022. <https://bimp-eaga.asia/documents-and-publications/bimp-eaga-glance-2022>; BIMP-EAGA Statistics in Brief database.

Under output 1 on streamlined rules, regulations, and procedures and the facilitation of cross-border trade, time release studies have been conducted and helped identify bottlenecks at the borders. In the absence of disaggregated data, however, the improvements in turnaround time (number of days) and clearance time for low-risk goods are unclear.

For output 2 on integrating SMEs into the corridor supply/value chains, the target is 200 SMEs. Targets are lagging, however, with only 88 SMEs participating as of October 2022. Nevertheless, important achievements have been made, such as completing analytical work and studies by the Asian Development Bank (ADB) in 2017 on (i) Investment Opportunities in Corridor Value Chains, and (ii) Investment Assessment Climate in Economic Corridors. ADB also conducted the technical study on SEZs in BIMP-EAGA for Shared Prosperity published in 2022.

Under output 3, the target is to have at least 2 EAGA trade and investment promotion activities implemented annually. Since 2017, there have been 18 promotional and business matching activities undertaken.

A new output 4 will be added to the trade and investment sector strategy on the effective tool for monitoring, evaluation, and analysis of overall BIMP-EAGA performance and cooperation sectors, and a corresponding fifth strategic priority will be added. Under BEV 2025, the Trade and Investment Facilitation Cluster, through its Statistics and Database Development Working Group, prepares the annual statistical database, which serves as a key deliverable in the BIMP-EAGA ministerial meetings and a useful resource in evidence-based decision-making. ADB provided support to develop the sustainable time-series statistical database, which is now being used for the preparation of the annual BIMP-EAGA at a Glance: Statistics Information Brief by the Statistics and Database Development Working Group, providing key economic indicators including gross domestic product, trade, investments, employment rate, and poverty incidence. A core indicator system for the BIMP-EAGA sectors of cooperation is also being developed. In terms of trade facilitation and CIQS facilities, nine PIPs (out of 12) were completed, including three border crossing or checkpoints in Aruk, Entikong, and Nanga Badau in Indonesia; five SEZs in Indonesia (Bitung, Palu, Maloy Batuta, Morotai, and Sorong) and in Zamboanga, Philippines.

INFORMATION AND COMMUNICATION TECHNOLOGY

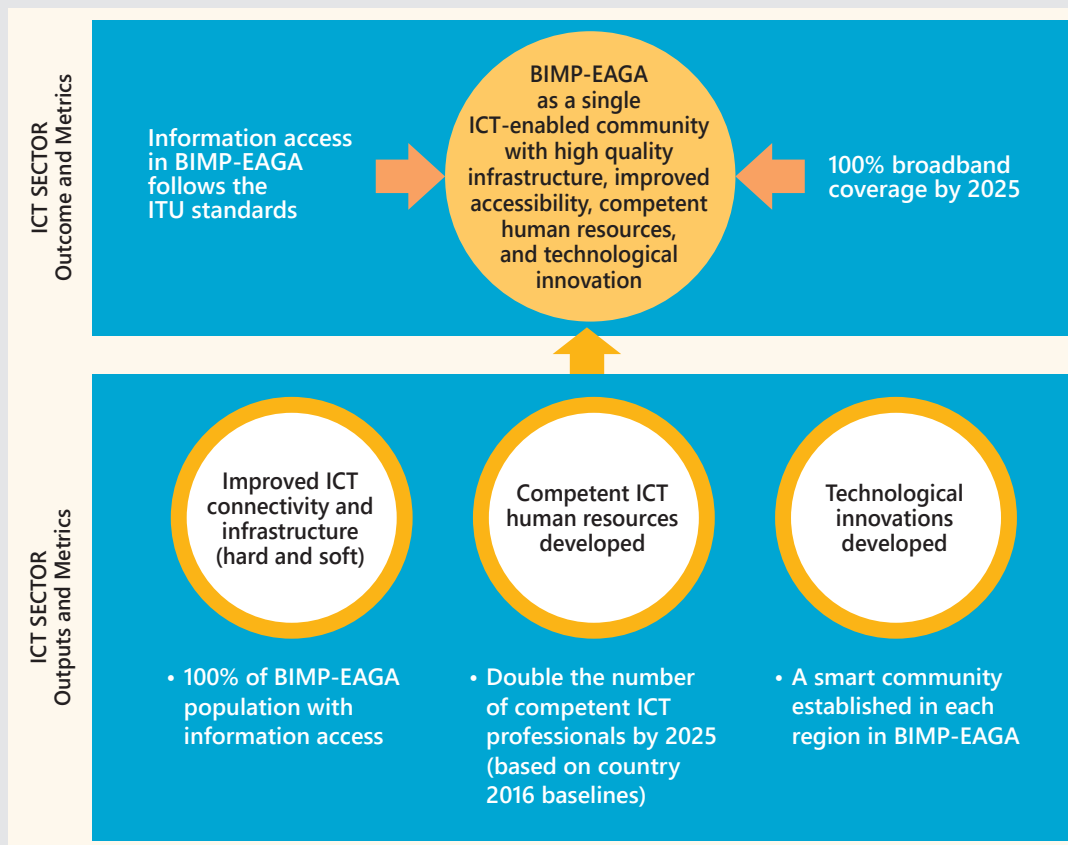
The information and communication technology (ICT) sector forms part of the BIMP-EAGA connectivity pillar, as underscored in BEV 2025. BIMP-EAGA envisions a single ICT-enabled community with world-class connectivity and infrastructure, skilled professionals, and an environment that encourages technological innovations (Figure A2.3).

An indicator at the outcome level pertains to information access in BIMP-EAGA to follow the International Telecommunication Union (ITU) standards. Brunei Darussalam, Indonesia, Malaysia, and the Philippines reported being compliant with the ITU standards on a national scale. Another outcome metric is 100% broadband coverage by 2025. In 2021, Brunei Darussalam reported 95% broadband coverage; 100% in Indonesia; and 86% in Sabah, 83% in Sarawak, and 99% in Federal Territory of Labuan. The penetration rate for the Philippines was 68% at the beginning of 2022.

The outcome's main achievement rests on completing the cluster's project led by the private sector—the BIMP-EAGA Submarine and Terrestrial (BEST) Cable System. The completion of the BEST Cable System is being anticipated as a platform for better internet interconnection and increased bandwidth, especially in the subregion's remote areas. Another ongoing PIP is Phase 1 of the Sabah and Sarawak components of Malaysia's National Digital Network Plan (JENDELA), which provides for a shift toward 5G technology and involves the construction of communication towers and transmitters. Meanwhile, the number of fixed broadband subscriptions in the BIMP-EAGA member countries in 2021 compared with 2016 showed a significant increase, as well as in active mobile broadband subscriptions indicating multiple subscriptions and improved accessibility. A snapshot of ICT metrics for the BIMP-EAGA member countries is provided in Table A2.7.

Under output 1, progress on improved ICT connectivity and infrastructure is on track against the goal of having 100% of the BIMP-EAGA population with information access

Figure A2.3: Information and Communication Technology Sector Strategy Outcome, Outputs, and Metrics



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, ICT = information and communication technology, ITU = International Telecommunication Union.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

by 2025. Brunei Darussalam reported 78.6%, while broadband infrastructure coverage in West, Central, and East Indonesia stood at 100%. In Malaysia, the mobile broadband penetration rate per 100 inhabitants in 2021 was 91.9% in Sabah, 112.8% in Sarawak, and 97.5% in Federal Territory of Labuan. The Philippines Department of Information and Communication Technology reported that under its Free Internet Access in Public Places Program, a total of 2,069 additional free Wi-Fi sites in Mindanao and Palawan were completed as of December 2021.

Under output 2, the target is to double the number of competent professionals by 2025 (based on country 2016 baselines). Brunei Darussalam reported 1,897 ICT professionals, while Malaysia reported 254,000. Under the Digital Literacy Program of Indonesia, 14.6 million

Table A2.7: BIMP-EAGA Select Information and Communication Technology Indicators, 2016–2021

Country	2016	2017	2018	2019	2020	2021
Fixed broadband subscriptions per 100 inhabitants^a						
Brunei Darussalam	8.66	10.11	11.72	12.06	16.09	18.02
Indonesia	2.00	2.35	3.32	3.81	4.31	4.54
Malaysia	8.62	8.41	8.32	9.04	10.12	11.12
Philippines	2.85	3.18	3.49	5.72	7.07	8.45
Active mobile-broadband subscriptions per 100 inhabitants^b						
Brunei Darussalam	121.20	125.04	127.73	142.29	123.38	138.25
Indonesia	33.82	95.84	87.35	81.52	104.35	114.81
Malaysia	90.50	110.26	113.57	123.25	116.98	125.15
Philippines	53.97	67.44		65.81	62.85	62.35
Internet users (%)^c						
Brunei Darussalam	90.00	94.87	95.00	95.00	96.07	98.08
Indonesia	25.45	32.34	39.90	47.69	53.73	62.10
Malaysia	78.79	80.14	81.20	84.19	89.56	96.75
Philippines	39.20	41.60	44.10	43.03	47.11	52.68

BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

^a **Fixed broadband subscribers divided by population and multiplied by 100.** Fixed-broadband subscriptions refers to fixed subscriptions to high-speed access to the public internet (a TCP/IP connection) at downstream speeds equal to or greater than 256 kbit/s. This includes cable modem, DSL, fibre-to-the-home/building, other fixed (wired)-broadband subscriptions, satellite broadband, and terrestrial fixed wireless broadband. This total is measured irrespective of the method of payment. It excludes subscriptions that have access to data communications (including the Internet) via mobile-cellular networks. It should include fixed WiMAX and any other fixed wireless technologies. It includes both residential subscriptions and subscriptions for organizations.

^b **Active mobile broadband subscriptions per 100 inhabitants.** Active mobile broadband subscription refers to the sum of standard mobile broadband and dedicated mobile broadband subscriptions to the public internet. It covers actual subscribers, not potential subscribers, even though the latter may have broadband-enabled handsets.

^c **Internet users.** This indicator refers to the proportion of individuals using the internet based on the results from national household surveys. The number should reflect the total population of the country or at least individuals 5 years and older.

Sources: Brunei Darussalam. Authority for Info-Communications Technology Industry, Ministry of Transport and Infocommunications, and Department of Economic Planning and Statistics, Ministry of Finance and Economy; and International Telecommunication Union. Statistics. <https://www.itu.int/en/ITU-D/Statistics/Pages/stat/default.aspx> (accessed 30 March 2023).

participated in 2021, which is well above the annual target of 12.4 million. The Philippines has conducted 456 training courses for the past 2 years, equipping a total of 72,358 participants from Mindanao with basic to advanced ICT skills for them to land digital freelancing careers.

Under output 3 on ICT entrepreneurship development and development of ICT products and services, the aim is to establish a smart community in each region in BIMP-EAGA. Smart community programs are being implemented across the member countries, expecting accomplishments in 2022 will be exceeded by 2025.

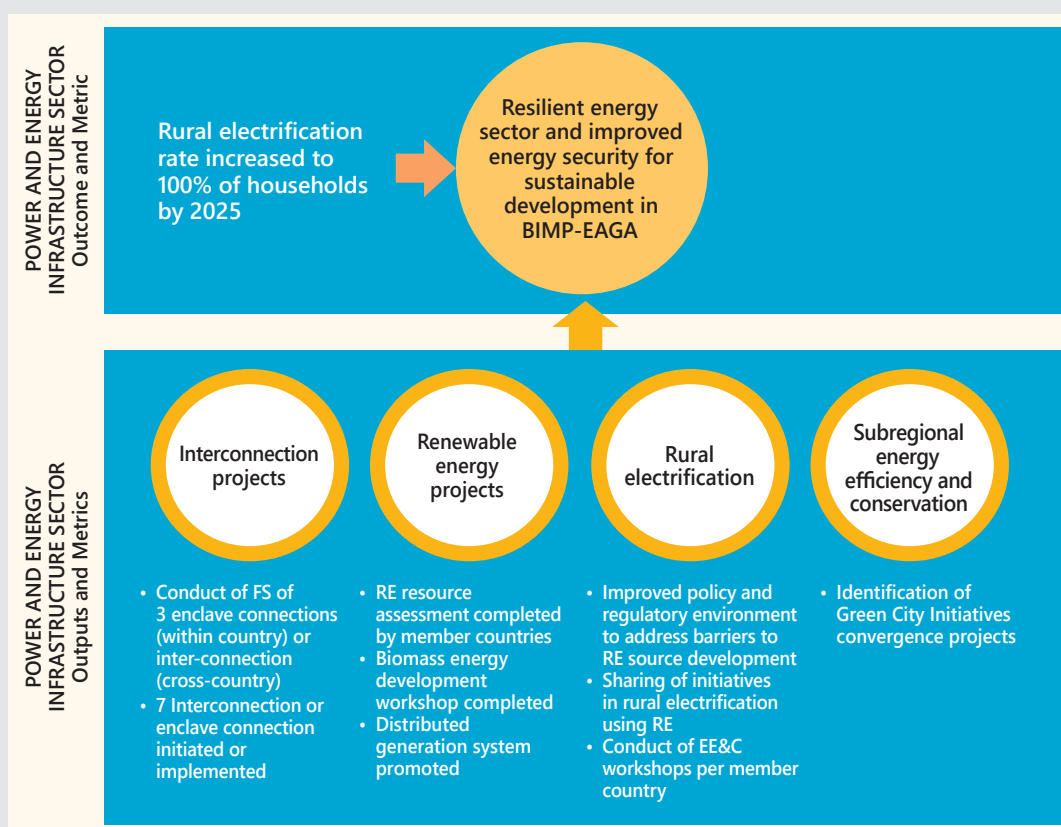
POWER AND ENERGY INFRASTRUCTURE

The power and energy infrastructure sector forms part of the connectivity pillar of BEV 2025, which aims to promote the best use of the subregion's energy resources; increase energy access, especially in rural areas; and optimize the use of domestic energy resources.

BEV 2025 aims for a resilient power and energy infrastructure sector and improved energy security for sustainable development in BIMP-EAGA (Figure A2.4). The intended outcome is measured by expanding the rural electrification rate to 100% of households by 2025.

In 2021, the electrification rate reached 99% of rural households in Brunei Darussalam, 99.4% at the country level and 98.7% at the EAGA level in Indonesia, 95% for Sarawak and 98% for Sabah and the Federal Territory of Labuan in Malaysia, and almost 86% for Mindanao and 84.1% for Palawan, Philippines.

Figure A2.4: Power and Energy Infrastructure Sector Strategy Outcome, Outputs, and Metrics



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, EE&C = energy efficiency and conservation, FS = feasibility study, RE = renewable energy.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

There are four outputs of the power and energy infrastructure sector on interconnection projects, which contribute to strategic priority 1 on developing approaches to intensify and involve local governments, power utilities, and the private sector, and to strategic priority 2 on providing a conducive environment to encourage energy-related investments in the national government. Progress under output 1 is measured based on feasibility studies of three enclave connections (within the country or cross-country). The target has been exceeded by 2021, with eight feasibility studies conducted leading to projects (Table A2.8) and five pre-feasibility or technical assessments and studies completed as the basis for project prioritization, bringing the total to 13 feasibility and pre-feasibility studies and technical assessments. Pre-feasibility studies or technical assessments for enclaves completed were (i) West Kalimantan (Pontianak)–South Kalimantan (Banjarmasin) link, covering 275 kV and 750-kilometer (km) interconnection; (ii) East Kalimantan backbone linking Banjarmasin (South Kalimantan) to Bontang, covering 275 kV and 550 km interconnection; (iii) Mindanao–Visayas interconnection; (iv) Batangas–Mindoro interconnection; and (v) Mindanao Power Backbone.

Table A2.8: Feasibility Studies Completed or Ongoing, 2017–2021

Member Countries	Project Title	Status and Completion of the Feasibility Study
Brunei Darussalam	1. Brunei–Sarawak interconnection	FS completed in 2019
	2. Mentiri–Perdayan 66 kV S/S Transmission Link (in-country)	FS completed in 2019
	3. 11 kV Network to Mukim Sukang, Ulu Belait (in-country)	FS completed in 2020
Indonesia	4. Enclave Interconnection in North Kalimantan 150 kV Tanjung Redep–Malinau Transmission Line	FS completed in 2019
	4.1 Tidang Pale–Malinau 150 kV (52 km)	FS completed in 2019
	4.2 HVTL Tanjung Redep–Tanjung Selor 150 kV (180 km)	FS completed in 2019
	4.3 HVTL Tanjung Selor–Tidang Pale 150 kV (226 km)	FS completed in 2019
	5. Sabah–North Kalimantan Interconnection	Completed in June 2017
Malaysia	6. Sabah–Palawan Power Grid	FS ongoing, target completion in 2023
	7. Sabah–North Kalimantan Interconnection	Completed in 2017
Philippines	8. 9 MW Biomass Power Plant in Misamis Oriental, Mindanao	FS completed in 2019

FS = feasibility study, HVTL = high-voltage transmission line, km = kilometer, kV = kilovolt, MW = megawatt.

Source: BIMP-EAGA Power and Energy Infrastructure Cluster.

The second metric for output 1 is seven interconnections or enclave connections initiated or implemented, which were achieved in 2021. There are 12 interconnections or enclave connections consisting of 4 completed projects, 2 initiated, and 6 under implementation (Table A2.9).

Table A2.9: Interconnection or Enclave Connections Completed, Initiated, or Under Implementation

Project Name	Completed (project completed and now operational)	Initiated (preparatory work including negotiations)	Ongoing Implementation (construction stage, procurement, etc.)
BRUNEI DARUSSALAM			
1. Brunei–Sarawak Interconnection		√	
2. Mentiri–Perdayan 66 kV Transmission Line (in-country)			HVTL and substation have been awarded and are under implementation. Target completion in 2023.
3. 11 kV Network to Mukim Sukang, Belait (in-country)			Rural electrification of Mukim Sukang, Kuala Belait, and consists of 6 11 kV substations and 110 km of 11 kV aerial cable from Mukim Sukang to the national grid at Mukim Labi. Target completion in 2023.
INDONESIA			
4. Enclave Interconnection in North Kalimantan 150 kV Tanjung Redep–Malinau Transmission Line	Completed in 2019 and operated in 2020		Completed in 2022
4.1. HVTL Tidang Pale–Malinau 150 kV (52 km)			
4.2. HVTL Tanjung Redeb–Tanjung Selor 150 kV (180 km)			
4.3. HVTL Tanjung Selor–Tidang Pale 10 kV (226 km)			
5. West Kalimantan–Sarawak Power Grid Interconnection	Completed, COD/energized in 2016		Progress: 39.98% Expected COD in December 2023.
MALAYSIA			
6. Sarawak–West Kalimantan Power Grid Interconnection	Completed in 2016, COD/energized on 20 January 2016		

continued on next page

Table A2.9 *continued*

Project Name	Completed (project completed and now operational)	Initiated (preparatory work including negotiations)	Ongoing Implementation (construction stage, procurement, etc.)
7. Sarawak–Brunei Interconnection from Tudan, Sarawak to Lumut, Brunei			Has not started, but Sarawak's facilities at Tudan are ready for connection.
8. Sarawak–Sabah Enclave Interconnection			Power Exchange Agreement signed. Estimated power export of 30–50 MW from Sarawak to Sabah.
9. Sabah–North Kalimantan Interconnection			2% implementation
PHILIPPINES			
10. Mindanao 230 kV Transmission Backbone Upgrading	Completed in 2019, fully energized in November 2020		
11. Batangas–Mindoro Interconnection		√	
12. Mindanao–Visayas Interconnection			Submarine cables, 81.38%; substations, 71.85%; transmission lines, 72%–79%; and restoration of damaged cables. Target completion in December 2022.

COD = commercial operation date, HVTL = high-voltage transmission line, km = kilometer, kV = kilovolt, MW = megawatt, Q = quarter.

Source: BIMP-EAGA Power and Energy Infrastructure Cluster.

The second output is renewable energy (RE) projects, which contribute to strategic priority 3 to enhance cooperation, strengthen implementation of RE development, and improve energy access in rural areas. The first metric is the completion of RE assessments by member countries. This has been exceeded with at least 37 RE assessments completed or underway.

Another metric for output 2 is the conduct of biomass energy development workshops, with three completed. Meanwhile, there has been limited progress in promoting distributed energy systems using RE technologies.

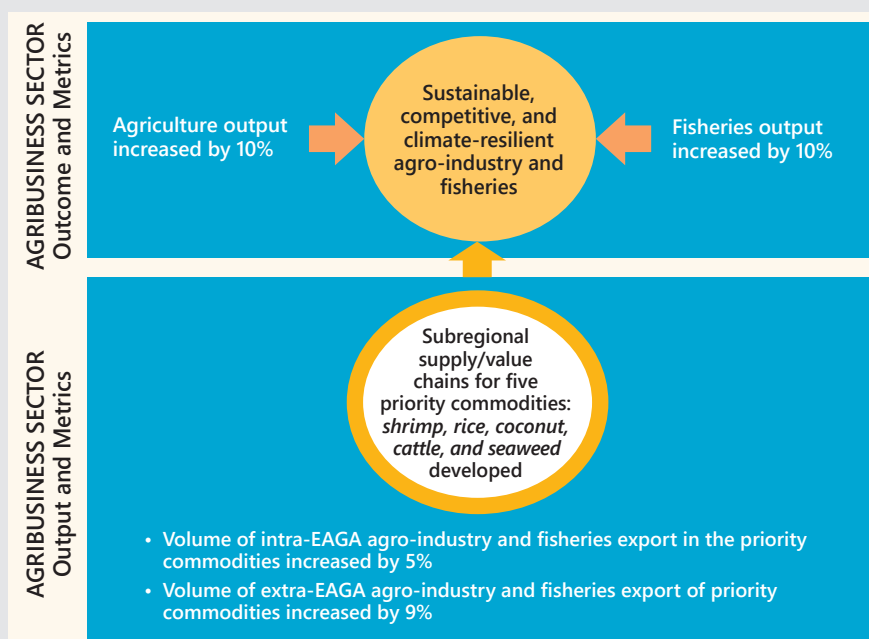
On output 3, there has been notable progress in building the capacity of stakeholders through workshops and information-sharing of RE initiatives. In terms of improving policy and regulatory environment for the advancement of RE, the BIMP-EAGA member countries have ongoing national and subnational initiatives.

Lastly, for output 4 on promoting energy efficiency and conservation, the identification of Green Cities Initiative convergence projects is on track since the Kota Kinabalu, Sabah Green City Action Plan (GCAP) has included energy efficiency projects and the Philippines' GCAP for General Santos City in Mindanao includes a program on electrification and LED streetlighting.

FOOD BASKET PILLAR: AGRIBUSINESS SECTOR

BIMP-EAGA aims to become the food basket of ASEAN and the rest of Asia by integrating the agro-industry and fisheries sectors and developing supply and value chains. The sector outcome seeks sustainable, competitive, and climate-resilient agro-industry and fisheries (Figure A2.5).

Figure A2.5: Agribusiness Sector Strategy Outcome, Output, and Metrics



EAGA = East ASEAN Growth Area.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

The sector's outcome will be measured by a target that agriculture output increased by 10%. After years of declining growth, rice and cattle production recovered in 2021 while coconut continued to maintain an increasing production (Table A2.10).

Table A2.10: BIMP-EAGA Agriculture Output by Commodity, 2017–2021

Commodity	Production (thousand metric ton)			Growth Year-on-Year (%)			
	2017	2019	2021	2018	2019	2020	2021
Rice	16,767.3	15,339.4	15,213.2	Note 2	(8.5)	(3.3)	2.5
Coconut	10,085.5	10,467.5	10,717.6	3.6	0.2	0.4	2.0
Cattle	195.9	188.8	180.9	(1.7)	(2.0)	(8.6)	4.8

() = negative, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Notes:

1. Production data cover 15 East ASEAN Growth Area (EAGA) provinces of Indonesia; Sabah and Sarawak for Malaysia-EAGA; and Palawan, Regions 9–12, Caraga, and Bangsamoro Autonomous Region in Muslim Mindanao for Philippines-EAGA.
2. Rice production under the 2017 column refers to 2018 when all EAGA, except Brunei Darussalam, have production data.
3. Coconut production consists of the volume reported by all EAGA, except Brunei Darussalam.
4. Cattle production consists of the volume reported by all EAGA, except Brunei Darussalam.

Source: BIMP-EAGA Agribusiness Cluster.

The sector's outcome also targets that fisheries output increased by 10%. In 2021, production showed positive rates: 17.7% for shrimp and 4.3% for seaweed (Table A2.11). Resolving bottlenecks in seaweed production, improving production inputs and services continuously, and achieving higher seaweed production in 2021 signal that the target will be met by 2025.

Table A2.11: BIMP-EAGA Fisheries Output by Commodity, 2017–2021

Commodity	Production (million metric ton)			Growth Year-on-Year (%)			
	2017	2019	2021	2018	2019	2020	2021
Shrimp	433.3	279.9	355.6	(13.7)	(25.2)	7.9	17.7
Seaweed	7,052.6	6,354.8	6,068.6	(4.0)	(6.1)	(8.4)	4.3

() = negative, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area.

Note: Production data cover Brunei Darussalam; 15 East ASEAN Growth Area (EAGA) provinces of Indonesia; Sabah and Sarawak for Malaysia-EAGA; and Palawan, Regions 9–12, Caraga, and Bangsamoro Autonomous Region in Muslim Mindanao for Philippines-EAGA.

Source: BIMP-EAGA Agribusiness Cluster.

The output of the sector further targets that the volume of intra-EAGA in the five priority commodities increased by 5%. Significant development occurred in the volume of rice, cattle, and shrimp exported within EAGA (Table A2.12). The export of rice rose sharply in 2021 to 3,110 metric tons, which was mainly accounted for by Indonesia (99.8%),

whose export data for all commodities are country-based. Rice and cattle registered annual growth of more than 5% in 2021 and shrimp in 2020, but the results are inconclusive given the differences in the scope of data reported and the unavailability of data.

Table A2.12: Intra-EAGA Export of Agro-Industry and Fisheries by Commodity, 2017–2021

Commodity	Intra-EAGA export (thousand metric ton)			Growth Year-on-Year (%)			
	2017	2019	2021	2018	2019	2020	2021
Rice	0.14	0.12	3.11	(11.2)	(0.6)	61.2	1,479.1
Coconut	359.06	567.95	441.75	28.1	23.5	4.2	(25.4)
Cattle	1.14	0.44	1.30	(9.2)	(57.2)	111.6	39.8
Shrimp	6,175.46 2018	6,021.68	7,004.01 2020	...	(2.5)	16.3	...
Seaweed	2,058.18 2018	1,708.60	1,325.55 2020	...	(16.9)	(22.4)	...

() = negative, ... = not available, EAGA = East ASEAN Growth Area.

Notes:

1. Indonesia data taken from BPS-Statistics Indonesia are compiled by Trade-Map.org and country-based export volume for HS code (6 digits) and country-based. Data for shrimp and seaweed for 2017 and 2021 are not available.
2. Export data cover Brunei Darussalam; Sabah and Sarawak for Malaysia-EAGA; and Palawan, Regions 9–12, Caraga, and Bangsamoro Autonomous Region in Muslim Mindanao for Philippines-EAGA.

Source: BIMP-EAGA Agribusiness Cluster.

The other output target of the sector is that the volume of extra-EAGA agro-industry and fisheries export of priority commodities increased by 9%. Rice and cattle extra-EAGA exports exceeded the target based on the annual growth in 2021 as well as shrimp in 2020, while coconut export fell short in 2021 and seaweed export in 2020 (Table A2.13).

The analysis of extra-EAGA exports considers that the data of Indonesia are country-based. A sharper and more comparable assessment can be generated if all data for the period under review are available.

In alignment with strategic priorities 1 on long-term food security in the subregion, 2 on high quality agro-based and fisheries products for export, and 3 on sustainable livelihoods for fisherfolk and farmers within the subregion, these initiatives are being implemented: (i) the development of premium quality rice, (ii) coconut production for smallholder farmers, (iii) cattle development program in BIMP-EAGA, (iv) promotion of good practices in shrimp production, (v) intensification of seaweed production, and (vi) sustainable use of mangrove ecosystem for tourism and silvofisheries.

Table A2.13: Extra-EAGA Export of Agro-Industry and Fisheries by Commodity, 2017–2021

Commodity	Extra-EAGA export (thousand metric ton)			Growth Year-on-Year (%)			
	2017	2019	2021	2018	2019	2020	2021
Rice	5.24	2.84	5.25	5.3	(48.6)	(31.5)	170.3
Coconut	3,431.92	3,183.05	2,738.42	(6.9)	(0.4)	(0.1)	(13.9)
Cattle	0.03	0.02	0.07	(53.6)	84.6	16.7	146.4
Shrimp	191,282.84 2018	201,709.50	232,300.94 2020	...	5.4	15.2	...
Seaweed	210,939.40 2018	207,575.07	194,273.77 2020	...	(1.6)	(6.4)	...

() = negative, ... = not available, EAGA = East ASEAN Growth Area.

Notes:

- Indonesia data taken from BPS-Statistics Indonesia are compiled by Trade-Map.org and country-based export volume for HS code (6 digits) and country-based. Data for shrimp and seaweed for 2017 and 2021 are not available.
- Export data cover Brunei Darussalam; Sabah and Sarawak for Malaysia-EAGA; and Palawan, Regions 9–12, Caraga, and Bangsamoro Autonomous Region in Muslim Mindanao for Philippines-EAGA.

Source: BIMP-EAGA Agribusiness Cluster.

TOURISM

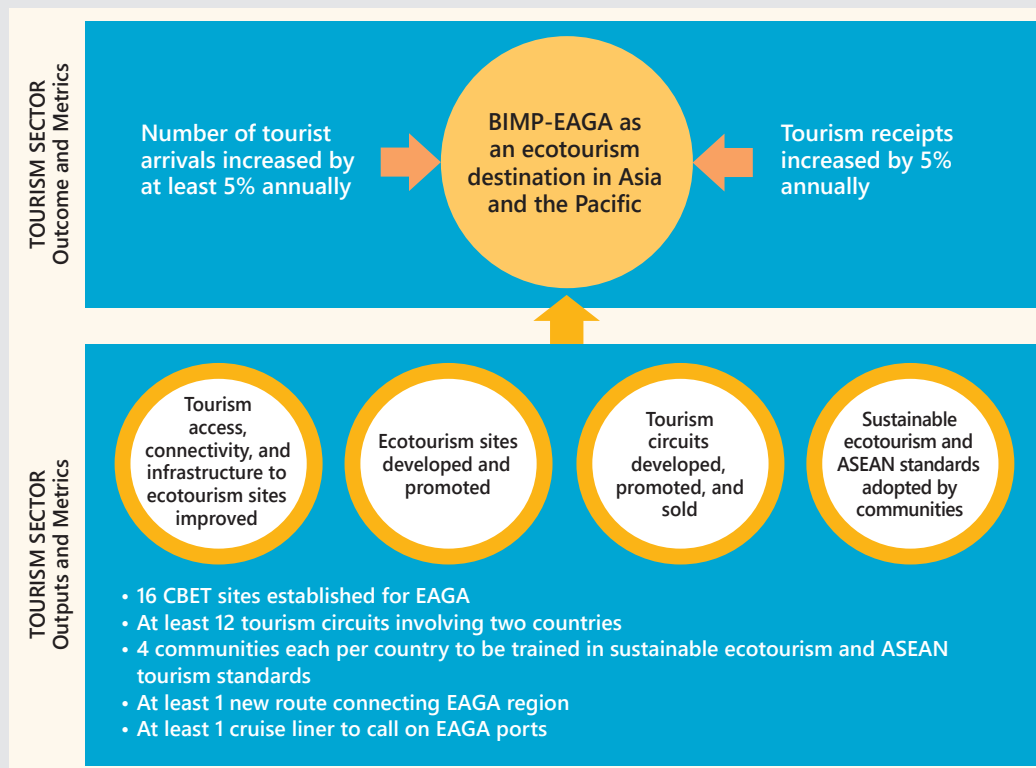
Tourism cooperation is one of the main pillars of BIMP-EAGA, anchored on the sector's potential to reduce poverty and narrow development gaps within the subregion. BIMP-EAGA countries are collaboratively working to seize the tourism boom prior to the coronavirus disease (COVID-19) crisis, guided by the tourism strategy's intended outcome of positioning BIMP-EAGA as a premier destination for ecotourism in Asia and the Pacific (Figure A2.6).

Foreign visitor arrivals reached 5.6 million during 2017–2019 but the COVID-19 situation drove a substantial decrease in tourist arrivals by 85% in 2020 (877,115) and 92% in 2021 (71,825). These numbers indicate nonperforming the target of tourist arrivals increased by at least 5% annually, except in 2017 when growth recorded 24.3%.

Domestic tourism, the main contributor to tourism in EAGA areas, is another measure of the sector's performance. During 2017–2021, domestic tourism accounted for about 96% of visitor arrivals, corresponding to about 71 million visitors/trips. The target annual increase of domestic arrivals by at least 5% was met in 2017 (5.1%) and in 2018 (9.7%). However, the number of visitors/trips decreased due to the impact of the COVID-19 pandemic.

In 2019, tourism receipts increased by more than 6.6% based on the data reported at the 29th BIMP-EAGA Senior Officials' Meeting on 5 October 2021, exceeding the target for an increase of 5% annually. In terms of tourism expenditure per capita, the increase in Indonesia was more than the target at 89% in 2020 and 43.1% in 2021 brought by higher

Figure A2.6: Tourism Sector Strategy Outcome, Outputs, and Metrics



ASEAN = Association of Southeast Asian Nations, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, CBET = community-based ecotourism.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

cost of travels. Tourism expenditure per person in the Philippines grew by 17.3% in 2019 and 6.1% in 2020 but down by 4.3% in 2021. The average expenditure per capita in Malaysia rose by 10.2% in 2018 but has been decreasing since 2019.

At the output level (outputs 1, 2, and 3), 16 community-based ecotourism (CBET) sites were initially targeted and increased to 17 after a comprehensive review, profiling, and application of criteria to prioritize the BIMP-EAGA CBET sites. By 2021, this target has been exceeded, with 29 CBET sites identified and established in the subregion. Other important tourism initiatives include CBET site development and upgrading of tourism infrastructure facilities, which are being undertaken or considered in convergence with the Transport Cluster, which also forms part of strategic priority 1 on tourism access and support infrastructure developed (hard and soft).

Under strategic priority 4 on promoting coordinated approaches to nature, culture, and heritage management, the BIMP-EAGA Environment Cluster, in convergence with the Joint Tourism Development Cluster, documented case studies on sustainable tourism, agriculture, and fishing practices published in June 2019 as a deliverable at the BIMP-EAGA Summit.

The target of establishing at least 12 tourism circuits involving two countries is on track. Projects include Turtle Islands Eco-Halal Tourism Development, Zamboanga Connectivity Circuit or the Tawi-Tawi to Zamboanga to Kota Kinabalu eco-halal tourism circuit, and the Davao to Manado eco-adventure-faith tourism circuit. Other sites considered tourism circuits in Malaysia and Brunei Darussalam include the Regatta-Yacht spanning Miri–Brunei Darussalam–Labuan–Sabah and fishing circuits in Labuan and Sabah.

Under output 4 and corresponding strategic priority 3 on human resources development in tourism, training programs on sustainable ecotourism and ASEAN tourism standards have been offered to communities across BIMP-EAGA countries. Brunei Darussalam has trained three communities on sustainable ecotourism and the ASEAN standards. Six communities in Sabah and Sarawak have been trained, more than the target of four communities. In Indonesia, the Ministry of Tourism and Creative Economy consistently provides training for local communities across Indonesia-EAGA areas, averaging 750–1,000 participants annually between 2017 and 2021. Under the Sustainable Tourism Program of the Philippines Department of Tourism, 4,217 participants have been trained in sustainable tourism from 2016 to 2022.

Under output 1, to enhance access and connectivity, the governments must establish at least one new route connecting the EAGA region. Before the suspension of international aviation services due to the COVID-19 pandemic, 13 new routes connecting BIMP-EAGA countries were forged, exceeding the target set by BEV 2025. Efforts to revive these routes are ongoing.

Cruise tourism is also being promoted by expanding cruise liners in EAGA ports. Brunei Darussalam, Indonesia, and Malaysia surpassed the target of at least one cruise liner, but the trend in the number of calls during 2020–2021 shows the impact of the COVID-19 pandemic on cruise operations.

Under outputs 2 and 3 and corresponding strategic priority 2, innovative marketing efforts using digital platforms have enabled a wider reach of BIMP-EAGA's clientele on its diverse facets. The BIMP-EAGA Joint Tourism Development Cluster regularly conducts joint promotion and marketing activities through virtual travel mart and signature events, 360-degree virtual tours, and the BIMP-EAGA website, where Discover BIMP-EAGA: Destinations, Festivals, and Travel Guides is already accessible. Other tools to broaden BIMP-EAGA's tourism campaign include promotional and product videos, familiarization tours and trips for social media influencers such as writers and bloggers, travel blog series, and features on the BIMP-EAGA website.

ENVIRONMENT

The environment pillar seeks to mainstream sustainable management approaches in BIMP-EAGA ecosystems, contributing to the BEV 2025 impact of a resilient, inclusive, sustainable, and economically competitive subregion. The outcome has distinct environmental dimensions and a multisector approach to sustainable development, which is essential to mainstream ecological protection across the BIMP-EAGA interventions. Environmental sustainability is key to long-term growth in the subregion.

The sector's outcome is implemented through sector strategic priorities with corresponding projects and activities under each priority. Contributing to the outcome are outputs that include promoting ecotourism, sustainable and climate-resilient farming and fishing practices, and clean and green production technology (Figure A2.7).

Figure A2.7: Environment Sector Strategy Outcome, Outputs, and Metrics



BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, GCAP = Green City Action Plan, RP = rolling pipeline, SMEs = small and medium-sized enterprises.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

Assessing the effectiveness of mainstreaming sustainable management approaches in BIMP-EAGA ecosystems is related to the BIMP-EAGA member countries' commitments to the Sustainable Development Goals (SDGs). The MTR considered the SDG areas most relevant to this outcome and used these as proxy indicators: greenhouse gas (GHG) emissions, forest area, sustainable cities, and biodiversity.

Between 2017 and 2018, there was an increase in carbon intensity across the BIMP-EAGA economies, which countries strive to manage and reduce by implementing their nationally determined contributions. Along with emissions, member countries also exhibited high levels of air pollution. In terms of forest management, the annual change rate of forest area was 0.0% in 2020 for Brunei Darussalam, -0.6% for Indonesia, -0.4% for Malaysia, and 0.5% for the Philippines, indicating that deforestation activities in Indonesia and Malaysia outpaced measures for forest expansion. On biodiversity, the 2019 average proportion of marine and terrestrial key biodiversity areas covered by protected areas was high for all countries, indicating sustainable management of ecosystems across BIMP-EAGA.

Under output 1 on sustainable ecotourism in ecosystems and output 2 on climate-resilient farming and fishing practices, sustainable ecotourism best practices were implemented in 12 ecosystems, 9 agriculture farms, and 8 fishing sites in BIMP-EAGA. These were compiled in 2018 and disseminated in 2019 as a publication titled *Case Studies on Sustainable Ecotourism, Agriculture, and Fisheries in BIMP-EAGA*.

Outputs 1 and 2 also targeted having at least two communities per country adopting sustainable ecotourism practices and at least one community per country adopting sustainable and climate-resilient farming and fishing practices. These metrics entail the identification of communities that will be encouraged to emulate, adopt, or champion the best practices on sustainable ecotourism, agriculture, and fisheries featured in the BIMP-EAGA compilation of best practices. The metrics are on track, having identified communities to formulate and adopt best practices.

The Environment Cluster is also implementing a project on the inventory of GHG emissions in BIMP-EAGA as part of climate mitigation and adaptation approaches under strategic priority 1 for evidenced-based policies, decisions, and actions to reduce GHG.

Output 3 is aligned with strategic priority 2 on promoting clean and green technologies. BIMP-EAGA has established the Green City Initiative (GCI) that supports cities in embracing green infrastructure as well as building climate change resilience, promoting resource efficiency, and ensuring participatory planning. The BIMP-EAGA GCI includes assistance from ADB in the preparation of GCAPs, which consist of a shared development green vision; prioritized and time-based investment programs and initiatives with short-, medium-, and long-term actions for improving environmental quality and achieving competitive, inclusive, and resilient growth; indicators for performance; and resource allocations. The BIMP-EAGA GCI is helping catalyze bankable projects in collaboration with the private sector, development partners, and subnational governments as well.

Related to strategic priority 2 is the goal of having 200 SMEs adopt clean and green production technology by 2025. As of October 2022, only 88 SMEs are involved in the corridor supply chains. Surveys, consultations, and events with SMEs stakeholders to gather information on the definitions, indicators, criteria, and baselines—as well as benefits accruing to the SMEs—as to what constitute clean and green practices and technologies have been conducted to develop a common and consistent framework to be used by the member countries.

Other Environment Cluster initiatives fall under strategic priority 4 of promoting public awareness and capacity building for relevant stakeholders on environmental sustainability. Five projects are being implemented, which include capacity building for local community guides and the youth, and the development of environmental education modules and board games on the marine environment for communities.

SOCIOCULTURAL AND EDUCATION STRATEGIC PILLAR

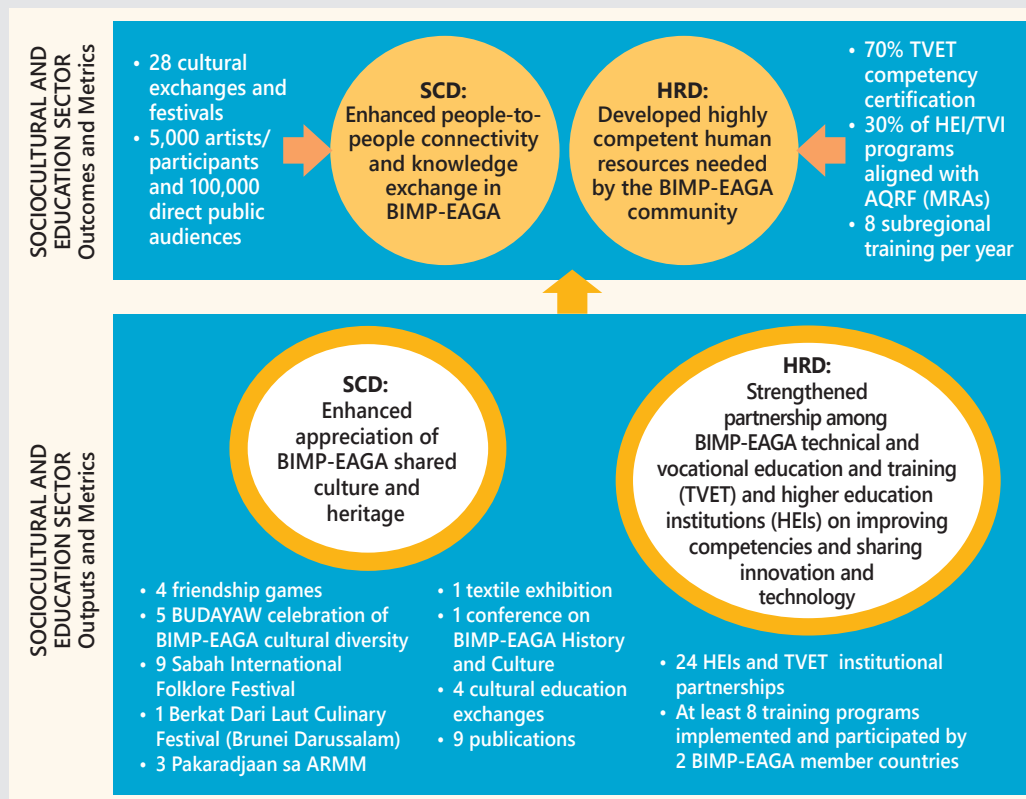
The sociocultural and education (SCE) sector is driven by human resources development and emphasizes the role of culture in pursuit of a cohesive, socially responsible, and people-oriented BIMP-EAGA community (Figure A2.8). It is focused on fostering people-to-people connectivity and promoting sociocultural exchanges.

SCE has twin components: sociocultural development (SCD) and human resources development (HRD). Under SCD, BIMP-EAGA aspires for a vibrant and harmonious community bound by historical ties, culture, and heritage. BIMP-EAGA's long history of sociocultural ties and geographical proximity serve as the foundation of subregional economic cooperation, given that it impacts the economic, political, and social spheres of the people in the subregion. Under HRD, BIMP-EAGA intends to develop human resources through closer cooperation in higher education and lifelong learning. Competent and competitive human capital is considered the subregion's most important asset, which is harnessed by higher education institutions (HEIs) and technical and vocational education and training (TVET) institutions.

On output 1 of SCD to promote, preserve, and sustain BIMP-EAGA culture and heritage, outcome targets have been exceeded with 40 cultural exchanges and festivals (against the target of 28 in 2025) that were participated by more than 7,000 artists (target is 5,000) and about 1 million audience (target is 100,000). The cultural, arts, and sports events include Budayaw Festivals, Borneo Arts Festivals, Kumpulan webinars, friendship games, textile exhibitions in key cities in Mindanao, conference on BIMP-EAGA history and culture, and cultural education exchanges with craftsmen and students. A noteworthy accomplishment of the SCE Cluster is the mainstreaming of the Budayaw Festival as a flagship and signature biannual BIMP-EAGA event in culture and arts. The Budayaw Festival showcases the diversity of creative expressions from cultural masters and artists, celebrates the richness of culture and arts, and fosters understanding and solidarity in BIMP-EAGA.

Brunei Darussalam exceeded the HRD outcome target of 70% TVET competency certification rate at 90%, Malaysia at 95%, and the Philippines at 92%. Indonesia is implementing a program for the certification of vocational school students and providing certification assistance with national and international standards for vocational high school graduates. Another outcome target is 30% of HEI and technical vocational institution programs aligned with ASEAN Qualifications Reference Framework (AQRF) Mutual Recognition Arrangement. While all countries submitted their AQRF reports to ASEAN in 2019, Malaysia has reported that the alignment of HEI and technical vocational institution programs with AQRF has been completed. The AQRF Referencing Report of the Philippines against AQRF

Figure A2.8: Sociocultural and Education Sector Strategy Outcomes, Outputs, and Metrics



AQRF = ASEAN Qualifications Reference Framework, ARMM = Autonomous Region in Muslim Mindanao, ASEAN = Association of Southeast Asian Nations, BIMP-EAGA = Brunei Darussalam–Indonesia–Malaysia–Philippines East ASEAN Growth Area, HEI = higher education institution, HRD = human resources development, MRA = mutual recognition arrangement, SCD = sociocultural development, TVET = technical and vocational education and training, TVI = technical and vocational institution.

Source: BIMP-EAGA. 2017. *BIMP-EAGA Vision 2025*. <https://bimp-eaga.asia/sites/default/files/publications/bimp-eaga-vision-2025.pdf>.

has been accepted as aligned to the AQRF referencing criteria and has been endorsed by the AQRF Committee to the ASEAN. The validation of the AQRF Mutual Recognition Arrangement for Brunei Darussalam and Indonesia is in progress.

In terms of forging partnerships to ensure that skills development will be translated to employment, there are 20 HEIs and TVET institutional partnerships against the target of 24 by 2025. Another output target of the HRD is at least eight training programs implemented and participated by two BIMP-EAGA member countries, which concurrently serves as the outcome target for eight subregional trainings per year. This has been exceeded through the training programs conducted, technical and education exchanges, and visit programs by TVETs in BIMP-EAGA.

Capacity building activities have been organized through ADB's BIMP-EAGA, the Indonesia–Malaysia–Thailand Growth Triangle (IMT-GT), and the Greater Mekong Subregion (GMS) B-I-G Capacity Building Program for Connectivity (B-I-G Program) to support government officials in designing and implementing policies, programs, and projects focused on people-to-people connectivity. From 2017 to 2022, the B-I-G Program conducted a total of 27 in-person trainings and knowledge events as well as 28 virtual trainings, webinars, and policy dialogues on a wide range of topics and themes on regional cooperation and integration; sector-specific approaches; policy planning; project management; and COVID-19 response, recovery, and rejuvenation strategies. A total of 1,458 government officials from BIMP-EAGA attended these activities.

The various activities undertaken under the SCD and HRD demonstrate accomplishments in fostering people connectivity and promoting sociocultural exchanges. Beyond these activities, however, the cluster needs to further develop pertinent metrics for outputs and outcomes, as well as intensify HRD programs considering the long-term impact of the COVID-19 pandemic.

