

**EXCERPT FROM THE REPORT OF
THE FIFTIETH ASEAN MARITIME TRANSPORT WORKING GROUP MEETING
(50th MTWG MEETING)**

7 – 8 April 2026, Phnom Penh, Cambodia

INTRODUCTION

1. The 50th ASEAN Maritime Transport Working Group (MTWG) Meeting was held on 7-8 April 2026 in Phnom Penh, Cambodia.

2. The Meeting was attended by delegates from all ASEAN Member States. Representatives from Maritime Safety Administration of China (China MSA), Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan, Ministry of Oceans and Fisheries (MOF) of Republic of Korea (ROK), the United States' Department of Transportation (USDOT), Directorate-General for Mobility and Transport of European Commission (DG MOVE), Australian Mission to ASEAN, Royal Norwegian Embassy to the Republic of Indonesia, Timor-Leste and ASEAN, Agence Française de Développement (AFD), International Maritime Organization (IMO), Global Initiative for Southeast Asia (GISEA), Federation of ASEAN Shipowners' Associations (FASA), ASEAN Ports Association (APA), World Bank, Det Norske Veritas (DNV), and United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) participated in the Meeting through their respective consultations. Staff members of the ASEAN Secretariat were also in attendance. The list of delegates appears as **ANNEX 1**.

OPENING CEREMONY

3. The Meeting was officially opened by H.E. Mak Sideth, Undersecretary of State, Ministry of Public Works and Transport of Cambodia. In his opening remarks, which appear as **ANNEX 2**, he welcomed delegates to the 50th MTWG Meeting and expressed appreciation for their participation under Cambodia's first chairmanship of the MTWG in 2026. He highlighted the achievements of the Kuala Lumpur Transport Strategic Plan 2016–2025 in advancing regional transport connectivity, efficiency, sustainability, and digitalisation, and shared his aspiration for the ASEAN Transport Sectoral Plan 2026–2030 to serve as a cornerstone of regional integration through enhancing seamless transport connectivity and advancing green mobility, digital innovation and resilience to climate change, in alignment with the ASEAN Economic Community (AEC) Strategic Plan 2026–2030. He also expressed appreciation to ASEAN Dialogue Partners, Development Partners, and International Organisations for their continued support to ASEAN's transport cooperation. He further extended his wishes for a successful and fruitful meeting.

**AGENDA ITEM 9 : COOPERATION WITH TRANSPORT AFFILIATED PRIVATE
SECTOR ORGANISATIONS**

9.2 Federation of ASEAN Shipowners' Associations (FASA)

62. The Meeting was briefed by FASA on its activities and views on relevant developments in the ASEAN maritime transport sector, which appears as **ANNEX 37**, with the following highlights:

- (i) FASA convened its 63rd Executive Committee (EXCO) Meeting on 11 December 2025 in Bandung, Indonesia, where FASA developed its vision, mission, and Strategic Roadmap 2030 aimed at strengthening the role of FASA as a more active and unified federation and enhancing the capacity of the FASA Secretariat.
- (ii) FASA updated the Meeting on the upcoming 64th EXCO Meeting and the 51st FASA Annual General Meeting scheduled to be held on 10 April 2026 in Sabah, Malaysia under FASA's new leadership.
- (iii) FASA signed a MoU with the China Shipowners' Association to strengthen strategic cooperation between the two organisations.
- (iv) FASA invited Timor-Leste shipowners to join FASA.

63. On geopolitical developments affecting the maritime sector, FASA highlighted increasing security risks in the Strait of Hormuz arising from ongoing conflicts in the Middle East and their potential implications for ASEAN Member States' energy security, freight and insurance costs, and supply chain reliability. FASA expressed concern over threats to freedom of navigation and reiterated the importance of maintaining peace, security, and freedom of navigation in accordance with international law, including UNCLOS 1982. FASA further encouraged enhanced information sharing, maritime security cooperation, regional energy supply resilience, and continued diplomatic efforts to de-escalate the situation.

64. FASA also highlighted developments related to the U.S. Maritime Action Plan, noting that proposed tariffs and protectionist measures on foreign-built vessels and imported maritime equipment and services may increase operational costs for shipowners and affect global maritime trade dynamics. FASA expressed concern that discriminatory fees on vessels calling at U.S. ports could increase operational burdens on the maritime industry.

65. On the IMO Net Zero Framework, FASA reiterated its support for achieving net-zero emissions in international shipping under the 2023 IMO GHG Strategy, while emphasising that implementation should remain practical and inclusive, taking into account technological readiness, infrastructure availability, and differing capacities of developing economies. FASA encouraged stronger regional cooperation and investment in innovation, alternative fuels, and supporting maritime infrastructure. Singapore shared the view that a clear and stable regulatory pathway benefits both Member States and industry stakeholders and supported an approach that provides predictable entry-into-force timelines to guide investment and compliance planning. Singapore also noted concerns regarding overlapping and fragmented measures and underscored the importance of developing an effective global solution led by the IMO, expressing openness to proposals under discussion at MEPC 84 towards advancing a coordinated global approach.

66. On piracy and sea robbery, FASA highlighted that incidents in the SOMS, which increased in late-2024 and early-2025, have since declined following enforcement actions by Indonesia in mid-2025. FASA underscored the importance of continued cooperation among the Littoral States and stakeholders to sustain improvements. Singapore expressed appreciation to Indonesia for its enforcement efforts and reaffirmed its commitment to continue working closely with Indonesia, Malaysia, and other stakeholders to address sea robbery incidents in the SOMS.

67. FASA emphasised the importance of ensuring the fair treatment of seafarers in accordance with relevant international standards, including the IMO/ILO Guidelines on Fair Treatment of Seafarers. FASA encouraged ASEAN Member States to ensure fair investigation procedures, access to legal representation and consular assistance, and to avoid criminalisation of innocent crew members in cargo-related cases. FASA also highlighted recent crew detention cases following drug discoveries onboard vessels and reiterated the important role of seafarers in sustaining global trade and supply chains. Singapore supported the fair treatment of detained seafarers and emphasised the importance of ensuring due process for affected seafarers. Indonesia highlighted the importance of protecting seafarers amid evolving global situations, recognising their key role in the global maritime industry, and encouraged FASA to continue supporting seafarers affected by these developments. Myanmar supported strengthening protections for seafarers and highlighted the importance of addressing seafarer abandonment cases, suggesting that FASA consider supporting related efforts, particularly where shipowners are unable to fulfil obligations under the Maritime Labour Convention (MLC), 2006.

68. ASEAN Member States shared efforts to address emerging issues affecting the global maritime transport sector, including recent geopolitical development in the Middle East, which collectively appear as **ANNEX 38**, as follows:

- (i) Malaysia reported that geopolitical instability in the Strait of Hormuz is placing increasing pressure on global and ASEAN maritime transport, resulting in vessel rerouting, longer transit times, higher operational and insurance costs, and disruptions to energy supply. While

national port operations remain stable, regional transshipment hubs are beginning to face early logistical bottlenecks, including vessel bunching, yard congestion, extended dwell times, and scheduling uncertainties. Malaysia emphasised the need for greater flexibility in berth planning, strengthened inter-port coordination, improved shipping network predictability, and enhanced resilience measures.

- (ii) The Philippines reported that geopolitical tensions have impacted supply chains, freight rates, and fuel costs. In response, the Philippines is implementing a whole-of-government approach to strengthen maritime resilience, including the declaration of a national energy emergency, contingency measures by maritime authorities, fuel-related relief measures, operational adjustments for domestic shipping, reduction of selected port fees, and extension of the validity of seafarers' certificates. The Philippines also reaffirmed its support for efforts to uphold the safety, security, and welfare of seafarers, particularly those navigating high-risk areas.
- (iii) Singapore is closely monitoring developments in the Strait of Hormuz and expressed concern over the broader implications of instability in the Middle East on international trade, energy supply and prices, and global security. Singapore shared that they would continue engaging with stakeholders at both the international and regional levels to explore potential opportunities to facilitate safe transit passage of ships through the Straits of Hormuz. This would include the potential establishment of a safe maritime corridor that was discussed at the 36th Extraordinary Session of IMO Council. Singapore will also continue supporting the ASEAN Chair's efforts to promote a coordinated regional response and remains in contact with owners and operators of Singapore-registered ships in the affected areas. Singapore emphasised that the safety and welfare of seafarers remain a key priority.
- (iv) Thailand expressed concern over the security situation affecting navigation in the Strait of Hormuz following an attack on the Thai-flagged vessel Mayuree Naree on 11 March 2026, which affected 23 Thai seafarers, including three who remained missing. Thailand emphasised that freedom of navigation is a fundamental principle of international maritime law and that the safe passage of merchant vessels is essential for global supply chain stability. Thailand also urged shipping companies to exercise maximum caution and reaffirmed its commitment to working with international partners to ensure safe, open, and secure maritime trade routes.
- (v) Viet Nam is implementing proactive measures in response to escalating tensions in the Middle East to ensure the safety of Vietnamese vessels and seafarers, including establishing emergency communication channels and hotlines, coordinating with Vietnamese embassies in the region, convening inter-agency monitoring meetings, maintaining communication with vessels operating in the area, and providing regular status updates.

AGENDA ITEM 13: DATE AND VENUE OF THE NEXT MEETING

104. Cambodia informed the Meeting that the 51st MTWG Meeting is tentatively scheduled to be held on 20-21 October 2026 in Phnom Penh, Cambodia.

AGENDA ITEM 14: CONSIDERATION AND ADOPTION OF THE REPORT

105. The Meeting considered and adopted the Report of 50th MTWG Meeting, held on 7-8 April 2026 in Phnom Penh, Cambodia, on ad-referendum basis.

ACKNOWLEDGEMENT

The Meeting thanked Cambodia for the excellent arrangements and warm hospitality. The Meeting was held in the traditional spirit of ASEAN cordiality and solidarity.

