



12th Hitachi Young Leaders Initiative

The Road Ahead:

ASEAN's Role in Asia and the Global Economy

1-5 July 2013

Bangkok, Thailand





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FOREWORD by

MR TAKASHI KAWAMURA

Chairman of the Board, Hitachi, Ltd.

First and foremost, I would like to express my deepest gratitude and appreciation to those who took part in and supported the 12th Hitachi Young Leaders Initiative (HYLI), which successfully concluded in Bangkok on 5 July 2013. Without your great support, the HYLI programme would not be as successful as it is.

HYLI's inaugural event was in Singapore in 1996, and time flies very quickly as we are now at the 12th edition. After running for 17 years, HYLI is one of our most important long-term community relations programmes. HYLI has been successful in bringing the best and brightest students in Asia together. We continue to believe in the importance of providing the young leaders of Asia with a platform to learn and develop their potential. This is the reason we give them a chance to express their thoughts and ideas, and the opportunity to meet and engage in dialogue with the current leaders of Asia – to inspire them and deepen their understanding and, most importantly this year, to make them aware of the Association of Southeast Asian Nations' (ASEAN) role in Asia and the global economy.

With the ASEAN Economic Community (AEC) 2015 just two years away, we are glad to see tomorrow's leaders working together today and expressing their ideas on how to prepare for the changes in their own countries by engaging in dialogue with ministerial-level officials, business leaders and academics.

We were very grateful to have this year, the thought leaders from the region present at the event to discuss ASEAN's role in various aspects with our 28 selected young leaders from the seven participating countries. We were especially honoured by the presence of Mr Kittiratt Na-Ranong, Deputy Prime Minister and Minister of Finance of Thailand, as the guest of honour during the opening ceremony.

Furthermore, we were very proud to see our future generation acquire useful experience and knowledge from these regional leaders, as we believe that HYLI can groom these young leaders to initiate development in their own countries.

In summary, we are delighted to welcome another 28 remarkable young leaders who made it through the



programme to be a part of the HYLI family. We are confident that this experience will be greatly beneficial, and in time to come, we hope all our young leaders will be able to apply the knowledge that they gained from the HYLI programme to create effective solutions for the Asian community.

A handwritten signature in black ink, reading 'Takashi Kawamura'.

Takashi Kawamura
Chairman of the Board, Hitachi, Ltd.

STUDENT PARTICIPANTS

(from left to right)

▼ INDONESIA

- ❶ **Anbar Jayadi**
University of Indonesia
- ❷ **Putranegara Riauwindu**
Bandung Institute of Technology
- ❸ **Rhesa Theodorus Hanani**
Atma Jaya Catholic University of Indonesia
- ❹ **Yosaka Eka Putranta**
Bandung Institute of Technology



MALAYSIA ►

- ❶ **Chang Sui Kiat**
Universiti Putra Malaysia
- ❷ **Khairunnabihah binti Zainal Abidin**
Universiti Malaysia Sarawak
- ❸ **Muhammad Nasrullah bin Annuar**
Universiti Teknologi PETRONAS
- ❹ **Ng Cheon Yuen**
Universiti Sains Malaysia



◀ THE PHILIPPINES

- ❶ **Francis Louie M. Karunungan**
University of the Philippines
- ❷ **Ira Gayll C. Zamudio**
De La Salle University
- ❸ **Jan Joel L. Simpauco**
University of Santo Tomas
- ❹ **Wesly Paul Cortez**
University of the Philippines



SINGAPORE ►

- ❶ **Hioe Zhi Hui Joanna**
National University of Singapore
- ❷ **Tan Kwan Hong**
Singapore Management University
- ❸ **Teo Yao Yang**
Nanyang Technological University
- ❹ **Zhang Guowei**
Singapore Management University



◀ THAILAND

- ❶ **Aekarak Sethi**
Mahidol University
- ❷ **Muendao Suandee**
Thammasat University
- ❸ **Supatchaya Techachoochert**
Mahidol University
- ❹ **Thermphonng Intakaew**
Chiang Mai University



◀ VIETNAM

- ❶ **Doan Phuong Thao**
Hanoi Foreign Trade University
- ❷ **Nguyen Ngoc Linh**
Diplomatic Academy of Vietnam
- ❸ **Nguyen Thanh Nguyet Minh**
Ho Chi Minh University
- ❹ **Nguyen Vu Nhat Anh**
Ho Chi Minh University



JAPAN ►

- ❶ **Marina Ueno**
Waseda University
- ❷ **Megu Takagawa**
The University of Tokyo
- ❸ **Misato Nagakawa**
The University of Tokyo
- ❹ **Yohei Takahara**
The University of Tokyo



EXECUTIVE SUMMARY



The 12th Hitachi Young Leaders Initiative (HYLI), which was held for the third time in Bangkok, Thailand from 1 to 5 July 2013, has brought together 28 of ASEAN's and Japan's top university students and high-profile opinion leaders to discuss pressing challenges in the region. The 12th HYLI aims to identify and nurture potential Asian leaders and offers them a unique platform to broaden their outlooks while promoting Asian values and cross-cultural understanding.

The event was attended by about 350 people, including representatives of government, business and universities in Thailand. An exhibition of the business activities of the Hitachi Group was also set up at the venue and visited by many participants.

During the five-day programme in Bangkok, students participated in a variety of activities, including forums, workshops, fieldwork and a press conference.

At the start of the event, Mr Masahide Tanigaki, Representative Executive Officer, Senior Vice President and Executive Officer of Hitachi, Ltd. offered opening remarks on behalf of Hitachi, and thanked all those whose

assistance contributed to the success of the programme. As the Guest-of-Honour, Mr Kittiratt Na-Ranong, Deputy Prime Minister and Minister of Finance of Thailand was welcomed to deliver the opening address. His Excellency Ambassador Extraordinary and Plenipotentiary Shigekazu Sato, Embassy of Japan to the Kingdom of Thailand, gave opening remarks and Dr Surin Pitsuwan, former Secretary-General of ASEAN, gave the keynote speech. A forum was held over the first two days of the programme featuring presentations as well as panel discussions by experts and high-ranking officials.

After interaction with the distinguished speakers on the first two days, the students conducted three days of intensive workshops and expressed their ideas on the theme **"The Road Ahead: ASEAN's Role in Asia and the Global Economy,"** as well as sub-themes "AEC 2015: What can ASEAN really expect? Asia's significance in the global economy" and "Connectivity: The driver of ASEAN competitiveness." The field trips and cultural tour enhanced their understanding of the themes.

Apart from various forums and workshops designed to ensure students rich networking and learning opportunities, Hitachi also organised a visit to Thailand's leading state-owned power utility company, the Electricity Generating Authority of Thailand (EGAT), Chulalongkorn University and Hitachi Metals (Thailand) Ltd.

Since its inauguration in Singapore in 1996, HYLI has been successful in bringing the best and brightest students in Asia together. With each edition, four outstanding students not over 28 years of age are chosen to represent their country for the programme. These students come from six ASEAN countries, namely Indonesia, Malaysia, the Philippines, Singapore, Thailand, and Vietnam, and Japan.

The students were selected through a rigorous selection process based on their academic results, participation in extra-curricular activities, community contributions, awards achieved, fluency in English and knowledge of current regional issues.



FORUM THEME

The Road Ahead: ASEAN's Role in Asia and the Global Economy

With a combined population of nearly 600 million people, ASEAN is one of the world's most dynamic regions. Not many regions can say they have undergone such rapid transformation as we have experienced here in Southeast Asia over the past two decades in terms of politics and economics. The uncertainties facing Europe and the USA have pushed Asia into the spotlight like never before. Asia is the focal point for investment, development and innovation, and the region is playing a more prominent role on the world stage in terms of policymaking. But as regions and nations evolve – and are increasingly interconnected – ASEAN's role, in Asia and in the broader global market, is set to become even larger. The upcoming AEC 2015 provides a framework for ASEAN nations to have a more unified voice in terms of trade, development, the environment, energy, labour and other critical issues. The potential rewards of such integration are great, but the challenges in getting there are many.

Under the first sub-theme "AEC 2015: What can ASEAN really expect and Asia's significance in the global economy," speakers and students touched on how the greater integration bring benefits and challenges to ASEAN

countries as much as possible. Meanwhile, under the second subtheme "Connectivity: The driver of ASEAN competitiveness," the discussion mainly focused on the topics of how to handle increasing demand for energy and how it can be supplied throughout ASEAN as well as developing infrastructure, road and other transport links which can facilitate regional and global trade.





GUEST SPEAKERS GUEST OF HONOUR

- ▶ **Mr Kittiratt Na-Ranong**, Deputy Prime Minister and Minister of Finance, Thailand

KEYNOTE SPEAKER

- ▶ **Dr Surin Pitsuwan**, former Secretary-General of ASEAN, Thailand

REMARKS

- ▶ **H.E. Ambassador Extraordinary and Plenipotentiary Shigekazu Sato**, Embassy of Japan to the Kingdom of Thailand

PANEL SPEAKERS

- ▶ **Mr Shigehiro Tanaka**, Director-General, Multilateral Trade System Department, Ministry of Economy, Trade and Industry, Japan
- ▶ **Datuk Noharuddin Nordin**, Chief Executive Officer, Malaysian Investment Development Authority (MIDA), Malaysia
- ▶ **Mr Rolando Tungpalan**, Deputy Director-General for Investment Programming of the National Economic and Development Authority (NEDA), the Philippines
- ▶ **Ms Huda Bahweres**, Assistant Deputy for Regional Economic Cooperation and Financing, Coordinating Ministry for Economic Affairs, Indonesia
- ▶ **MA. Pham Thanh Tung**, General Director of the International Cooperation Department, Ministry of Transport, Vietnam
- ▶ **Dr Chula Sukmanop**, Director-General, Office of Transport and Traffic Policy and Planning (OTP), Ministry of Transport, Thailand
- ▶ **Mr Wirat Uanarumit**, Executive Vice President, Corporate Finance, PTT Public Company Limited, Thailand
- ▶ **Mr Lee Yoong Yoong**, Senior Manager, Yamato Asia Pte Ltd., Former Research Associate, Institute of Policy Studies, Lee Kuan Yew School of Public Policy, National University of Singapore, Singapore

WELCOME SPEECH OPENING CEREMONY 1 JULY 2013

Mr Masahide Tanigaki

Representative Executive Officer, Senior Vice President and Executive Officer, Hitachi, Ltd.



Guest of Honour, Right Honourable Kittiratt Na-Ranong, Deputy Prime Minister and Minister of Finance of the Kingdom of Thailand;

Your Excellency Shigekazu Sato, Ambassador Extraordinary and Plenipotentiary of the Embassy of Japan to the Kingdom of Thailand,

Mr Shigehiro Tanaka, Director-General, Multilateral Trade System Department, Ministry of Economy, Trade and Industry, Japan

Datuk Noharuddin Nordin, Chief Executive Officer, Malaysian Investment Development Authority, Malaysia

Ms Huda Bahweres, Assistant Deputy for Regional Economic Cooperation and Financing, Coordinating Ministry for Economic Affairs, Indonesia

Mr Wirat Uanarumit, Executive Vice President, Corporate Finance, PTT Public Company Limited, Thailand

Justice Antonio Eduardo Nachura, Former Justice of Supreme Court of the Philippines, and the HYLI Student Selection Committee Chairperson

Mr Eric Teng, Advisor, The Tecity Group & Tan Chin Tuan Foundation Singapore, and the HYLI Student Selection Committee Chairperson

Representatives from the universities in Thailand,

Members of the press,

Our 12th HYLI student delegates,

Distinguished guests,

Ladies and Gentlemen.

It gives me the greatest pleasure to welcome you to the 12th Hitachi Young Leaders Initiative.

It was 17 years ago, when the Hitachi Young Leaders Initiative, or HYLI, was inaugurated, with our aim to contribute to the development of Asian society by nurturing the young, potential leaders of tomorrow. After more than a decade later, this passion has never been changed. Since the beginning of the initiative, 252 young, bright talents, from Indonesia, Malaysia, the Philippines, Singapore, Thailand, Vietnam and Japan, have already completed HYLI and many have gone on to great achievements in various fields. This year will bring the grand total to 280. I would like to take this opportunity to thank you all who are involved for HYLI for your generous support.

The very first event was organised in Singapore and after alternating the event in countries around the region, we are delighted to return to Thailand, always a gracious host. Thailand, as a three-time host of HYLI, shows the commitment that this country has to taking part in this event, and also Hitachi's commitment to contributing to Thai society for the betterment of all. With this in mind, we would like to thank the great city of Bangkok and the generous people of Thailand for hosting the event again this year.

In 2011, we were most saddened to see the extent of damage the stern flooding had caused to the lives of people of Thailand. It was also heartbreaking to know two of the Thai universities that have traditionally been involved with HYLI were severely damaged. In Japan, we also experienced a catastrophe when the major earthquake hit Tohoku region. Thailand has been a generous friend to Japan and offered us support in our times of need. In a small way to express our heartfelt gratitude to the Thai people, Hitachi, last year, donated 20 million yen to help renovate Thammasat University and Kasetsart University buildings after floodwaters had destroyed some parts of them.

This week, with the programme's main theme *"The road ahead: ASEAN's role in Asia and the global economy,"* the 28 HYLI students will take part in forums, workshops and field trips that will help them develop new perspectives on many issues. It is likely they will think of some solutions that our current leaders may wish to consider. After all, it is the young people who will inherit the world from the current leaders.

The upcoming ASEAN Economic Community, or AEC, is not far off now, and one of this year's sub-themes deals partly with this. If the AEC is to be a success for future generations, it will need young people with heart; the heart to go forward in a cooperative spirit, the heart to be brave and make challenging decisions, and the heart to lead their contemporaries on a wise course of action.

As some of you have already noticed the logo mark on the

backdrop, the 12th HYLI was officially selected as one of the "40th Year of ASEAN-Japan Friendship and Cooperation" events by the Japanese Ministry of Foreign Affairs. ASEAN and Japan marked the 40th anniversary of ASEAN-Japan Dialogue relations this year. And to celebrate this milestone, the ASEAN Post Ministerial Conference with Japan, held in July 2012, agreed to carry out commemorative activities throughout 2013. We are very honoured that HYLI was selected as one of these commemorative activities and hope that it will serve as one of the base for young Asian leaders to lead ASEAN and Japan to better society in the future.

I would like to end my speech by wishing all attendees, especially the 28 HYLI students participating in the programme this year, a successful week – one which will inspire the next generation of great leaders.

I am, now, delighted to introduce our next speaker, Guest of Honour, Right Honourable Kittiratt Na-Ranong, Deputy Prime Minister and Minister of Finance of the Kingdom of Thailand.

Thank you.



OPENING ADDRESS OPENING CEREMONY

1 JULY 2013

Mr Kittiratt Na-Ranong

Deputy Prime Minister and Minister of Finance (Thailand)



2th Hitachi Young Leaders Initiative The Road Ahead:

ASEAN's Role in Asia and the Global Economy
1-5 July 2013, Bangkok



Your Excellency, Shigekazu Sato, Ambassador of Japan to Thailand,

Mr Masahide Tanigaki, Representative Executive Officer, Hitachi,

Mr Yukio Toyoshima, Managing Director, Hitachi Asia,

Your Excellencies, distinguished speakers, young leaders, ladies and gentlemen, "Sawasdee krap" [hello] and welcome to Bangkok.

It is truly an honour and privilege to be here at the 12th Hitachi Young Leaders Initiative. As a long-time supporter of youth education, I would like to thank Hitachi for your initiative and your continued support for forums such as this one and for giving me an opportunity to share my views and hopefully to inspire the next generation of young leaders. I love Hitachi's motto, which is: "Inspire the next."

It is important for future leaders to learn from the successes and mistakes of the past, and knowing the context is as much important as knowing the tools for ASEAN to strive forward in the global economy. We need to learn as much as we can about the path that led us here.

As you all may know, the Association of Southeast Asian Nations, or ASEAN, was formed principally for security reasons. This is evident by the ASEAN declaration in 1967 that was signed in Bangkok, Thailand that clearly states the goal to promote regional peace and stability. Also, the treaty of Amity and Cooperation in South East Asia of 1976 declares that one of ASEAN's fundamental principles states that settlement of differences or disputes [will be in a] peaceful manner. The principle, which has grown to become the ASEAN way, has contributed to the regional peace and solidarity that forms the basis of ASEAN collaboration we know today. On this point, I would like to emphasise that it is important for young leaders to always



cherish the principle and try to find an amicable way to solve conflicts.

Not long after the Cold War, ASEAN shifted its focus to the economy with ASEAN 2020 Vision, which later accelerated to the ASEAN Community in 2015, we aim to form one vision, one identity and one community. In less than 3 years from now, 10 ASEAN nations will become a single market and production base with free-flow of goods, free-flow of services, free-flow of investments, free-flow of skilled labour and free-flow of capital. By such measures we are on the right path to achieving our goal to becoming a seamless region with a sizeable market, advantageous location, abundant skilled labour, efficient supply chains, competitive production costs and supportive investment policies.

I strongly believe that ASEAN is now one of the most attractive regions for business in the world.

During the past few years, the benefits of regional economic integration have become more pronounced. With lower demand from advanced countries, many countries that have been relying on export-led growth strategies needed to find a new growth driver.

Many have resorted to domestic demand through fiscal and monetary stimulus with various limitations and varying degrees of success, but for ASEAN, regional integration is another sustainable source of growth. In fact, during times of global turbulence, ASEAN and ASEAN demand have become an oasis not only for ourselves but also for the rest of the world.

Yet to truly become one community, ASEAN must move beyond integration. That is, we must also work on other work plans, such as competitive enhancements, equitable economic development and global integration. To be more competitive, and to truly reap the full benefits of ASEAN integration, we must enhance our regional connectivity, that is, we must continue to promote the development of physical transport, financial and communication infrastructure networks, and in addition, we must strive to improve relevant rules and regulations in order to facilitate intra-regional trade investment and tourism.



To lessen the development gap, ASEAN must address the needs for each nation in different states of economic development. As the ASEAN economy grows further, we cannot afford to leave the less competitive ones behind, where liberalisation of goods, services, investment and skilled labour as well as harmonisation of rules and regulations could help bridge the gap.

Much help will have to be channelled through small and medium-sized enterprises so that they will be able to operate themselves in order to level the playing field with others. To be more globally integrated, we must strengthen our relations with important partners. So far, we have already had FTAs with Japan, Korea, China, Australia, New Zealand and India, both bilaterally and as a region; we are progressing towards the Regional Comprehensive Economic Partnership and Trans-Pacific Partnership regimes.

The challenges we face today are not trivial, but if we can raise the awareness of these issues among our next generation of leaders, we have hope.

On this note, before I end my speech this morning, may I request you think about two points that I would like to mention: one is a quote from a very famous academic professor who used to be the dean of the Kellogg School of Management of Northwestern University and later on became the dean of INSEAD in Europe. Professor Dipak C. Jain said: "To the world you may be a small person, but to some persons, you can be their world."

That's the first point that I would like to leave with the young global leaders. The second point is that there are billions of people from all over the world. Why at all, have you been invited by Hitachi to join this programme? And how will you all work together to help this world become a better world?

I would like to end my speech by offering the best wishes to Hitachi, to the programme, to the forum and to all the speakers.

Thank you very much.



OPENING REMARKS OPENING CEREMONY

1 JULY 2013

His Excellency Ambassador Extraordinary and Plenipotentiary
Shigekazu Sato

Embassy of Japan to the Kingdom of Thailand



Good morning.
Mr Masahide Tanigaki, Representative Executive Officer, Hitachi Ltd, distinguished guests, ladies and gentlemen, and young leaders,

It is a great pleasure for me to be here to have a chance to address you on this occasion of the opening of the 12th Hitachi Young Leaders Initiative.

I always find it exciting to meet students and student leaders as I used to be an active participant in student groups in my younger days.

I moved from Australia to Thailand last November, and since then, I have been overwhelmed by the vigour and energy of this country. New hotels, shopping centres, and luxurious condos are popping up every day here in Bangkok; rapidly increasing cars are occupying the streets and I am spending a large part of my time in the car here in Bangkok. I suppose, things are much the same in other ASEAN countries: Indonesia is getting close to the region's first trillion-dollar economy; the Philippines' GDP growth is remarkable and the 7.8% growth of the first quarter of this year is Asia's best performance. Myanmar has become a darling for investors and these robust economies are going to integrate into the ASEAN economic community in 2015, which naturally attracts the attention of the world.

When I talk with the business people here, I am always impressed by their optimistic and bullish views on the prospect of the economy in this region. But you cannot always be too optimistic: everything is not rosy.

ASEAN countries have been steadily and ingeniously following the path of integration, recognising the many challenges and difficulties they face. The existence of

a huge economic gap among the member countries has bothered the architects of ASEAN integration.

Indonesia's economy is more than 100 times larger than Laos' economy; Singapore is more than 60 times richer than Myanmar in terms of per capita GDP so in the course of integration, the interests of individual member states could diverge.

Another big challenge of a different nature for ASEAN's future is the growing, powerful China. Of course, economically, China has contributed a lot to ASEAN's economic success, but geopolitically, China has posed difficulties to ASEAN countries, like the dispute on the South China Sea – the maintenance of maritime security: the South China Sea or the East China Sea, or whatever, is critical for the development and prosperity of this region; maritime order and freedom must be preserved in accordance with international law and must not be affected by the use of force. The distance to China can be different from country to country among the member countries of ASEAN, but ASEAN unity is key in coping with a superpower such as China.

Besides those fundamental challenges, ASEAN also faces day-to-day problems. The recent tension caused by the haze pollution is a case in point. It may be futile to put all the blame and responsibility on Indonesia alone; that issue was of course discussed in the ASEAN foreign ministers meeting yesterday. It requires regional consideration, and ASEAN is expected to function to solve such trans-boundary divisions.

Despite all those difficulties, ASEAN countries have achieved a lot and consolidated their process of integration.

I would say one of the most important elements leading to the success of ASEAN is its principal of an open and soft regionalism; a number of outside partners and friends have been supporting and contributing to ASEAN's success. Among them, Japan is the oldest partner of ASEAN. As Mr Tanigaki mentioned, this year happens to be the 40th anniversary of Japan-ASEAN relations. The Japanese Prime Minister and Foreign Minister are visiting Southeast Asian capitals to verify the importance Japan attaches to this region.

One of the major pillars of Japan's ASEAN policy is the promotion of people-to-people exchanges and, just today, July 1st, we started visa relaxation measures for ASEAN countries. From today, Thai people – Thai citizens can travel to Japan without a visa.

Although I said at first [at the start] I was an active participant in student groups myself, in my schooldays, I did not have a chance to attend an international gathering like this. In that

sense, I really envy the participants of this programme. I hope for people-to-people exchanges [to be] widening and deeper and these kinds of opportunities for young people to gather will increase enormously.

But let me conclude by expressing sincere appreciation to Hitachi for taking the initiative to organise this wonderful forum. I hope the young leaders here all grow up to be real leaders of the countries and make our world a more peaceful and prosperous one.

Thank you very much and khop khun khrap [thank you].

”

LUNCH RECEPTION TOAST

1 JULY 2013

M.R. Sukhumbhand Paribatra

Governor of Bangkok Metropolitan Administration (Thailand)

“

Mr Masahide Tanigaki, Representative Executive Officer, Senior Vice President and Executive Officer, Hitachi, Ltd.

Distinguished speakers and honourable guests;

Members of the Hitachi team, members of the press and our bright HYLI students,

It is a great honour to be here for the 12th Hitachi Young Leaders Initiative, or “HYLI.” I am proud that, this year, my home country is hosting this initiative again. I hope it's not too late to say “Welcome to Thailand.”

My association with the HYLI program is a long-standing one, and the longevity of the program is a testament to its vigour and credibility. It gives me great pleasure to see the program continuing each cycle, as it is extremely valuable for the community.

I think all of us, without exception, would agree that our young people are our future. Investing in the development of youth is a priority for governments everywhere, and particularly so here in Asia.

I believe the morning forum has given you some ideas and insights into issues affecting our region. I would strongly encourage all of you to exchange your ideas on current regional and global issues, but at the same time, try to promote cross-cultural understanding and consider how best to strengthen ASEAN's role in the global economy. I encourage the students to take advantage of the press conference on 4 July to showcase your ideas and share your thoughts.

Before I end my speech, I would like to reiterate that building the next generation of ASEAN's leaders requires a concerted effort. The efforts being made by Hitachi play a valuable role in driving national developmental agendas forward and I am delighted to be a part of this change for a promise of a better tomorrow.



So, congratulations to HYLI on the 12th edition of this initiative and thank you to Hitachi for your social contributions in inspiring future generations.

I hope everyone enjoys their lunch, thank you!

”

WELCOME SPEECH

2 JULY 2013

Mr Kiyoaki Iigaya

Chief Executive for Asia, Hitachi, Ltd, Chairman of Hitachi Asia Ltd. & Hitachi India Pvt Ltd.



Dr Surin Pitsuwan, former Secretary-General of ASEAN;

Mr Rolando Tungpalan, Deputy Director-General for Investment Programming of the National Economic and Development Authority of the Philippines;

Mr Lee Yoong Yoong, Former Research Associate, Institute of Policy Studies, Singapore and now Senior Manager at Yamato Asia Pte Ltd.;

Dr Chula Sukmanop, Director-General, Office of Transport and Traffic Policy and Planning, Ministry of Transport (Thailand);

MA. Pham Thanh Tung, General Director of the International Cooperation Department, Ministry of Transport (Vietnam);

Distinguished guests, ladies and gentlemen.

Good morning.

With a combined population of nearly 600 million people, ASEAN is one of the world's most dynamic regions. Not many regions can say that they have undergone such a rapid transformation as we have experienced here in Southeast Asia over the past two decades, in terms of politics and economics.

Southeast Asia presents tremendous growth opportunity.

We have seen many global companies either launch or expand their operations in this part of the world, including our company, where we opened a new branch office in Yangon, Myanmar last year.

The current Japanese government sees the strategic importance of the ASEAN region also.

The uncertainties facing Europe and the USA have pushed Asia into the spotlight like never before. Asia is the focal point for investment, development and innovation, and the

region is playing a more prominent role on the world stage in terms of policymaking.

The upcoming AEC 2015 provides a framework for ASEAN nations to have a more unified voice in terms of trade, development, the environment, energy, labour and other critical issues. The potential rewards of such integration are great, but the challenges in getting there are many.

The theme for this year's HYLI is "The Road Ahead: ASEAN's role in Asia and the global economy."

ASEAN indeed needs strong and innovative leaders to propel the region into greater heights. I'm looking now at 28 future Asian leaders who can make that happen. Each student delegate sitting here in front of me has done very well to get here, and in their discussions, they will consider how best to shape the future of Asia.

The topics are intentionally challenging for the young delegates, but we are confident our HYLI students can handle them.

To make this event an even more memorable experience for them, we have invited some distinguished guests, who will be leading the sessions today, and they will share some of their knowledge with our students as they try to develop possible solutions to the challenges facing Asia today.

Before we start the first session for today, we are honoured to have Dr Surin Pitsuwan, former Secretary-General of ASEAN with us. We are most grateful that he has taken time out from his busy schedule to join us this morning: welcome Dr Surin.

Thank you.



KEYNOTE SPEECH

2 JULY 2013

Dr Surin Pitsuwan

Former Secretary-General of ASEAN (Thailand)



Thank you very much Mr Kiyooki Igaya.
It is my honour and privilege to be with you this morning, with all the dignitaries from the headquarters and from ASEAN-based companies of Hitachi.

I understand that you have 130 companies all over ASEAN; you employ about 30,000 ASEAN people in your company. I understand they contribute to the growth, or your gross, every year about half of what China, half of what the US, contributes to your sales. And we are still growing, so I guess that's what you are looking at, the rate of growth in ASEAN is still very high.

This room is usually used for wedding receptions. Now HYLI has taken over for five days – all the weddings will have to go somewhere else. I guess it represents the future, the growth, and the optimism that we all have for the cooperation between ASEAN and Japan and certainly for the future of Hitachi here on the ASEAN landscape.

This is a region of US\$2.4 trillion combined GDP. We trade about US\$2.6 to US\$2.7 trillion among ourselves and with the world, and we still have room to grow, particularly among ASEAN. Out of US\$2.6 trillion trade, we only trade with ourselves 25%, which means we need to grow more, we need to invest more in each other, we need to trade more with each other.

If we compare this figure of intra-ASEAN and intra-AFTA [Asian Free Trade Area] in North America [Canada, the US, Mexico] that's 65% to 70% of their trade that they trade among themselves. If we look at Europe now 28 [countries], the figure is even higher 75% to 80% of total trade within themselves, among themselves 27, 28 [countries].

So, we are looking at a market that is still young; we are looking at a market that is still very much full of potential, with younger consumers, a younger workforce, tremendous natural resources and certainly strategic location linking the

West and the East.

75% of energy resources going to Northeast Asia [China, Japan and Korea] either come through ASEAN or come from ASEAN so, in that sense, the fate of our two regions, ASEAN and Japan, is very much intertwined.

It is up to us, particularly the younger generation, to make good of this very important fact and truth between us, particularly in ASEAN and Japan.

For the last 60 years, ASEAN has been given this role: the role of building the East Asian community and I use that phrase very carefully. East Asian community here, East is capital 'E', and Asian is capital 'A', but community is with a small 'c' – it's not yet official – it's not yet formed, but it is a direction that we want to go in.

East Asia in general will be integrated into one collective market that we now have and become the centre of growth for the entire community.

Mr Obama said to us in 2010 in New York with our leaders, "If America is going to get out of its own crisis, we need to export more, we need to sell more. We look around, where are the consumers, where are the markets? And we look to you in East Asia and in Southeast Asia."

That was before this announcement that the US will be pivoting towards East Asia. That was stated before this position to come back to East Asia. And now the US is here; we have invited Russia in and we are together creating, building a new structure of cooperation with East Asia under this umbrella called the East Asia Summit.

ASEAN has been given this role to build, to connect and to integrate East Asia because major powers, major economies around ASEAN have historical baggage among themselves and between themselves. Henry Kissinger said: "East Asia, if you think about innovation, economic growth, science, technology – they are 20th century Europe," (he said this last century).

But if you think about institutions, systems and processes that they have or they don't have that would take care of the problems between them, among them if there are problems, there are so many fault lines and flashpoints among us and between us, Dr Kissinger said, "East Asia is 19th century Europe."

So, ASEAN has been given this role, the role of building institutions, processes, forum and form. Yesterday, there was one in Brunei Darussalam called the ASEAN Regional Forum.

East Asia definitely needs a solid structure of cooperation in all areas: strategic and security, socio-economic

cooperation and coordination and then, what Prime Minister Abe is very fond of, linking the youth of East Asia, ASEAN and Japan, and providing you with the opportunities to learn about each other, to appreciate the differences among us, and to be able to draw from the resources that exist among us – human resources, technology, science, cultures, the best among us are yet to be exchanged among us and between us.

So, in those three areas, three pillars of ASEAN essentially: political and security, economic and socio-cultural, it is the responsibility of the younger generation of ASEAN to take up that new responsibility going into the future because ASEAN is so diverse and yet is so different. ASEAN is so unequal among ourselves – ASEAN needs the younger generation to put all your efforts, your hearts and your minds in stitching all these disparate parts of ASEAN and East Asia together so that we can have that tapestry of various facets of Asia.

ASEAN is young. It has a young work force, young consumers, essentially young economies – full of challenges, and yes, full of tremendous potential economic opportunities.

Who will harvest these potentialities? Who will benefit and who will even increase the levels of growth and productivity among us and between us? ASEAN is for the youth – not for my generation, not for the people who have been trying to build this community for the last 46 years.

We know that the challenges will have to be faced by the younger generation of ASEAN.

We need to invest more in each other; we need to trade more with each other; we need to exchange more with each other; and we need care more about each other.

The older generations have built and have succeeded. It is up to you, up to your generation to take on that responsibility and move forward.

We have stitched together the ASEAN 10 that is coming on the eve of 2015, but we also know that going into the future the ASEAN 10 will need to be linked up with other major economies around us so we have established FTAs [free-trade agreements] with Japan, with Korea, with China, with India, with Australia and with New Zealand. That's five FTAs with six countries. Why five? Because Australia and New Zealand came in together under one general agreement. But these five, now we know are not enough. We are putting all five under a new initiative called the ASEAN Regional Comprehensive Economic Partnership (RCEP).

Because in order to compete with the rest of the world, ASEAN 10 of \$2.46 billion combined, no matter how strong our growth is, no matter how big our market is and is going

to be, no matter how much expanding our middle classes are, we are not going to be able to compete with the world on this platform of ten.

It is in the interests of all of the major economies connected to us to come together and work on this new platform, new architecture, almost US\$20 trillion combined GDP, so that we can trade with the world, so that we can invite the world to invest, so that we can cooperate with the world in very different ways.

We are, we have been expected to be, and we have contributed to the recovery of the global economy.

Yes, we were affected by the crisis of 2008–2009; yes we have gone through our own crisis in 1997, '98 and '99. We have recovered, we have transformed, we have made changes in our own corporate structure. By the year 2003, we were performing bigger and higher than before the crisis.

2008 came, we were affected, we are still being affected by the crisis in Europe and in North America, but we bounced back very quickly.

We have created our own demand, we have created our own markets, and we are now working on our own platform of East Asia.

Japan has been the centrepiece of that effort, of that new architecture of East Asia. In fact, ASEAN is where it is, ASEAN can benefit from the growth of India and China, ASEAN can be all-exporting economies only because Japan came here even before ASEAN was formed.

When you relocated your factories here, when you transferred your technology here, when you built institutions of learning here: *(for the Thai participants)* Sataban Technology Prajomglao, [King Mongkut's Institute of Technology Ladkrabang] next to Suvarnabhumi Airport was built by JICA 50 years ago in order to support Japanese industries being relocated to Thailand because our human resources were not at the level that we could work, that we could contribute into the functioning and the running of the factories being relocated to Southeast Asia – to Thailand at that time.

Japan came, Japan helped develop human resources, Japan built the basic infrastructure, Japan built factories, Japan helped with the growth of the economies here, and industrialisation here, first with the substitution of imports, later on, more and more exporting out to the world, and all the ASEAN countries are now exporting economies. So, ASEAN is where it is, ASEAN can benefit from the growth of the region and the growth of the world, only because, or partly because, maybe because, Japan came here in the '60s.

The first doctrine of Southeast Asians is to speak to us heart-to-heart; we welcome that very much. And that heart-to-heart as the basis of cooperation has been extremely productive between us, to the point where we are your first foreign production base – here Southeast Asia, after that, America and after that, Europe.

At the end of this year we will be celebrating the 40th anniversary of ASEAN-Japan Friendship Cooperation. 40 years of formal relationships, and we welcome a new sense of confidence that we can feel in Japan among the Japanese, among the Japanese business community.

When Mr Abe said in Washington DC earlier this year, "I am back," so is Japan. It was a good signal; it was a good message not only to the Japanese people, but to the entire East Asia because we have been waiting for this message for two decades. In two decades a lot has changed. Japan is coming back, and we welcome it, but we know that Japan also knows that the landscape has changed, the landscape has evolved: new players are coming in. Japan has to accommodate those changes and that's why I proposed to the ASEAN leaders that there should be a new structure of relationship between Japan and ASEAN.

If we look at the relationship holistically as a package, it is not only investment that we want from Japan, it is not only trade we want from Japan, it is not only tourism we want from Japan, it is the quality that Japan represents: the hard work, the honesty, the sincerity, the punctuality, the efficiency, the productivity, the technology, the science, the information.

HYLI has been providing us with that platform for the last 17 years so that we ASEAN, the younger generation of ASEAN, can interact with our friends from Japan, learn from them, they can learn from us. We can exchange our values, our hopes, our aspirations, and yes, our fears, so that together we can plan, so that together we can strategise knowing that our fate has been sealed. We have to work together, we have to live together, we have to cooperate with each other for the prosperity of the region.

And if this region is prosperous, secure and stable, together we can contribute to the world, to the global economy, and yes, to humanity at large.

Thank you very much.



KEYNOTE Q&A

2 JULY 2013

Dr Surin Pitsuwan

Former Secretary-General of ASEAN (Thailand)



disparity. Japan had contributed to ASEAN resources but ASEAN needed to mobilise its own resources. He also said that although integration would bring a lot of good things, it would also expose each other's weaknesses. He said that integration would bring an end to absolute sovereignty.

When asked further about integration, Dr Surin mentioned that the Master Plan for ASEAN had to be implemented by national governments, and he encouraged them to do it, as ASEAN did not have funding to do it. However, when the projects had been completed, they would connect ASEAN countries with each other. He said that the cost of sending a truck from Bangkok to Hanoi could be reduced by 35-40% if something could be done with borders and customs. He asked people to encourage their governments to get on with the work they had promised to do to implement the ASEAN Connectivity Plan.

An Indonesian HYLI student asked how communication could be improved between ASEAN member states. Dr Surin recounted that he had asked ASEAN countries to send their best performing artists to Jakarta for everyone in Indonesia to appreciate. And one of the reasons he did this was because he believed that of ASEAN's three pillars, the socio-cultural aspect was the most important one. He said that ASEAN aspired to be a sharing and caring community. He mentioned that Thailand had changed its university schedule to conform to other members' timetables so that students could learn in other member states' educational institutes. He mentioned that there were ASEAN lanes at airport immigration counters and that Japan had removed rules for visa requirements for visitors from Malaysia and Thailand.

A HYLI student from Japan asked a question on the ASEAN Secretariat and whether the Secretariat needed more power. Dr Surin responded that any regional organisation needed a strong central mechanism, however, ASEAN could not follow the model of the European Union because of its differences. He noted that countries would not cede power to a centralised body, but said that the ministers knew that if ASEAN was to succeed, it needed better coordination. Dr Surin said that he had come up with recommendations when he had been Secretary General of ASEAN and that those ideas were being studied. He said that if the Secretariat had been given wider space to do its work, ASEAN might have been able to avoid the situation that had occurred in Cambodia in 2012 where, for the first time, ASEAN could not issue a joint communiqué.

He noted that the EU had far greater resources to reduce



SPEECHES & PANEL DISCUSSIONS



SESSION I SPEECH

1 JULY 2013

Ms Huda Bahweres

*Assistant Deputy for Regional Economic Cooperation and Financing,
Coordinating Ministry for Economic Affairs (Indonesia)*



Good morning distinguished guests, distinguished speakers, and participants of the 12th Hitachi Young Leaders Initiative, ladies and gentlemen.

First of all, I would like to express my gratitude to Hitachi Limited for inviting me to speak in this prestigious event in session one.

I think, as mentioned by the ambassador, I feel envious of all the young students invited here: this was not experienced by myself when I was young.

My presentation is on the ASEAN economic community of 2015, which is very close to being fully implemented; I hope my notes will help participants learn more about the ASEAN economic community.

I would like to start by mentioning that ASEAN was formed for peace and security reasons at that time and in 1967 ASEAN launched the founding declaration by the governments of Indonesia, Malaysia, Singapore, the Philippines and Thailand. Bangkok was a witness to the signing of the declaration. Later on, Brunei, Vietnam, Laos and Vietnam, and at the end Cambodia, joined ASEAN. Since then, ASEAN leaders, ministers and officials have met regularly to discuss action plans, strategies and their vision to go forward in the region of integration.

In 2003, Bali Concord II launched ASEAN vision 2020, which was to create a region that is stable, prosperous and with a high competitive nature and equitable economic development to reduce socio-economic gaps among the member states and also as mentioned, this vision was then escalated to 2015 and the ASEAN Economic Community was one way to achieve ASEAN vision 2020.

There are 3 pillars of the ASEAN Economic Community: the ASEAN Economic Community, ASEAN Political Security Community and the ASEAN Socio Cultural Community.

I will pay attention to the ASEAN Economic Community, which is conducted through the ASEAN Economic

Community Blueprint, also laws by ASEAN ministers in 2006, and underlying that, now with the ASEAN charter it is a broad-based organisation, it is a binding organisation; it's not ASEAN before the ASEAN charter.

The ASEAN Economic Blueprint has four elements: Single Market and Production Base; Competitive Economic Region; Region of Equitable Economic Development; and Development Integration into the Global Economy.

I would like to move on now to the single market and production base. As mentioned, we have free-flow of goods, free-flow of services, free-flow of investment, free-flow of capital and free-flow of skilled labour. The free-flow of goods basically concerns the elimination of tariff barriers and also on non-tariff areas, and in this regard we have the ASEAN Trade in Goods Agreement (ATIGA), which is already implemented.

In the free-flow of services, basically ASEAN member countries negotiated restrictions to services supply, cross-border supply and by 2015, all sectors in the services sector will be allowed to have a commercial presence of at least 70% and this is really a challenge for some ASEAN member states. And in the free-flow of services, we also have several mutual recognition arrangements (MRAs) on professional services, like medical practitioners, nursing services, architecture, accountancy and others. Recently, ASEAN endorsed the agreement on the movement of natural persons, which will facilitate the movement of professionals across ASEAN member states.

In this regard, the free-flow of goods and the free-flow of services, the ASEAN grouping has twelve priority integration sectors: seven sectors for industrial sectors or products; five sectors are for services.

Next, I would like to move on to the Competitive Economic Region. In this case, one thing that we should take note of is that under competition policy, ASEAN has established ASEAN regional guidelines on competition policy and also ASEAN works on consumer protection, intellectual property rights, and infrastructure development, which plays a very important role in the competitiveness of ASEAN.

Next, I would like to go on to the Region of Equitable Economic Development. This is an area that is considered to be a challenge. So far, ASEAN has paid attention a lot to single market and production bases, and this area, just recently, has come to the attention of ASEAN. In November 2011, leaders endorsed the ASEAN Framework on Economic Equitable Development, moreover, it still needs to be implemented under this framework.

Of course, we have another initiative for ASEAN integration that we should move on to: the fourth element, which is the Region Fully Integrated into the Global Economy. ASEAN already has five FTAs [free-trade agreements] with China, Korea, Japan, Australia, New Zealand and ASEAN-India, and the coming FTA is a huge one: the ASEAN Regional

Comprehensive Economic Partnership agreement (RCEP). From these FTAs, China and Japan are the largest partners in trade with ASEAN. China and Japan have a large amount of trade with ASEAN. Let's take a look at the RCEP. Under the RCEP, ASEAN will have a closer economic partnership with six partners: Japan, China, Korea, Australia, New Zealand and India and this is a huge market consisting of over 3 billion people, an estimated 27% share of global trade, and also 28% of the world's GDP. Once fully established, the RCEP will be the world's largest free trade area. The coverage of the RCEP is quite comprehensive, and will cover trade in goods, services, investment, economic and technical cooperation, intellectual property, competition, and dispute settlement.

The objective of the RCEP, as I mentioned, is to have modern, comprehensive, beneficial economic partnership agreements. This is one of the challenges for ASEAN partners to have these agreements, and it was launched last year (2011) during the ASEAN chairmanship of Indonesia. Hopefully this agreement will boost economic growth and broader regional integration among the 16 member countries.

In 2010, there was an initiative of the United States and APEC to start the Trans Pacific Partnership (TPP). So far, there are four ASEAN member countries already in talks: Brunei, Singapore, Malaysia and Vietnam, and I believe that Japan is also considering becoming a part of the TPP.

It is a challenge for ASEAN to cope with the TPP and RCEP, and see which one will take the lead because all partners may join both agreements.

Concerning enhanced participation in global supply networks, ASEAN needs to continue the adoption of international best practices and standards in production and distribution, and develop a comprehensive package of technical assistance for the less developed member states.

Of course it is a challenge for ASEAN, with a population of 600 million, to grow and become one community, but the biggest challenge is the achievement of the ASEAN Economic Community 2015 – it is still really a challenge for ASEAN because of the differences in competitiveness and productivity. Regulatory barriers still need to be settled by member states.

To sum up, ASEAN is a leading player in global economics and can be a driving force of regional cooperation if it can achieve the ASEAN Economic Community 2015 and can tackle the challenges of competitiveness, infrastructure, regulations and the individual interests of each member state.

With that, I would like to conclude my presentation, thank you.



SESSION I SPEECH

1 JULY 2013

Mr Shigehiro Tanaka

Director-General, Multilateral Trade System Department, Ministry of Economy, Trade and Industry (Japan)



Thank you very much, and I would like to thank the hosts for giving me this opportunity to speak before this distinguished and aspirational audience.

I have been working on ASEAN matters for some time and this is something that is very important not only for myself, but also for our government and also for business as a whole.

Basically, I'll be speaking on the Japanese perspective, a lot has already been explained about the ASEAN perspective. My focus will rather be how Japan sees this, and what is Japan's role in furthering the ASEAN Economic Community.

First, where is the position of this region in the world? Simply put, ASEAN is at the core of the growing emerging markets of the world. Although it's not as big as China, still it is a growing chunk of the world market and that is why every country or every major economy in the world is focusing on this region.

If we focus on the high and the middle-income population, you can see that the ASEAN market is not only big but it's also going to be a very rich and affluent market and this is an important point that we have to always be aware of.

Second, what is the reality on the trade front? Of course, China is now the trade hub of the world; it imports a lot and it also exports a lot to the major markets – either to the EU or to NAFTA or to other Asian markets but ASEAN is also becoming an increasingly important trade hub in the world. Even if it is not equal, its trend is expanding hugely and it is importing a lot from other Asian countries and getting an important foothold in its export position to other major markets. ASEAN is importing a lot of intermediary parts and exporting to other parts of the world in final goods, meaning that ASEAN is now a hub of manufacturing and is

increasing its role in this huge supply chain, which covers almost the entire world.

What is the supply chain? What are intermediaries? What are parts? In the abstract you may know, but take the example of a car that is being produced in the ASEAN region. If you look at where these individual parts come from, they are from around the world. Transmissions come from the Philippines and India, engines from Thailand; Indonesia is providing certain parts, and so it is a combination of several parts coming from throughout the region, and this is what we call an intra-regional trade ratio, which means how much trade is being done within or among the countries that are members to it.

We all know that the EU have been integrated for a very long time so their integration rate of trade is very high, higher than 60%. But ASEAN and the surrounding countries, the ASEAN+6, has even exceeded NAFTA, the US-Canada-Mexico integration so this is a clear sign that ASEAN in reality is becoming a [region of] more integrated countries that are depending on each other more in terms of trade and investment. But not only that, as I talked about imports into ASEAN, actually a more important change is also taking place.

Let's look at the ratio of where Japanese companies are procuring their parts when they manufacture certain final products. We have asked certain Japanese companies, which are operating factories throughout ASEAN, where are you getting the parts from? In the very early days, for example in the year 2000, many things were coming from Japan and other Asian countries like China or Korea, but as years go by, and as we approach 2010, the parts coming from the local countries increased. What does this mean? It means that the Japanese investors, who are operating throughout ASEAN, are procuring more and more parts from the countries they are located [in], whether it be Indonesia, Malaysia, Singapore, the Philippines, more and more parts are going into Japanese companies, which are produced locally in ASEAN countries, and in many cases these products are also produced by SMEs (small and medium-sized enterprises) of those countries. So investment by Japanese companies in this region is not only beneficial for the investors but clearly creates jobs, creates employment and will be helpful to the SMEs and the local companies.

Next, we know that there are several major countries throughout the world that are investing in ASEAN, but Japan has been focusing very much in the field of manufacturing. Other countries, in some cases, were focusing more on getting natural resources, or on some other industries, but Japan, because of its strength in the manufacturing sector, and because we think the manufacturing sector is indeed the key and the core for ASEAN development, we have

been investing in the ASEAN region for a very long time. Looking at the stock of the foreign direct investment in the field of manufacturing that has come from Japan over the years, if you just compare from 2005 to 2012, which is only a seven-year difference, you can see that the stock has more than doubled and this has been bringing about huge changes to each individual economy, but as I described at the outset, it is also bringing huge benefits in terms of employment, and in terms of business development in the local ASEAN countries. So these are the kind of business realities that are taking place as we go on.

How are the governments coping with this situation? We have heard from Ms Huda how ASEAN as a whole are working together to build a community and especially on the economics side to build an integrated market in this region. What has Japan been doing? Last year METI and also all the economic ministers of ASEAN have agreed upon what we call the ASEAN-Japan 10-year Strategic Economic Cooperation Roadmap. The idea was to double our trade and investment relations between ASEAN and Japan by the year 2022, and also identify some of the areas where we can and should work together.

We have also three pillars like the AEC. The first is integration of the markets. I will touch upon this later but clearly RCEP [which] has been touched upon by Ms Huda is also a very big effort in this regard and which will really promote the integration of the ASEAN market. Pillar two is about strengthening industrial cooperation towards a more advanced industrial structure because ASEAN industry cannot stay as it is; it has to continue to evolve, it has to continue to develop, it has to continue to get into new stages. And in order to do that, you need to consolidate hard and soft infrastructures. Pillar three [is] improving economic growth and standards of living. In the end, our goal is to bring quality to life for every ordinary ASEAN citizen. In order to do that, capacity building is going to be a very important part of our cooperation. This is some of the goals and the aspirations of the governments.

How does the business world see this? As an example, I have brought to you, some of the things that our industry associations in ASEAN [are saying], in this case, there is an organization called the Federation of the Japanese Chambers of Commerce and Industry in ASEAN, this is a group of companies that are operating throughout ASEAN, and each year they put together requests for the ASEAN governments.

What are they saying? First, trade facilitation and trade liberalisation (the Single Window was part of the presentation of the ASEAN video) is very much a priority also for Japanese industries. Consolidation of soft infrastructure, as I explained and harmonising the standards

that may differ across countries, but which definitely has to be harmonised if you are to create a common market; also the development of industrial human resources. Unless you have sufficient adequate human resources, it will be nothing. You have to have the necessary people who can adapt to the new economic realities if you are to go up the ladder and get into a more developed phase. And correction of the economic gap: our member region includes countries with very differing economic stages, but here again, by improving the hard infrastructure, it will be hugely beneficial for business. So strangely (and maybe not so strangely) the business priorities are pretty much in line with what governments are thinking.

Going back to integration, how are we going to achieve market integration? Let's take the case of Japan, what are we doing to integrate our market with the world economy? One of the biggest and most important efforts is to conclude FTAs (free-trade agreements). We call them economic partnership agreements in our case and it is to increase the networks of FTAs with the major countries around the world. And Japan's priority has always been to conclude FTAs with the ASEAN countries.

We have bilateral FTA's with Vietnam, the Philippines, Thailand, Brunei, Indonesia, Singapore, and Malaysia and on top of that we also have an FTA with all the ASEAN. That's where we are, and also we are negotiating with several other major economies around the world.

How is this effort located in a bigger picture that covers the entire region of the Asia-Pacific? FTAAP stands for Free Trade Area of the Asia-Pacific. In 2010, leaders of the Asia-Pacific countries, more specifically the members of APEC, all agreed to achieve a free-trade area of the Asia-Pacific by and around the year 2020 and beyond. This is a major goal that we are all aspiring to achieve and this includes the United States, China, Japan and ASEAN, Australia and other countries; that is the biggest goal that we have in front of us. But in order to achieve that goal, and since that goal is too big to achieve in just one step, there are many efforts being made at the smaller scale, which will eventually lead up to this bigger one. One is among Japan, China and Korea – the three countries are now in negotiations to have a three-country FTA. There is also the TPP and the RCEP.

ASEAN has already concluded their +1 FTAs with the major six countries surrounding ASEAN so the idea now is to put these all together.

What does this mean? The Regional Comprehensive Economic Partnership (RCEP) was something that's been discussed for years, but actually in the initial stages, it was not very clear which countries were thought to be right to include. ASEAN was always at the centre, but some countries thought maybe China, Japan and Korea, and

ASEAN was enough, and they didn't have to expand; but Japan had a very different view. We thought that we needed India and also countries like Australia and New Zealand to be part of this because we knew and we realised that the global supply chain would soon expand and include these countries and we didn't want to rectify what is lacking in an FTA later on by adding new countries. We thought it would be better to include the countries that are more likely to be included in the supply chain at the earlier stages and in the end our proposal won.

Then we decided to go on with the RCEP. Why do we need this? You have seen that there are already several FTAs; some people may ask why do we need more? Actually, there is a term: a spaghetti bowl phenomenon, which means that now there are so many FTAs being negotiated and concluded among the countries that it is sometimes very difficult for companies to realise which to use or to realise what the trade relations between certain countries are.

I'll just give you an example here: let's take an example of Thailand producing a car and trying to export it to India. Thailand happens to have an FTA with India so normally it will be applied a preferential rate under that FTA, but in order to qualify for the FTA you need to qualify for certain rules, which in this case is called the Rules of Origin. Also there is a VA, which stands for Value Added. Value Added means how much value is produced in that certain country (of the final product) and the total is 100%. Let's take a hypothetical case where the value added is only created at 30% in Thailand; in this case, since the rule was you needed 35% Value Added in order to qualify, that car, in this case, will not get the preferential treatment because many parts were coming from Japan which contributed 50% to the value, and other parts were coming from Malaysia (with 20% Value Added) so even though the product was finalised in Thailand, it is not getting the benefit.

This is not an ideal situation. Clearly, from the company's perspective, they would want to see all these countries come together in one agreement where all these Value Added things can be added together and the products be applied a preferential tariff treatment. That is why we need RCEP, which will cover all these countries.

Actually Japan already has an FTA with Thailand. Thailand and Malaysia obviously are under FTA relations. Japan also has [one] with Malaysia, but these individual FTAs will not cover these situations, and these situations are increasingly happening throughout this region because of the huge growth of the global supply chain and the development of each and every ASEAN country in terms of producing parts and intermediary goods in their economies.

RCEP is not the only game that is going on in this region; TPP, as has been described, is also another thing that is going on.

Japan has very recently joined this effort, and this is again going to be another big, major FTA that will happen in this Asia-Pacific region which will eventually lead up to the FTAAP. So, we'll see how these efforts go together. The point I have to say here is since the TPP includes only part of the ASEAN countries, ASEAN will have members who are participating in the TPP and members who are not participating in the TPP so in the end I believe people will want to see a situation where everybody will be included in something, and that something is the FTAAP, the ultimate goal of this region.

I would like to talk briefly about the infrastructure side of the AEC. Here, I talk about the hard infrastructure and the soft infrastructure. Hard infrastructure: ports, roads, airports all that kind of thing. Why is that important? Each country, of course, has its own infrastructure development plan, but in order to create an integrated market throughout ASEAN, you really have to bring together these countries to think deeply about how you connect this infrastructure, because, as I have explained, the supply chain is just growing and involving several countries. You need to export certain things from country A to country B to country C, to D to E, and if there is any disruption in terms of roads or ports, it will be very difficult to get into the supply chain.

In this case for example, sending goods from Bangkok to the southern part of India, now you have to go around the Malacca Straits, and by ship it takes more or less 6 days. But there are plans to go through directly to Myanmar and then, if you can create a good port there, to export to India, and this may halve the time required for moving the goods. This means an enormous change in terms of logistics and could improve the possibility of more industries and more companies being part of the supply chain.

That's how you get together and integrate countries into one big market. How are the governments coping with the situation? There is a plan, which is called the Comprehensive Asian Development Plan. This plan was originally devised by a think-tank that was attached to ASEAN called ERIA (Economic Research Institute for ASEAN and East Asia). They have been working hard on what is necessary for this region to prosper.

In a simulation, countries like Vietnam, Myanmar, Laos and Thailand will benefit grossly or enormously from these plans being realised so by bringing together all these countries and by improving the infrastructure situation, it will mean long-term economic growth for this region.

I would also like to talk about soft infrastructure. What is soft infrastructure? It's about harmonising the standards and systems that may differ from country to country. I'll just bring a very simple example of markings that are being put on electrical appliances like air-conditioners or refrigerators.

You know that energy efficiency is one of the very important aspects of our daily lives but at the moment, even if you take the ASEAN countries, the marking is different from country to country; it's confusing for people who are travelling from country to country; but more than that, it will be troubling for SMEs and also companies that want to do business across the borders. In the long run, what is necessary is to try to harmonise these markings, these rules, so that the same product will get a similar evaluation throughout the markets and so that companies will not have to care too much about the local economies, but think of ASEAN as a whole to be able to provide high-quality, low-priced goods throughout the markets. Harmonising standards is one key in achieving that.

Also, I talked about capacity building and raising people's standards. Here again the economic ministers and METI are now working to put together several institutions throughout the ASEAN region to work on developing educational programs for industrial professionals. We already have MBAs. But MBAs only cover a very limited part of the human resources that are necessary for business: you need a whole bunch of professionals who will be working to operate good factories to do real technology developments for the future. In order to have these people in ASEAN, you need all the educational institutions to have the right focus and work together to have a good education plan. We are working together with the ASEAN countries to do that.

Finally, the AEC: I'm not going to repeat what is there because it's already been explained by other speakers. I hope that you can also understand that Japan's perspective, whether it be business or government, is very much aligned with the ASEAN perspective because in our view, ASEAN is an integral part of our growth and our future, and we strongly believe that we have to work with you as an important partner and for the benefit of people living in the ASEAN or Japan. So I promise that Japan will be with you and work with you in achieving the AEC goal.

Thank you very much.



PANEL DISCUSSION AND Q&A SESSION I

1 JULY 2013

Ms Huda Bahweres & Mr Shigehiro Tanaka

Assistant Deputy for Regional Economic Cooperation and Financing, Coordinating Ministry for Economic Affairs (Indonesia)

Director-General, Multilateral Trade System Department, Ministry of Economy, Trade and Industry (Japan)

Ms Huda was asked about AEC integration and its benefits where certain industries in the region would benefit more than others. She reiterated the importance of manufacturing but noted that there would be challenges for some member states lagging behind in terms of their manufacturing industries. She expressed her hopes that ASEAN would work together, rather than as competitors, to support those member states lagging behind.

When asked how ASEAN fitted in with all the various trade agreements that were being set up globally, she replied that ASEAN needed to implement the AEC 2015 first. She also mentioned the importance of all countries to eventually join the RCEP.

Mr Tanaka was asked for his observations on ASEAN integration concerns. He believed that the success of the AEC would have a huge effect on how other agreements such as the RCEP would progress but he said that leaders were fully committed to keeping the goal of the AEC and he was confident it would be met.

On future trade and economic relations between ASEAN and Japan, he hoped for more idea sharing in people-to-people exchanges, which would lead to a new stage of economic relations and bring about more of a feeling of 'being one.'

Ms Huda was asked if people in ASEAN really have a feeling of 'being one' or if they still held on more to their national identities. She said that more work was needed in introducing ASEAN to the people of ASEAN itself although she felt that by 2015 there would be more of an understanding of ASEAN.

On the question of what Japanese people think of when

they hear the word ASEAN, Mr Tanaka said that interest in ASEAN and in Asia as a whole has increased tremendously in Japan in the past few years, especially after a lack of growth in Japan; ASEAN had always been one of Japan's closest friends.

When asked whether the opening of Myanmar had taken the spotlight away from ASEAN, Mr Tanaka explained that the focus within ASEAN had often moved: at one point it was Indonesia and at other times it had been Malaysia or Thailand. Ms Huda noted that more and more investors from Indonesia and Malaysia were interested in investing in Myanmar.

Ms Huda said that if you were to attend ASEAN meetings, you might not always see friendship between member states but after the meetings, countries still wanted to move forward together, and remained friendly; this competitiveness, whilst at the same time being part of ASEAN, gave ASEAN its uniqueness.

A HYLI student asked about the disparities within ASEAN and if there were benchmarks for individual states to accomplish. Ms Huda believed that member states needed to be at the same stage before full integration. She said that the ASEAN Economic Community Blueprint had to be fulfilled and that currently it was about 80% on target. Mr Tanaka said it was important to set goals and continue making efforts to narrow the differences.

Another HYLI student asked what motivated ASEAN leaders in their push towards the AEC 2015. Ms Huda said that there was political will and that countries had already signed agreements to move towards integration; in terms of motivation, she felt that the best thing would be to have fairness for all ASEAN member states even though this would mean overcoming people's feelings of (individual) nationality. Mr Tanaka said that politicians were chosen by

their own people and therefore were often thinking about what would be beneficial for their own country. However, they also understood that it was impossible only to consider their own country, as they had to look beyond their borders at countries they could work together with. ASEAN was now clearly the most natural grouping in the region, and that together, ASEAN could increase its leverage and power.

One HYLI student noted that SMEs lacked access to credit even though these companies comprised a high percentage of business and he wondered how the AEC would benefit SMEs. Ms Huda noted that in several of the FTAs that had already been agreed, there were provisions for SMEs. She thought that opportunities could be built by education but she agreed that it was an area where ASEAN needed to pay attention and put in more effort. Mr Tanaka mentioned that more than 99% of companies in Japan are SMEs and so were also a great priority in Japan. He said that with the AEC, SMEs should realise that there would be a bigger market for them to tap into. Systems and regulations would need to be simplified and harmonised to make things easier for SMEs, who would otherwise face more difficulties. He stressed the importance of each government making these issues a priority.

When asked about the competitive advantage of ASEAN in terms of the supply chain in East Asia (considering that China and ASEAN hold the lion's share in intermediary goods), Mr Tanaka replied that there were several factors affecting competitiveness. Labour costs in China were increasing rapidly, which was giving an advantage to some ASEAN countries. ASEAN also had a huge population with distinctive tastes including the opportunity for some Islamic countries to connect to the wider Islamic world.



On the topic of FTAs, Mr Tanaka said it would be nice if there were one big agreement but realistically, that would not happen without reaching certain stages first. Still, countries had to keep in mind the problems that the spaghetti bowl effect was creating. Ms Huda wondered if Japan might give advice on how to deal with negotiating many FTAs at the same time. She noted that it was difficult as many ASEAN countries did not have sufficient funding or resources to deal with a large number of such agreements.

One HYLI student, who was a medical student, asked about soft infrastructure in terms of skilled labour and other aspects of healthcare for the AEC 2015. Ms Huda said that healthcare was a priority sector under the AEC Blueprint. She said that ASEAN had already set up the Mutual Recognition Agreement for medical practitioners and in nursing services. However, individual ASEAN member states still had to develop infrastructure and regulatory structures and procedures to be ready for the AEC 2015.



SESSION II SPEECH

1 JULY 2013

Mr Wirat Uanarumit

*Executive Vice President, Corporate Finance,
PTT Public Company Limited (Thailand)*



Good morning distinguished guests, ladies and gentlemen.

It's my pleasure to have the privilege to speak in front of you on the subject of ASEAN-region energy resources and connectivity.

First of all let me convey my CEO, Dr Pailin's apology. He was really keen to speak on this topic but due to an urgent appointment he couldn't actually join us so I will speak his behalf.

Today I would like to talk about four agenda topics: the first is an ASEAN energy overview, then we'll discuss briefly ASEAN energy consumption and efficiency, and then ASEAN future connectivity and lastly I would just touch on ASEAN cooperation.

ASEAN, consisting of ten south-east Asian nations, has one of the fastest growing populations and consists of more than 600 million people, accounting for 9% of the world's population, but only contributing 1.8% to the world's economy. In this respect, there is clearly significant room for growth. ASEAN, coupled with China, Korea and Japan, the so-called ASEAN+3, accounts for 21.5% of the world's GDP and if one were to add India, Australia and New Zealand or the so-called ASEAN+6, the group actually represents 25.9% of GDP. This half of the world's population of ASEAN+6 will significantly drive the world's economy.

ASEAN GDP growth is faster than the world average. ASEAN GDP growth is between 5 and 7%, while the world average was 4.5% last year. Emerging countries China, India and ASEAN will drive up the world economy, while the advanced economies will still be lagging.

In 2010, ASEAN ranked 8th in the world economy after the EU, North America, Japan, China plus Hong Kong, Africa, India and Oceania but projecting to 2013, ASEAN could

overtake Africa and Oceania, and take the world's number six largest economy.

ASEAN will obviously require increasing energy supplies to keep up with the rapid pace of economic expansion. ASEAN energy consumption in the past couple of years since 1990 has more than 7% cumulative average as a growth rate, and is expected to grow 8.4% during the years 2022-2030. Oil consumption is more than 50% compared to other sources of energy.

Indonesia, Malaysia and Myanmar have a lot of natural resources especially oil and coal. Oil reserves, however, are pretty small. Thailand ranks second in terms of oil reserves but the country also faces difficulties in developing them because of the environmental impact as well as community opposition.

Looking at oil production and consumption in each of the ASEAN countries, all ASEAN countries, with the exception of Brunei and Malaysia, are net oil importers. The total production for ASEAN is roughly 2.6 million barrels per day; oil consumption is as much as 5 million barrels per day so the region is actually a net importer of oil by roughly 2.4 million barrels per day.

The situation is slightly different when we look at gas production and consumption. As you can see, only Thailand and Singapore are net gas importers. The total ASEAN production is 20.6 trillion m³ per day while consumption is almost 14. ASEAN is actually importing some 6.6 billion mt.³ of gas per day. Looking into the future, ASEAN countries will be highly dependent upon oil imports – more than ever, while the small gas net exports will be declining through to 2030.

Oil consumption in ASEAN is much greater than production. Oil consumption nearly doubles in 2030 but the oil production will be declining. Gas consumption will also continue to increase in line with gas production through to the year 2020, however, by the year 2020 we expect gas production to start to decline.

If we divide Southeast Asian countries into two distinct geographical divisions, we can call them continental and islander countries, the continental countries would include Myanmar, Thailand, Cambodia, Vietnam and Laos while the other five: Singapore, Indonesia, Malaysia, the Philippines and Brunei can be called islander countries. If they are divided into 2 groupings, you can see the continental countries, with the exception of Myanmar, will be net energy deficit or importing countries while the islander countries, namely Malaysia, Indonesia and Brunei, will be energy surplus and hence exporting energy.

Moving onto ASEAN energy consumption efficiency, if we compare ASEAN to the rest of the world in terms of energy

consumption per dollar of GDP, ASEAN is higher than the world average so ASEAN countries need to improve their energy efficiency.

In terms of environmental management, the figures actually show CO₂ emissions per \$1000 of GDP. As you can see, in ASEAN countries there is far more carbon intensity, compared to the rest of the world – mostly, in Indonesia, Malaysia, Singapore, Thailand, and also Vietnam. As you can see, these regions are also setting up policies to deal with emissions control.

Improving energy efficiency is the best way to ensure energy security, limit greenhouse gas emissions, and isolate economies from the volatility of energy crises.

Countries are encouraged in the efficient use of energy by removing fossil fuel subsidies, establishing clear, consistent standards for energy efficiency and environmental control and also to educate and create awareness amongst the people.

Next is to promote renewable energy. ASEAN has good potential for a number of renewable energy sources: solar, wind, hydro, geothermal, biomass and especially biofuels. Some countries are more suitable than others for different types of renewable energy.

Let's move onto another agenda point, which is ASEAN energy security. On December 15, 1997, ASEAN heads of states adopted the so-called ASEAN vision, which among other issues, calls for cooperation to establish interconnection agreements on electricity and natural gas within ASEAN through the ASEAN Power Grid and Trans-ASEAN Gas Pipeline. The objective is to enhance the security of supplies for ASEAN while broaching greater economic cooperation among member countries. The head of ASEAN Power Utility HAPUA [Heads of ASEAN Power Utilities/Authorities] was entrusted to build the ASEAN Power Grid while the ASEAN Council on Petroleum (ASCOPE) was entrusted to spearhead the Trans-Pacific Pipeline. These two initiatives constitute the trans-ASEAN energy network and subsequently, there has been talk about joint regional stockpiling to enhance security especially in times of crisis.

The ASEAN Power Grid (APG), as I mentioned, was initiated in December of 1997 to create an APG through the interconnection of all ASEAN countries to promote a more efficient and secure regional power system through harmonised development of national energy networks in ASEAN by region-wide interconnection and also to optimise the use of energy resources in the region while sharing the benefits.

The ASEAN Power Grid aims to meet demand for electricity and improved access for energy services by enhanced trade in electricity across borders.

The committee is actually divided into 3 sub regions: Northern, Southern and Eastern, built by ASEAN interconnections projects which cover existing on-going as well as future representing as much as 34 GW [gigawatts] of power, the largest being in the northern part which calls for 26 GW.

Currently the West-East System has no link due to geographic constraints, however, the projects between Malaysia and Sarawak, and Malaysia and Sumatra are called for as a priority. It needs high investment costs to lay the pipeline connection.

While a lot of progress has been made, challenges are still ahead of the ASEAN power grid.

The first one is the unequal readiness of the various member states: the economic viability of the planned integration of funding that follows income countries' sophistication and the standardisation of power systems within ASEAN. Currently there are different methods of transmission systems and lastly affecting a regulatory framework, which includes transit arrangements, taxation, and tariff arrangements.

Moving on to the gas pipeline (the TAGP) similarly, it was set up in December 1997; the objective was to get enhance security of energy supplies in this part of the region.

The TAGP project links gas demand and utilisation through pipeline infrastructure, tapping the gas needs within Southeast Asia, supplying the major gas demand centres within ASEAN.

Currently the TAGP is not fully integrated but it is being taken on a step-by-step approach based on bilateral intervention. Assisting the existing pipeline infrastructure calls for 3,030 km of bilateral connections between Myanmar and Thailand, Thailand and Malaysia, Malaysia and Singapore, Singapore and Indonesia, and Vietnam and Malaysia.

According to the plan, there will be more integrated cross-border pipeline connections of approximately 4,500 km multilateral connection needed, in doing so, various issues related to harmonisation need to be resolved.

ASCOPE has set up the AGCC [ASEAN Gas Consultative Council] to study member states more, to resolve cross-border issues in construction and operation of pipelines including the various issues I mentioned; also to facilitate the implementation of the TAGP.

Similarly, there are quite a number of challenges facing the Trans-ASEAN Gas Pipeline Project: one is actually the limited resources of regional gas supply. In a draft MOU, which is to be signed in 2014, we include LPG importation to address this issue. The second relates more to energy

regulations. Thirdly, is to synchronise technical aspects, for example, gas supply that affects the maintenance of pipeline. Fourthly, the different stages of economic gas market development within the region.

I would like to just touch on my last agenda point. As you can see, all ASEAN member countries will have to have strong collaboration to make the realisation of trans-ASEAN energy connectivity possible. The issue, which includes resource enhancement, technical aspects, has to do with integration and harmonisation of efforts and therefore requires extensive cooperation of all industry partners including gas buyers, sellers, regulators, authorities and statutory bodies.

ASEAN must increase its competitiveness, awareness of entrepreneurship for its cooperation in the AEC. Protectionism and subsidy must be departed and basically delayed in the market economy.

All countries in ASEAN must be aware of market flooding and the benefits which will occur with the cooperation of the AEC. Every country needs to prepare themselves for the readiness of the AEC. I would just like to end my presentation here, and we will have an opportunity for questions later on.

Thank you very much.



SESSION II SPEECH

1 JULY 2013

Datuk Noharuddin Nordin

Chief Executive Officer, Malaysian Investment Development Authority (MIDA) (Malaysia)



A very good morning to everyone. Before I begin my presentation, allow me to thank Hitachi and the senior management of Hitachi for giving me this privilege to be part of this very honourable initiative.

Like all the other speakers, I've been given a very short time to make my presentation, and in view of the fact that I am currently addressing the future leaders of ASEAN, I would like to take this opportunity to share with you some practical issues related to this matter of regional sources of energy.

I do not plan to go through my slides – they have been distributed to you, and between the slides of Mr Wirat and my slides, I think there are quite a lot of facts and figures for you to absorb.

The reason why I want to highlight these practical issues is because unless we are aware of the practical issues and address those issues, our aspirations in ASEAN in this context of energy connectivity will remain an aspiration and we will never realise the benefits of that goal.

As someone responsible for the promotion of investment, I am fully aware of the importance of energy. In the course of meeting with investors, among the factors that they look at when they decide where to invest is the availability and the quality as well as the competitiveness of the source of energy, and here we are talking in the context of ASEAN. In order to position ASEAN as a single destination for investment that can compete in the global arena, we need to ensure that we have a competitive and consistent supply of energy throughout ASEAN.

And ASEAN leaders are also fully aware of the importance of this matter. That's why connectivity in terms of energy is being embodied in the ASEAN Economic Community Blueprint. In fact, as mentioned by Mr Wirat, several projects are already on-going, including the Trans-ASEAN

Gas Pipeline as well as the ASEAN Power Grid – these are a reflection of how important connectivity and the sharing of energy resources is in terms of achieving the aspirations of ASEAN.

So, what are these practical issues? In the slides I've given to you together with the information contained in the slides from Mr Wirat, there is a summary of various economic and technical challenges encountered in realising this enhanced connectivity in terms of energy resources.

What I would like to point out to you, as something alluded to in the first session this morning, is that ASEAN is not a homogenous entity. In the context of energy, the endowment of the sources of energy, whether it's petroleum, gas, hydro, coal and others, the ASEAN countries are not the same – the situation is not the same across all ASEAN countries.

There is also a wide disparity in terms of the demand and accessibility to energy among ASEAN countries. So, against a certain backdrop, one can imagine that it can be very daunting and difficult for our political masters to convince their constituencies of the importance of the benefits of energy connectivity within ASEAN.

Imagine: the concept of sharing your surplus energy with a neighbouring country is not something that's easy to sell to our constituencies if they can't see the benefit of it.

We have to remember that people who are negotiating these agreements and these MoUs on ASEAN energy connectivity are our political leaders. These are the political masters who are voted into office by the people of their respective country; they are not being voted [for] by people from the other ASEAN countries.

So in other words, what I am saying is that they are answerable to the expectation of their respective population, and to make matters more complicated, some of these agreements and commitments made in the context of ASEAN were made earlier by their predecessors – not by them so they have to continue with the commitment made earlier although they are put into office by the current constituencies.

Other than the people of their respective countries, the other interest group that the political masters need to pay attention to are the business community in their respective countries. Projects such as the Trans-ASEAN Gas Pipeline and the ASEAN Power Grid offer tremendous business opportunities and it is only realistic for us to expect that the business communities in all the ASEAN countries would like to have their political masters assist them in getting a slice of the opportunities created.

So, in this context, it is extremely important for our political masters, who are representing us in the context of ASEAN,

to be able to convince the people of their respective countries of the benefits of working together in ASEAN in the context of energy connectivity.

It is important for them to convince people that it is in the interest of the prosperity of all our ASEAN countries and the people in ASEAN for us to work together in this regard.

As you can observe, there are many real and practical issues that need to be addressed before we can realise the goal of greater regional connectivity within ASEAN.

Although we always talk in the context of ASEAN, talk about the ability of our leaders to come to a consensus on specific issues, these are commendable efforts, but at the end of the day, they have to bring back all these agreements and consensuses to their own constituencies, and history has shown that there were many, many agreements that did not take off because the constituencies did not accept them. So, while we can commend our leaders in their efforts to negotiate the rules, the regulations, the parameters for us to work together in all aspects within ASEAN, including the issue of connectivity in terms of energy, the most important element that ensures whether this will go through or not, is whether the people in their respective countries [have] understood the benefit of it in their own context.

Although these are real and very serious challenges, I believe that these issues are not insurmountable. The first step in addressing all issues I believe is always to acknowledge that these issues and challenges exist. Only when we are conscious of these challenges can we address the issues of connectivity and enhance the potential for success. So in this context ladies and gentlemen, I would urge that all of us, including you – the young potential leaders [participants of this event], should play a part to spread the word to enhance the understanding among the people that we interface with of the bigger picture that all our communities will benefit from the enhanced energy connectivity and that these efforts should not be derailed by short-term experiences.

There are many ways of doing this, but the most important thing is to be honest, to be frank and to be candid with the people that we interface with so that they do not see any hidden agenda behind what is being done in the context of ASEAN.

With that, I think I will end my presentation, a lot of facts have been given by Mr Wirat and also by the presenters this morning and I look forward to the question and answer session.

Thank you very much.



PANEL DISCUSSION AND Q&A SESSION II

1 JULY 2013

Mr Wirat Uanarumit & Datuk Noharuddin Nordin

*Executive Vice President, Corporate
Finance, PTT Public Company Limited
(Thailand)*

*Chief Executive Officer, Malaysian
Investment Development Authority
(MIDA) (Malaysia)*

The speakers were asked if there would be a scramble for energy and Mr Wirat acknowledged that energy demand in each ASEAN nation would be growing – for some at a rapid pace especially after economic growth and population growth. He noted that PTT had been doing business in Myanmar for 20 years and the company was the largest importer of gas (to Thailand) from there and said that as much as 60% of consumption in Thailand was imported from Myanmar. However, as Myanmar opened up, it would need to keep more of its resources. Datuk Noharuddin Nordin noted the disparity between states but said that all ASEAN member states were trying to grow and that there were sophisticated measures to ensure net member values would improve. Nevertheless, this would not eventually bring total equity. ASEAN needed to ensure that its people benefited.

On the topic of using technology in energy, Datuk Noharuddin said that lower-cost energy was possible but required political will. Energy had to be managed better with more shared responsibility. Mr Wirat mentioned that the population density in the ASEAN region was much higher than the world average and that energy consumption was growing even higher than GDP growth. He said that Thailand was working very hard to improve energy efficiency but that for countries that were growing, it was natural for them to consume a lot of energy. He believed that one of the most important issues was energy subsidies and that these needed to gradually decline and eventually disappear. It was up to politicians to find a solution for this problem where the public always wants cheap energy.

When asked about cooperation between companies in the region, Mr Wirat said that there was a lot of cooperation within PTT in different countries in the region at various

levels but each division in each country needed to manage its best and if ASEAN wanted to achieve energy security it would need to work more closely together. Datuk Noharuddin said there were several examples of energy companies in the region working together. He said the blueprints for the Trans-ASEAN Gas Pipeline and the ASEAN Power Grid involved linkage between companies in different countries. Both speakers gave the example of the joint development area between Malaysia and Thailand as a good example. However, Mr Wirat noted that thus far, cooperation had been on bilateral terms and more was needed to be done for ASEAN to cooperate as a region.

One HYLI student questioner asked if the Trans-ASEAN Gas Pipeline could put ASEAN energy security at risk from terrorist attacks or natural disasters. Mr Wirat pointed out that all forms of energy transportation could be subject to these kinds of risks. Although the infrastructure for the Trans-ASEAN Gas Pipeline was not yet in place, multi-lateral security arrangements would have to be made for such eventualities. However, once this pipeline was in place, energy distribution would be much more efficient in the region and countries would benefit.

A HYLI student asked if it was possible that more developed ASEAN countries would take advantage of the lesser-developed ones in terms of technical skills. Datuk Noharuddin said that countries were still negotiating and that negotiation was key to solving this problem. He said that each country's national interests were taken account of. Eventually, these negotiations would ensure that the more developed countries would not be able to take advantage. Mr Wirat said that ASEAN was a long-term involvement and member states should remember that and realise it would not benefit states to take advantage in the long term.

When asked about nuclear power in ASEAN, Datuk Noharuddin said that it was an alternative but depended



on the disposition of each country and he reminded the audience that after what had happened in Japan, the nuclear power issue was a sensitive one. Mr Wirat added that fossil fuels would eventually deplete and that nuclear power was a possibility for the future although currently, only Vietnam was actively building a nuclear power plant [to be on-stream by 2020] whereas other countries had delayed plans for nuclear power.



A HYLI student from Thailand asked about self-sustainability of energy within individual ASEAN member states. Mr Wirat answered that each country would like to be self-sufficient but that in reality, it was very difficult. Energy efficiency and renewable energy were being promoted in some places more than others but countries still had more to do. Datuk Noharuddin said that countries were aware that self-sustainability did not simply mean generating enough to use in one's own country, it also meant an element of sharing. He said that even though Malaysia was a net exporter of petrol, it also imported petrol from the Middle East. There was a complicated set of transactions but that it was important to ensure that basic needs were met within ASEAN.

A HYLI student from Malaysia said that he had been brought up to believe that subsidy on fuel [for cars] was a right and asked how would politicians be able to persuade the public that subsidies ought to be reduced. Datuk Noharuddin said that subsidies distorted the market and in general were not good. However, he noted that everyone across the board had been spoilt but what should happen was that subsidies go to those that needed it most. Mr Wirat noted that when people wash or brush their teeth, they leave the tap running because the cost of water is cheap but the usage did not reflect the value and that people wasted it. He believed that with subsidies, people misuse or waste resources that are not properly priced but that with the coming AEC, subsidies would be reduced.

One questioner was worried about the effects on local communities of large-scale energy projects. Datuk Noharuddin said that there were two points to consider. One was that NGOs and other groups may want to boycott companies etc. but also that in a globalised economy, countries with strong environmental standards would impose those standards on other countries with which they did business. Mr Wirat added that environmental issues were now global issues rather than issues for individual countries and that being a member of ASEAN would involve harmonising standards, which would lead to better environmental control.

SESSION I SPEECH

2 JULY 2013

Mr Rolando Tungpalan

Deputy Director-General for Investment Programming of the National Economic and Development Authority (NEDA) (The Philippines)



Good morning. After hearing Dr Surin and Mr Iigaya speak this morning, and going through the fine dinner we had last night regarding what took place yesterday, I said that perhaps my topic seems to have been overtaken by events. But I am also glad that the HYLI participants took advantage of the presence of Dr Surin, who no doubt is the expert in the topic assigned me today.

Let me first thank the Hitachi Foundation for inviting me to take part in this very distinguished, eminent forum with highly select delegates from ASEAN countries and Japan, and the current student leaders – the leaders of tomorrow.

My presentation (and I am given not more than 15 minutes for this) will have the following outline: there is a brief background the ASEAN Community 2015 (I know that for many of you this is a bit redundant). The second point is: the opportunities and challenges under the ASEAN Economic Community, and finally a short note on the EU and ASEAN approach. (As I mentioned many of these have been dealt with by Dr Surin.)

In 1997, the ASEAN Leaders agreed on a “shared vision of ASEAN as a concert of Southeast Asian nations,” and I would like to emphasize the following: “outward looking, living in peace, stability and prosperity, bonded together in partnership in a dynamic development and in a community of caring societies”.

ASEAN adopted the Declaration of ASEAN Concord II (Bali Concord II) in 2003, which establishes an ASEAN Community by 2020.

In January 2007, ASEAN noted the growth of Asian neighbours such as China and India, and agreed that fast

tracking of commitments would help the region compete with these economies. Thus, ASEAN Leaders signed the Cebu Declaration accelerating the establishment of an ASEAN Community by 2015 to reinforce ASEAN's centrality and role as a driving force in charting the evolving regional architecture.

The blueprints for the three pillars of the ASEAN Community, as mentioned earlier are as follows: the ASEAN Economic Community, the ASEAN Political-Security Community, and the ASEAN Socio-Cultural Community, together with the Initiative for ASEAN Integration (IAI) Strategic Framework and Work Plan serve as the basis for the master plan in the establishment of the ASEAN Community by 2015.

One may notice that the ASEAN Framework is replete with many acronyms and agreements so as we move on, you will see the integration of many of these initiatives.

The blueprints detailed specific strategies to achieve progress and positive development in the three pillars. The Initiative for ASEAN Integration: detailed efforts to narrow the development gap among the ASEAN member states while the strategic framework provided the direction for the formulation, implementation, monitoring and framework of the plan.

As mentioned earlier, I will focus on the goal of achieving an ASEAN Economic Community or AEC, what it has to offer and the challenges that have to be addressed in order to fully benefit from the integration and creation of a single community.

One of the key objectives of the AEC is to establish a single market and production base through free-flow of goods, services, investments, capital and skilled labour. Progress was made in this area with the signing of four agreements, namely, and these are a few of the more important ones: the ASEAN Trade in Goods establishing a Free Trade Area (since 2010); the ASEAN Framework Agreement on Services; the ASEAN Comprehensive Investment Agreement; and the ASEAN Agreement on the Movement of Natural Persons. These agreements provide a streamlined and consolidated set of rules to achieve the goal of a single market and production base by 2015.

However, ASEAN recognized that while it would be ideal to integrate a whole range of economic sectors, this would pose difficulties and challenges along the way. Thus, ASEAN agreed to select priority sectors, which shall be liberalized ahead of the other sectors, in order to achieve regional cohesiveness and enhance global competitiveness, and these twelve priority sectors include agro-based products, air travel, automotive, e-ASEAN, electronics, fisheries,

healthcare, rubber-based, textiles and apparel, tourism, wood-based products and logistics services.

The AEC also aims to build a competitive economic region through infrastructure development. ASEAN recognized that the development of robust infrastructure is important to the competitiveness of the region, thus, various agreements related to air freight, air services and inter-state transport were created to support this goal.

Efforts were also undertaken to promote fair competition and business practices by strengthening the competition policies and laws of ASEAN Member States. Other elements contributing towards this goal are cooperation and capability building programs on Intellectual Property Rights, consumer protection, taxation and e-commerce.

The other two features of the economic community would include equitable economic development.

The AEC also seeks to promote equitable economic development. To achieve this, ASEAN focused on the development of Small and Medium Enterprises; and the Initiative for ASEAN Integration, which aims to bridge the development gap and enhance the integration of the newest members of ASEAN, namely, Cambodia, Lao PDR, Myanmar and Vietnam, and help all ASEAN Member States benefit from the integration process.

And the fourth feature is to promote integration into the global economy.

For ASEAN to be able to compete internationally, it should maintain "ASEAN Centrality" in its negotiations with external partners. This entails the establishment of a system for enhanced coordination, and possibly arriving at common approaches and positions in ASEAN's external economic relations and in the regional and multilateral forums. It shall also enhance its participation in the global supply network by continuing the adoption of international best practices and standards in production and distribution.

Let me turn now to the opportunities, as mentioned by Dr Surin, ASEAN is a large market, [with a] combined GDP of US\$2.2 trillion in 2011, we have a growing intra-ASEAN and extra-ASEAN trade among others.

The implementation of the various programs and projects under the AEC as identified in the blueprint provides opportunities for greater market access within and outside the region. With ASEAN having a large market of at least 600 million people, as I mentioned, a combined GDP of US\$2.2 trillion and liberalized tariffs, the AEC is expected to create more opportunities for intra-ASEAN trade, increase market access within and outside of ASEAN, and expand

the production capacities of businesses. It is noted that the intra-ASEAN trade increased by 25% in 2010, so it's growing, and 15% in 2011. Likewise, extra-ASEAN trade increased by 31% in 2010. Moreover, the creation of a more liberalized services and investment environment is seen to stimulate growth and development in the region.

As ASEAN becomes a more dynamic economic bloc, it becomes more attractive to the rest of the world as an investment destination, as investors are expected to take advantage of economies of scale and the large number of consumers in the region. More opportunities for investors and producers of goods and services are foreseen due to easier movement of goods, services, investment, capital and labour in the region.

ASEAN is also a major producer of agricultural products, and this would include ASEAN accounting for a majority of agriculture world exports for the following commodities, such as palm products at about 90%, coconut oil at 85%, and so on and so forth.

ASEAN member states showed resilience in the face of economic uncertainty. And we all know that as the Eurozone and North America have been experiencing volatile growth, the ASEAN region was seen to be the dynamic and robust region.

GDP growth of ASEAN member states was generally stable in 2011 and 2012, while trading partners including South Korea, China, India, and the European Union registered lower growth rates in 2012. And just to make a pitch, the Philippines in its first quarter growth this year posted 7.8% GDP, the highest in the region.

But just as AEC creates opportunities for ASEAN member states to grow and become internationally competitive, there are significant challenges along the way that need to be addressed to fully realize the benefits of economic integration.

ASEAN needs to look into narrowing the development gaps among the ASEAN member states. As you can see in this table, ASEAN member states have varied levels of development, as such, the realization of economic integration and liberalization may also negatively affect some sectors.

The gaps in the GDP per capita of each ASEAN members are still wide. While the per capita GDP of less developed ASEAN Member States has been improving and significant progress has been made through AEC initiatives such as the IAI, the growth and development of less developed members of ASEAN still need a lot of improvement. ASEAN

needs to work harder on strengthening the capacities of individual members. Development gaps in human capital, institutional and infrastructure also need to be addressed to establish appropriate safety nets for our domestic producers. ASEAN must ensure that no one is left behind in its quest to develop the region.

Given the geographic features and the different levels of development of each ASEAN member state, it is important for ASEAN to look into how regional connectivity can be enhanced further. ASEAN tries to address this through the Master Plan on ASEAN Connectivity, which identifies strategies to connect ASEAN through physical connectivity, both physical infrastructure development, as well as the soft side of infrastructure development, among others.

However, ASEAN infrastructure development is hampered by a number of issues and as pointed out by Dr Surin earlier, the decisions really rest with the respective member states.

Maritime transport was identified by the Master Plan as the most important mode of transportation in terms of traffic volume and its role in international trade. However, the ASEAN region is hampered by the lack of port infrastructure, low port operation efficiency and inadequate coordination of maritime transport services. These constraints limit the efficiency of the ASEAN port network as shipping networks depend on cargo handling capacity, capacity of ships calling at ports, and customs and administrative clearances as well as other procedures. After this presentation, some speakers will talk more on transport connectivity.

Most capital airports of ASEAN member states have sufficient capacity in terms of runway length to serve existing aircraft operations, however some still suffer from capacity constraints; air navigation systems and procedures within ASEAN also have to be harmonized to ensure that the airport network to be formed by the region will be operating optimally as differences in systems and procedures may cause bottlenecks in some areas.

The expansion of air transport routes should be planned in such a manner that services available are commensurate to the demand for such services otherwise, it might serve as a factor that might limit the accelerated growth of the area.

The ASEAN Highway Network (AHN) is a 38,400km long network, and I will not describe this at length but basically it will serve to connect physically a large part of ASEAN as well as what was referred to earlier as the railway system, the so-called Singapore-Kunming Rail Link (SKRL) that also covers several routes. These are some of the updates

on this. You will see that a large part of the country-level decisions are yet to be made and many of these are in the planning stage while feasibility studies are being prepared.

Securing a reliable supply of energy in the region is likewise important, even if ASEAN agreed to the implementation of the ASEAN Power Grid (APG) and the implementation of the Trans-ASEAN Gas Pipeline (TAGP).

ASEAN, incidentally, has its own scorecard (as we will report here): ASEAN completed 200 measures (72%) out of 277 agreed-upon measures, and this is all defined in the so-called Blueprint for the ASEAN Economic Community.

While recognizing ASEAN's achievements and significant progress to date, measures due for implementation have not been fully implemented due to the delays in the ratification of signed ASEAN-wide agreements or delays in their implementation. As likewise alluded to by Dr Surin, many of the capitals are maybe not jealous of their prerogative but are mindful of their sovereign prerogatives. These delays are usually due to internal policy and legal issues of member states and their inconsistencies with regional objectives. Thus, there is a need to enhance the implementation of these initiatives at the country level.

It is important that individual member states are prepared for the AEC. As much as integration promotes economic progress for all the members of ASEAN, the fact that integration will not always be a "win-win" situation cannot be ignored. However, member states cannot rely on the initiatives under ASEAN alone but must also take individual actions that would help them realize the potential of being part of the ASEAN Community – a message that was clearly articulated by the previous speakers.

Internal capacities of ASEAN member states need to be enhanced so that they will be ready to face the influx of high quality and affordable products and services from overseas. Individual governments must ensure that their citizens are fully aware of the initiatives under the AEC so that they can take advantage of the opportunities it has to offer. Businesses, with the governments' support, must aim to offer high quality products and services at competitive prices to be able to fulfil international and regional demands. Internal physical infrastructure must also be developed especially for those members who are lagging behind. Member states should strive to be aligned with international standards to become more competitive and to do their part to improve facilitation of trade in ASEAN.

If we will look at ASEAN and EU more closely, as much as they both promote regionalism (in fact ASEAN is also referred to as "open regionalism"), their structures are

very different. ASEAN and the EU are very different in their history, culture and more importantly, in their economic development.

Probably the biggest difference between the EU and ASEAN, which creates a big impact on the effectiveness of regional integration, is that the EU integration required nations to pool some of their sovereignty, which is not the case in ASEAN, although Dr Surin mentioned that as we become more and more integrated, the degree of sovereignty will have to diminish. This means that member states take joint decisions through shared institutions in the EU such as the European Parliament and the European Union or the European Central Bank. On the other hand, the decision-making in ASEAN is made by consensus given the diverse political systems, social structure and economic development.

I would like to end this presentation, by quoting a very esteemed, eminent professor at the Australian National University, a very good friend of ours, Dr Hal Hill in his joint paper with Jayant Menon: "ASEAN is arguably the most durable and successful regional grouping in the developing world... it has contributed to regional harmony and prosperity."

And I join Dr Surin in saying that ASEAN leaders have created a framework, the basis for moving forward to achieve a vision of the future and it is really for the young generations, the delegates in this HYLI, to take the responsibility for realizing this vision.

Thank you.



SESSION I SPEECH

2 JULY 2013

Mr Lee Yoong Yoong

Senior Manager, Yamato Asia Pte Ltd., Former Research Associate, Institute of Policy Studies, Lee Kuan Yew School of Public Policy, National University of Singapore (Singapore)



Good morning ladies and gentlemen. I have about 28 slides to be done in 15 minutes but it's not a problem – most of my slides are diagrammed and as a Singaporean, I speak very fast. If you have any questions on my presentation, please feel free to ask me during the Q&A or during the coffee break.

I would like to thank Hitachi for inviting me to the 12th Hitachi Young Leaders Initiative. This is my first HYLI and I hope it will not be my last. I was invited to this event essentially based on my experience at my previous employment – the Institute of Policy Studies (IPS), part of the Lee Kuan Yew School of Public Policy at the National University of Singapore - but I have since moved on to Yamato Asia Pte Ltd., a Japanese logistics company. So if you will allow me, I will start my presentation.

The IPS is a small setup initiated by the then Deputy Prime Minister of Singapore, Mr Goh Chok Tong, in 1988. Currently, It has only five clusters, and I was previously from the Economy and Business cluster where my research was focused on the impact of the ASEAN Economic Community on Singapore, which is a small but open economy.

For those who don't know where ASEAN is, this is where we are – 10 countries right at a small corner in Asia. It started with the ASEAN 5, and then Brunei joined, and eventually the CLMV countries came along.

I agree with what the previous speaker, Mr Ronaldo, said about ASEAN being one of the most successful international groupings. In fact, I would argue that we are probably second behind the EU in terms of prestige and achievement. Since our founding in 1967, we have

expanded our scope and function. We started off as a product of the Cold War (a political animal) but since then, we have managed to evolve into an economic and socio-cultural body.

As you can see, this is the old ASEAN logo, and here is the new one. (Next slide) This is just a quick overview of who is in which grouping: ASEAN, the dialogue partners, +3 and +8 (the EAS); ASEAN is essentially the primary driver of regionalism in the Asia Pacific.

If you look at ASEAN, we are right in the middle, which then evolves into a +3 and +8 (the EAS) and from there, you have the other regionalism creatures like the ASEAN Regional Forum, and some of the ASEAN Member States are also in other bodies such as SAARC or the US-Lower Mekong Initiative.

The least we want to do is have ASEAN and some other regionalism becoming as messy as a spaghetti bowl. Picture this - You are a businessman and when you want to undertake investment in other countries, you probably do not know where to go and/or to use what mechanism/tools.

I have done this chart – ASEAN AEC, and there with China we have the ASEAN-China FTA; the ASEAN-Japan CEP; ASEAN-Korea; ASEAN-EU; ASEAN-India; ASEAN-Pakistan (eventually one day); ASEAN-Gulf Cooperation Council (GCC); ASEAN-Australia/New Zealand (as mentioned), ASEAN-Canada is in the pipeline ASEAN-US is very newly negotiated. Under this 10+3, you have the East Asian FTA that was proposed some time ago, but it didn't really kick off.

Dr Surin already mentioned the ASEAN Regional Comprehensive Economic Partnership, the 10+8, in his speech and if that is still not enough, we have the TPP, where some of the ASEAN Member States are part of, so the point of this slide is to inform you that ASEAN is really in the heart of things, and hopefully, it will help to promote peace and prosperity within the region. This is what we hope it will be – neat, clean, easy-to-understand; where you have ASEAN in the heart, and then +3, +8 (EAS), APEC, TPP. This would be very comprehensive for businessmen, for the general public, and for students like you to understand and explain.

I want to go on to the challenges in ASEAN. I believe one of the speakers yesterday also mentioned about this. One of the major concerns is the numerous regional groupings that we have – not just ASEAN, but the TPP, APEC, ASEAN+3 etc., which is very confusing. That in itself, is where ASEAN wanted to take on and move beyond 2015.

I remember one of the previous administrations in Japan was proposing a new initiative together with Mr Kevin Rudd

of Australia, the APC (Asia Pacific Community) and East Asian community, but those initiatives subsequently died off. At the end of the day ASEAN, given our centrality and neutrality, we are still probably preferred as the driver by our dialogue partners to drive some of the regionalism, not because we are strong but it is exactly because we are weak (that we are thought to be non-threatening) – our weakness is also our strength.

I like to use this example whenever I talk to investors: ASEAN is like the Hobbit in the Lord of the Rings: we are very small, we are non-threatening, but we are given the role to protect the ring so this is what ASEAN is essentially, that's the gist of it – we are very central, we are neutral so we are not aligning with any particular power, and yet within us we have some constraints.

We are presently in the midst of developing a Community. Not everybody knows what the ASEAN Economic Community is about. If you ask the taxi-drivers, whether it is in Indonesia or even in Singapore, they may or may not know what the AEC is. We are still in the process of forging solidarity; we are still trying to call ourselves ASEAN citizens. I guess that I, in my generation, know more about ASEAN than my father (who knows about Singapore, China and Malaysia). In my generation, I know more about ASEAN and so I hope my son will know even more than I do about ASEAN, but right now we are in this process of developing a 'solidarity' identity.

Last but not least, as many of you have also come to understand, each of the ASEAN Member States is at a different economic development stage; we have a lot of uneven regional development when it comes to economic growth and competitiveness and that is why one of the key tasks is to look at how do we address the narrowing of the development gap especially towards the CLMV. Perhaps not V anymore as Vietnam is now very prosperous – maybe the CLM.

Before 1992, when the first economic initiative, AFTA, was launched, it was a bit of an individual national effort to grow the economic development so you have Singapore doing their own economic development efforts, similarly for Malaysia, Thailand, the Philippines, Indonesia - very little was done in terms of contributing towards a single market because before 1992, you essentially had only six countries. The leaders themselves did not meet every year. Before 1992, with six countries, all you had to do was to call each other (the leaders). Right now, with ten, 10+3, 10+8, you have to make an annual effort to meet them, but before 1992, all you had to do was to call. President Suharto was able to call Prime Minister Lee Kwan Yew directly, so it was very easy then. But after 1992, with more countries coming on board, the so-called yearly annual ASEAN Summit is a must.

When the AEC was formed, one of the queries the dialogue partners had (including Japan) was probably to say whether it was a bloc or block; whether we are like the EU and only want to trade among ourselves or if we will continue to be open, but not to worry because over the years, the leaders have mentioned that we will continue to stay open [and the] AEC is a good illustration of that.

If any of you cannot remember the definition of AEC, you just need to remember two things: 1. the single market, 2. the single production base. Those are the only two things you need to remember. But at the same time, being a single market doesn't mean we will follow the EU's path because we will never be like the EU – I can say for sure. Dr Surin was trying to be very diplomatic when he said the EU will be an inspiration to us, but I can take a step forward and say that we will never be like the EU because ASEAN is different.

Under the EU, not only do you have a single market but you also have a common customs union, and I don't think ASEAN is ready for it. Why? Because for a common customs union to take place, you would need to have a common external tariff policy and at this point in time, among the ten countries, only Singapore has a near-zero tariff policy (it's a free port); I can't say this for the rest of the other member countries. For a common customs union to take place, either Singapore has to adjust its external tariff rate to go along with the other nine, or the other nine countries have to follow Singapore to practice a near free-port status, which I don't think everybody's ready for.

Why does ASEAN matter ladies and gentlemen? Based on 2011 statistics, if ASEAN was a single country, it would be the third most populous country in the world: 600 million people, after China and India. We would also be the world's ninth largest economy – third in Asia, behind China and India. We would be the world's fourth largest trading partner behind the European Union, US and China and in terms of FDI flows, would leapfrog into the world's top 10 so this is why ASEAN does matter (if we were a single country). But it is a big 'if'. The fact of the matter is that we are not.

I didn't produce this slide – it came from the Financial Times (2012). I mentioned about narrowing the development gap and this is a good illustration. We have Singapore, which has a GDP per head of about US\$60,000, compared to Myanmar, which has less than US\$1,500 so this is the disparity between the ASEAN Member States. The rest of the chart is something that I mentioned, that we will be behind China and India in terms of GDP in terms of the sizeable market that we have, but I'm trying to sell to you is that we are different, we are a very disparate group: at one end you have Brunei and Singapore, which are advanced, and at the other end you have Myanmar, Cambodia and Laos.

Another slide I wanted to show to highlight this disparity is in the ease of doing business (undertaken by the World Bank). In 2011-2012, you have Singapore, which has continued to be the easiest place to do business. The next closest ASEAN Member State to come along the ranking is Thailand in 2011 at number 13, with Malaysia at number 12 in 2012, so between Thailand and Malaysia there was a switch. Other than that, you have all the member states ranking behind 50th place and beyond. This is one gauge I use to talk about the challenges for the AEC. When you talk about the AEC, it means that you invite investors to come and set up shop in ASEAN, whether it is in Singapore or in Myanmar, it doesn't matter, but on the whole, you have Singapore, which has continued to be very easy because we are small and for example, you have Laos ranked at number 163. That's where the challenges are.

I have always said this: we are only as strong as our weakest member. Even though Singapore and Brunei can be way up there, we are only as strong as Laos and Cambodia because ASEAN is one. And moving forward, some of the elements of change will continue to play a part in how ASEAN will grow. One is a generational change – yourself. I mentioned earlier, I know more about ASEAN in my generation (I'm not sure about you). Of course, you do not know how the nation was built compared to your forefathers so you do not know the struggle of survival so that's one aspect. Identity change is my second element. We have more and more people feeling a stronger nationality, stronger identity. What will be the kind of impact that will result if, for example, a Singapore telecom company buys up an Indonesian Telkom? Would Indonesia be happy? These are things that I feel will impact on how ASEAN will grow.

Third: leadership changes. In most ASEAN Member States now, the newer leaders are largely technocrats, less charismatic than the earlier generations like 'the Sukarnos', maybe even the 'Lee Kwan Yews'. Now that the newer leaders may not be so charismatic, how do they mobilise the people?

Having set all these challenges, I am happy to say we still have some factors that can make ASEAN a success. One is of course the geographical location - we are in-between the two big giants India and China. We have continued to show strategic engagement to those who matter – the major powers. We have the confidence and trust of the big powers – I mentioned that we are the Hobbit - we are non-threatening (people give us the ring, we will take care of it). That's a good balance of interests.

Even though ASEAN has faced some domestic issues, whether it's a Thailand-Cambodia border issue, or a Singapore-Malaysia island dispute, we have continued

to stay together. Please remember that no two ASEAN member states have gone to war before. Southeast Asia has seen war, yes, during the Indochina war but then they were not ASEAN members. Since ASEAN has come together incorporating all ten countries, no two countries have gone to war and this is a major achievement.

So at the end of the day is ASEAN half full, or half empty? If you look at failures, yes, I can count a few: we have not built a common identity yet; we do not have the institutional aspect as well; lack of compliance; and dispute mechanisms. When it comes to integration, we are really slow. People have been saying ASEAN is a talking shop and there is some truth in it: most of the agreements signed by the leaders have not been implemented very quickly. But in terms of achievement as I mentioned, ASEAN has maintained peace and prosperity in the region; no two ASEAN member states have gone to war; we use the ASEAN mechanisms to talk and sort things out.

ASEAN is now on the map, together with our FTA agreements with the major powers. I think most of the international bodies are now looking towards ASEAN, whether it is the GCC or Mercosur in Latin America, they have been trying to see how they can learn from ASEAN – that is our achievement. Last but not least, we have managed to come up with concrete milestones: the ASEAN Charter, AEC, AFTA – everybody knows about these.

How can ASEAN stay relevant? We have to exercise a lot of political will to make ASEAN a success. For example (if you look at bullet 2), 20% of ASEAN citizens are living on below US\$1.25 a day (below the poverty line); 45% are living below US\$2 a day, so how do we make ASEAN useful to these folks?

For ASEAN to be relevant we must show the usefulness of ASEAN. We must show to the member states that it is better to be inside ASEAN than outside. This will make a compelling reason for ASEAN to stay together and of course it is essential to address the narrowing of the development gap.

In short, by 2015, I can foresee there will be some kind of alignment and in fact, Thailand, Malaysia and Singapore should take the time to take the initiative to kick-start some of the regional integration efforts, together with Indonesia, together with the Philippines, the major founding fathers.

But I say Thailand, Malaysia, Philippines because we are linked by borders. It is easy to drive up from Singapore to Thailand – we are linked so we make it easier for business to be conducted. But I'm not ruling out Indonesia, the Philippines (being in the role of founding fathers) to improvise on ASEAN integration.

All three are export oriented, so they know how business investors feel and they will continue to pump money into building infrastructure to make it easier to move people and goods, which is why I feel (as a parting shot) that Thailand, Malaysia, Singapore could take the lead.

As far as Singapore is concerned, we have done our part. Since independence, or rather, since 2000, Malaysia is our number one investment destination, followed by Indonesia and Thailand. This is why I say that for Singapore, Malaysia, Indonesia, there is a lot of synergy to work on.

In conclusion, although ASEAN is small (we are like the Hobbit), we are serious in our integration efforts and we will definitely be there by 31st December 2015.

Thank you.



PANEL DISCUSSION AND Q&A SESSION I

2 JULY 2013

Mr Rolando Tungpalan & Mr Lee Yoong Yoong

*Deputy Director-General for Investment
Programming of the National Economic
and Development Authority (NEDA)
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Singapore (Singapore)*

When it was put to Mr Rolando that the EU was an inspiration for ASEAN but not a model to follow, he agreed and mentioned the independent-mindedness of ASEAN members. Mr Lee agreed and mentioned the differences in historical terms.

Mr Rolando was asked for his views on what he thought ASEAN youth's perception of ASEAN was. Mentioning that he no longer qualified as 'youth', he promoted the benefits of a forum like HYLI. He said that youth in ASEAN shared aspirations.

One HYLI student was concerned that after integration, countries would lose their competitive advantage and therefore be more reluctant towards integration. Mr Lee said it would be better for members to be inside ASEAN rather than outside. Mr Rolando said that integration enhanced the value of supply chain integration.

Mr Rolando said that consensus among ASEAN countries ensured that there was no dominant player in the group.

One of the HYLI students spoke about the effect of the free-flow of skilled labour on integration. He said it was still about qualifications based on nationality etc. Mr Rolando said that free-flow of services was about putting the emphasis on capacity building. Skills and standards needed to be applied uniformly and harmonisation would help with the free-flow of labour.

One HYLI student from Thailand was worried that even though students at some universities had contact with other ASEAN countries, the majority at lower levels of education had no knowledge of the AEC. Mr Lee said that

as he had mentioned in his speech, people in Singapore did not know much about the AEC but in fact, he had seen a lot of information and news about the AEC in his time in Thailand. Mr Rolando spoke on the fact that there have been many FTAs signed and that the realisation was that now they had to be put together but it was important to remember that when ASEAN integration was mooted, it was forward thinking.

A HYLI student enquired why ASEAN had not stepped in and taken a more active role during recent disputes between member countries, such as the dispute between Thailand and Cambodia. Mr Lee said that in the current dispute regarding the islands in the South China Sea, several ASEAN countries were involved and in a sense it was an ASEAN-China dispute.

After being asked if the ASEAN leadership has evolved since its formation in 1967, Mr Lee said some things had changed since the days of Suharto but each country had undertaken its own changes.

When asked about the building of infrastructure, Mr Rolando said a large part of infrastructure building came from state planning. When looking at connecting member states, the challenge was from the private sector and who was going to cover various points of interconnection.

One HYLI student asked how to improve the environment for doing business in those countries that were ranked lower on the list showed by Mr Lee. Mr Rolando commented that there ought to be a global set of rules. He believed that both physical connectivity and soft infrastructure were important, and Mr Lee agreed.

A question from the general audience asked what role youth should play in the integration of ASEAN. Mr Rolando said that when considering the three pillars of ASEAN, it was the socio-cultural aspect that was important and could break the barricades of the regional divide. Growing up with shared communication would go a long way to changing the old mind-set. Mr Lee noted the changes that had occurred since the '80s such as the introduction of the Internet and Wi-Fi, and that communication across the world was so much simpler now.



SESSION II SPEECH

2 JULY 2013

Dr Chula Sukmanop

*Director-General, Office of Transport and Traffic Policy and Planning (OTP),
Ministry of Transport (Thailand)*



Thank you to Hitachi for inviting me to this session.

I haven't seen a gathering of young people like this since I was a student – not so long ago.

Today, I'm going to speak about strengthening regional mobility, which is the theme I was requested to talk about. I'm going to tell you about the situation in Thailand in terms of public infrastructure and transport.

What we are doing now, and what we are going to do, is not only for Thailand itself but also for the region. I work as a planner, and at the moment, planners need to look beyond the border; we need to look at the situation where we will become the ASEAN Economic Community.

Today, I am going to talk briefly on Thailand's mobility and connectivity issues.

In order to plan transportation for the future we need to look at the trends of trains, investment and tourism; we not only move goods but also regional people. ASEAN is going to open up the market for ASEAN operators. Most of you know the ASEAN area very well from previous speakers. When you compare one country to the ASEAN 10, you can see the significance as an economic bloc that has much more bargaining power in order to deal with, say, Japan, China, or with European countries or the USA. Supposing you look at a deal of Thailand with Japan, we may not have as loud a voice as ASEAN.

Thailand has been part of many economic agreements but for now we can focus on ASEAN because of the ASEAN Economic Community.

Look at Thailand now. If we plot ourselves in terms of global competitiveness in logistics performance, we are not doing very well, especially if compared to countries like

Singapore or Malaysia – we are still not very good. The government has tried for many years to try to improve the logistics performance of the country because we feel it is the main thing we can improve in order to improve our competitiveness.

When talking about ASEAN, ASEAN has a master plan on connectivity in order to link the countries physically, we also have a plan for this, called Institutional Connectivity; it has laws and regulations to make sure all the 10 countries are well-connected.

In Thailand, we also think that as an objective, we may need to improve our network, especially in transportation, in order to link up with ASEAN.

What is our thinking on this when we plan connectivity?

We plan on three different layers, or levels. The first one is International Connectivity, it means Thailand against the world; this connects Thailand to the rest of the world, whereas Regional Connectivity, we are talking about ASEAN and how we are going to connect well with ASEAN, that is the second layer or level. The third is to connect Thailand within the country; presently we call it National Connectivity.

In our connectivity plan for transportation, we have three different schemes and we try to integrate these three schemes as one. We have a special report about that but currently it is only in Thai about Thai connectivity, but mainly the concept will be these three separate layers of international, regional and national.

When you plan, you have a project; you also need to know where to get the money from. You may know that Thailand is going to have very ambitious infrastructure plans between this year and 2020. We are going to ask for financing loans of 2 trillion baht to implement transport infrastructure, and a lot of that money is going to be used for connectivity so you can see now that our transport strategy for infrastructure development is talking about three separate things: connectivity, which is going to be the main topic; modal shift, which is going to be talking about the future because in Thailand we depend too much on road transport – we are going to shift transport to rail; and the third issue is on mobility. For mobility, we are talking about traffic congestion, especially in Bangkok. We want to improve the mobility between big cities in Thailand.

From the total money we are going to spend on infrastructure, this chart shows how the money will be separated, and you can see that most of the projects will be dedicated to rail transport, because we are going to use rail transport as the medicine to cure our modal shift strategy, to improve the connectivity and also to improve the mobility especially in Bangkok. You can see near this hotel that we have a skytrain in Bangkok and we are going to put more lines in Bangkok so most of the money is going to be spent on rail transport.

For rail transport, we are going to do four main things. Firstly, we are going to deal with track bevelling. In rail transport networks in Thailand now we have only one single track: once you're on the train you may have to wait for another train to come in, and you can wait for a long time and the reliability of the train timetable is not so punctual, so you can expect some delays. If the train runs on time in Thailand – it leaves at 8 o'clock – it's the train from yesterday rather than the train from today. The train from Bangkok to Chiang Mai for example, usually leaves Bangkok at 4 o'clock and expects to arrive in Chiang Mai at 6 o'clock the next day and the traditional train is normally late. The first thing we're going to do is track bevelling to improve the network links with some border areas of the country in order to link Thailand with China in the future, with Vietnam in the future and with Malaysia.

These are the details of what we're going to spend our money on. You can see that for rail transport, we are going to do a lot of projects for this, and it will account for 82% of the 2 trillion baht that is going to be lent in the future. So, a lot is going to be spent on rail transport.

You can see here the different routes and connectivity throughout the country. We feel that Thailand can be like Germany in that from Germany you can link to many countries in Europe. We have already invested a lot in road transport links; you can see that there are many road links across the country from Thailand to, for example, Cambodia and from Cambodia we can go on to Vietnam: there are road links to that area. You can leave Thailand and go to Cambodia and stay overnight and the next morning go to Ho Chi Minh City.

The high-speed train is the most ambitious project for Thailand for now and we are having many debates as to whether it is too soon for the country to have high-speed trains, but for us, we feel that the high-speed train is a tool in city planning to expand the growth of the country – to move the growth and wealth from Bangkok. If you have a background in town planning, as you can see only Bangkok is middle income, basically we have only one big city in the country so growth now is stuck in Bangkok and we would like to move it away to different parts of the country and we use high-speed trains as the means to shift growth, or shift the labour industry or offices to other parts of Thailand.

The first phase of high-speed trains focuses on an area of about 300 km from Bangkok and we feel that if we can reach those cities in about an hour, or an hour and a half, those cities are going to grow, especially in some areas: we have a lot of labour and have land for future development, and if we push some parts of the network to those areas, they can have more and more potential. That's the basic outline of the high-speed train at the moment.

Nowadays, my office is doing feasibility studies and doing some design for high-speed trains and we are going to submit an Environmental Impact Assessment study (EIA)

to the local authorities to make sure that the project is environmentally friendly and after getting a green light from the authorities, which should be some time next year, we can start the bidding on construction.

As you can see, we feel the high-speed train is not only a transportation project, but also a project that is going to expand the development of the country or the growth of the country.

I'm going to wrap up with other major investments that we are going to have to improve mobility in Bangkok – to lessen the traffic congestion problem in Bangkok. In Thailand right now, especially in Bangkok, we have around another 2,000 more cars every month; we have lots of new cars put in the streets every day. We have limited space for construction. We have a huge population in Bangkok: about 15 million people commute into Bangkok every day. The number of cars registered in and around Bangkok is about 8 million and the road space is very limited so we cannot continue to build new roads. We have decided to move more to public transport and use these mass transit lines as the backbone network, and we are going to use the bus system as a feeder system.

If you come to Bangkok in the next six or seven years, you will see a lot of improvements. Maybe you will be able to see how the bus is connected with mass transit systems with one ticket so you can go from your home to your

destination using only one ticket.

In order to get a bank loan, you have to let the bank know what you're going to get back in the future; we need to explain to the public that if they put up 2 billion baht, what the country is going to get back. We feel that if the money is well spent, it's going to improve the connectivity in the country, because the train networks are going to be linked in every ASEAN highway network, and because in ASEAN we have the ASEAN highway network, linking Thailand with the rest of ASEAN.

On the road, with this network of highways, it is going to be safer, more fun to drive and also most of the major cross-points are going to have trains or railway networks linking at the border crossing points to the rest of the country.

I'm going to conclude my presentation with this: Thailand has very good potential to be a platform to link Thailand to the rest of the ASEAN countries. In order to do that, we have to improve some things. If you are young and beautiful and intend to enter a beauty contest, you have a limited amount of time to do so, but if you wait too long you will miss the competition. This means if we have the money or if we can get the money, we need to invest, but the use of the money is not only for individual countries but also for the region. Thailand can be a good partner for the rest of the region and help ASEAN be a community. That's my submission.

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SESSION II SPEECH

2 JULY 2013

MA Pham Thanh Tung

General Director of the International Cooperation Department, Ministry of Transport (Vietnam)



Good morning everybody, my name is Tung, I'm from the Ministry of Transport, Vietnam. It is my great pleasure to be invited to attend the 12th HYLI forum. This is the first time for me to be present at this forum so I am delighted, and I would like to take this opportunity to thank Hitachi for the arrangements given to us as HYLI speakers at the forum.

I'm a little bit scared because this morning we had different speakers and these speakers gave very comprehensive speeches and covered most of the important parts of ASEAN connectivity and activities so I will go into my presentation slightly differently from the order of my handouts.

My presentation is about the physical connectivity in the ASEAN region.

My presentation will consist of three parts: the first about the master plan on ASEAN connectivity; second, we talk about the details of physical connectivity; and finally some remarks about the record and present status – about what we have done so far with regard to connectivity.

First, I will focus on the Master Plan on ASEAN connectivity. As you know, in October 2009, the 15th ASEAN Summit was held and ASEAN leaders approved the ASEAN Connectivity Master Plan and connectivity goals, and this enabled, in 2010, the 16th ASEAN Summit to identify the measures and financing mechanisms. At the 17th ASEAN Summit, the Master Plan on ASEAN connectivity was adopted on 28 October 2010 in Hanoi.

Many of the activities in the ASEAN Master Plan can be categorised into strategies, measures and projects.

Let me talk a little bit about the interaction between ASEAN connectivity and the ASEAN Community. The ASEAN Community we are building is based very much on the



development of ASEAN connectivity. ASEAN connectivity consists of three major areas: the physical connectivity, institutional activity and people-to-people connectivity. There are different strategy outlines for each area.

The Master Plan on ASEAN connectivity seems to be much involved in the transport sector so every year we have the ASEAN ministers meeting, and under the ASEAN transport ministers' meeting we have senior officials of transport meetings held twice a year, and at these meetings on the basic Master Plan on ASEAN connectivity, each country will try to pursue different goals by implementing our national connectivity, as Dr Chula mentioned, and regional connectivity and international connectivity.

In each country, I think we have a similar scheme and we try to incorporate it into our national plans – master plans for transportation development.

On sources of mobilisation, you can see that earlier funding to projects and initiatives came from multilateral development banks, bilateral development partners, regional global funds and facilities, technical assistance from ASEAN dialogue partners or external partners and national government budgets.

So for new innovative sources, this morning we mentioned how we can mobilise funding to cope with the requirements of infrastructure needs. Increasingly, among the ASEAN member states, we are trying to follow a new scheme initially to mobilise the funding for the development of our respective requirements on infrastructure by increasing the private sector involvement in infrastructure development. Secondly, we are making use of the ASEAN infrastructure fund, which is financed by ASEAN member states and the Asian Development Bank.

In the scheme that we are now trying to develop, there is a public private partnership (PPP). In most of the ASEAN countries, we are trying to implement PPP schemes in infrastructure development.

Now let me talk about the key strategy in terms of critical connectivity. As you can see, there are seven strategies. The first one is to complete the ASEAN highway network; the second is to complete the implementation of Singapore-Kunming Rail Link. The third is to establish an efficient and integrated inland waterway network. Fourth is to accomplish an integrated, efficient and competitive maritime transport system. The fifth is to establish integrated multi-modal transport systems to make ASEAN the transport hub in the East Asia region. The sixth is to accelerate the development the infrastructure and services in each of the ASEAN member states. The seventh is to prioritise processes to develop institutional issues about ASEAN energy infrastructure projects.

In physical connectivity, all the ASEAN member states are trying to make our own efforts to pursue the ASEAN goals in the development of related infrastructure regionally, nationally and internationally. The main transport development is currently road, rail and inland waterways.

For the ASEAN highway network, there are 23 designated routes, and a total length of 38,400 km, and there are still missing links at the length of 227 km in Myanmar. Most of the major roads are still below Class III standards and the length is about 5,300 km in Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines and Vietnam.

Regarding the ASEAN Highway Network, I would like to tell you that there has been a lot of improvement in each country's development of road infrastructure.

Next is the Singapore-Kunming Rail Link, which will cover several routes through Singapore, Malaysia, Thailand, Cambodia, Vietnam and to China, with spur lines in Thailand-Myanmar, Thailand-Lao PDR, and Lao PDR-Vietnam. Of these links, around 4,000 km needs to be rehabilitated by six member states including: Cambodia, Lao PDR, Malaysia, Myanmar, Thailand and Vietnam. If you look at the map, you will see that when we complete the missing links and spur lines, we will be able to travel from Hanoi, through Bangkok to Indonesia, to Singapore. Each country is trying our very best to implement our regional projects.

In the field of inland waterway transport, there is great potential in reducing freight transport costs by this kind of mode of transportation. The current situation is that the utilisation rates in ASEAN of using inland waterways is very low, and there is a total length of 50,000 km of navigable inland waterway, which can play an active role in transport development, especially in the CLMV countries. At the Maritime Centre, there are 47 ports designated as main ports in the Trans-ASEAN Transport Network and many ASEAN countries, except Singapore and Malaysia, are relatively poor relative to China and Hong Kong in the UNCTAD Liner Shipping Connectivity Index and most of the gateway points of ASEAN member states are already fairly full, and connecting the archipelagic region of ASEAN requires efficient and reliable shipping routes in order to enhance intra-ASEAN connectivity.

For air transport, the capital airports of ASEAN member states are sufficient in terms of runway lengths, and some airports are still facing problems in providing airport facilities particularly runways and warehouses. As for the ASEAN infrastructure, one of the physical connectivity issues is to span this physical divide across ASEAN member states with ICT infrastructure, and we have already formulated projects on ICT in order to provide good communication and good linkage among the countries.

I will come to my concluding remarks about the status of physical connectivity. As you know, ASEAN member states are continuing joint efforts to promote the implementation and the overall plan of connectivity in all three areas, that is, infrastructure, institutional and people-to-people connectivity. In 2012, most of the highways in Laos and Myanmar that link the ASEAN road network, we have upgraded. ASEAN has completed the strategic studies for a common shipping market in most of the ASEAN member states and in addition to that the ASEAN member states are also expanding the connectivity with important landmarks such as China, Japan and Korea. The ASEAN Summit Part III on connectivity along the East Asia Summit on Connectivity in 2011, would facilitate favourable conditions for further promoting East Asia in general and with ASEAN connectivity also narrowing the gap, continued efforts have been promoted with one third of 182 activities indicated in the action plan (AIR stage II) and our other partners like Japan and Korea keep on supporting and assisting ASEAN countries to implement IAI, and such efforts have helped to some extent less developed member countries of ASEAN to strengthen their capability to take part in the building of

the ASEAN Community on the same footing.

What is the recipe for success? There are various critical factors to ensure the achievement of our goals and targets: that is political will; and secondly there are the financial and human resources; thirdly the participation of our key stakeholders in the process; and finally is effective coordination.

Lastly, I would like to say that it came to me as a pleasant surprise when I received the invitation from Hitachi to attend this forum, and the very first feeling that the programme brought to me was the pulse of youth since it is a playing field for most prominent young leaders in the region. I'm very proud, and I hope to be the catalyst, the indicator of your initiative and your concrete actions in addressing the pressing needs of transportation in which infrastructure and connectivity are so critical. For the young leaders, I would like to say that the future prospects of ASEAN lie in your hands. So, may I wish that we try to make ASEAN prosperous, peaceful and happy in our future.

Thank you very much.

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PANEL DISCUSSION AND Q&A SESSION II

2 JULY 2013

Dr Chula Sukmanop & MA Pham Thanh Tung

*Director-General, Office of Transport
and Traffic Policy and Planning (OTP),
Ministry of Transport (Thailand)*

*General Director of the International
Cooperation Department, Ministry of
Transport (Vietnam)*

When asked about the greatest obstacles in ASEAN nations towards integration, Dr Chula spoke about investment and mentioned that money was necessary. Mr Tung agreed and noted that member states' levels of development within the Master Plan were varied, as were perceptions and priorities. It was important to highlight the role of connectivity in the Master Plan.

In answer to a question about what ASEAN transport ministers discussed when considering land and maritime connectivity, Dr Chula responded that land linkage and maritime transport had separate plans but that each member state had its own priority and plans on these topics.

One HYLI student asked what factors had led to the successful development of transportation in Thailand. Dr Chula stressed the importance of continuity, especially after changes of government. Once you had continuity, the money would come.

On the question of what changes had been made by ASEAN countries in terms of legal frameworks to ensure effective use of PPP projects, Mr Tung answered that traditionally, governments had been responsible for funding infrastructure projects, but that nowadays, government budgets were limited. Governments such as those in Vietnam had been using loans from organisations such as the Asian Development Bank. Governments have also been encouraging the private sector to take part in the development of infrastructure, leading to PPP schemes. Recently, Vietnam had been developing one project with the World Bank and one project under the PPP scheme with the help of the Japanese government.

A HYLI student from Thailand asked Dr Chula about the criteria for high-speed trains in Thailand. Dr Chula said that the train would be electric and cost about 2.50 baht/km, and the cost on a trip from Bangkok to Chiangmai would be

the equivalent of a special offer on a low-cost airline ticket although he believed that when the rail system was finished in six years, the cost of flying would be more expensive.

On the question of Internet access among member states, Mr Tung said that even though Vietnam was not as connected as some other member states, the majority of people had access to the Internet as telecommunications was quite developed.

Dr Chula said that each ASEAN member decided which routes would be indicated as part of the ASEAN Highway when asked a question on the topic by a HYLI student from Indonesia. In Thailand, more than 6,600 km would be designated as part of the ASEAN Highway.

One HYLI student wondered if there was any scorecard on ASEAN connectivity, similar to the benchmarks set down for AEC integration. Mr Tung said that there were scorecards and it was up to member states to review progress; in fact there were scorecards for many aspects of ASEAN progress.

One HYLI student from Japan was concerned about plans to support less developed countries as each country seemed to be concerned about its own plans. Mr Tung said that the poorer member states were allowed to commit to certain targets later than some of the more developed states but that also, there was help for the poorer ASEAN members from the more developed ones in terms of infrastructure development, and that there was sharing from richer states – including Japan.

Answering a question about the ASEAN Highway Project and possible tolls, Dr Chula mentioned that currently, the highways were free but in the future there may be some toll roads (in Thailand) as part of the system, similar to the expressway system in Bangkok.

A HYLI student from Singapore asked how countries could



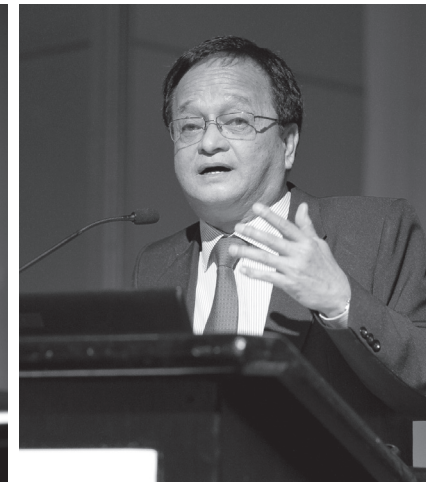
be persuaded to prioritise and make the right decisions in terms of making infrastructure that was regional rather than national. Mr Tung noted that the ASEAN links were well known to all member countries and that these were discussed by leaders and given priority. Once a project was designated as a priority project in ASEAN, it was committed within the framework of ASEAN. This stopped any severe difficulties and also those projects benefited both the country and neighbouring countries. Dr Chula sounded a note of caution by mentioning that decisions were sometimes taken based on current conditions but that five years later, feelings may have changed.

Dr Chula was asked if there were plans to develop cities that would be affected by new and improved transport infrastructure. He said that once a city outside of Bangkok was designated as a stop for the high-speed train, that city would be developed, especially in terms of local transport. He said that the development of those areas would be a catalyst in promoting those places.



STUDENTS' RECOMMENDATIONS

PRESS CONFERENCE, DAY 4



Student representatives from the four groups shared their findings and recommendations at an open media conference in the morning of Day 4. During the conference, students presented their collective points of view to address key regional

economic and energy issues. The future leaders also explained the rationales for their ideas in response to questions raised by the media and their fellow HYLI students to solidify their propositions for how the future of AEC will look.



THE ROLE OF ASEAN: LEADERSHIP IN THE GLOBAL ECONOMY

GROUP 1

Group Members:

- ❶ Anbar Jayadi, Indonesia
- ❷ Khairunnabihah binti Zainal Abidin, Malaysia
- ❸ Jan Joel L. Simpauco, the Philippines
- ❹ Teo Yao Yang, Singapore
- ❺ Thermphong Intakaew, Thailand
- ❻ Nguyen Vu Nhat Anh, Vietnam
- ❼ Misato Nagakawa, Japan



ASEAN Economic Community (AEC) 2015's goal of economic integration, creating one single market and production base among ASEAN countries is almost nearing enactment. With a proposal this important, full cooperation from ASEAN Member States (AMS) is of utmost importance.

The ASEAN Secretariat, being the coordinating organ that ensures diplomatic relations, has a vital role in the realisation of this undertaking. However, the current limitation of the Secretariat's power in terms of ensuring implementation of these agreements has been one of the major roadblocks in the process of integration. Therefore, it is imperative to extend the scope of responsibility of the Secretariat, allowing it to perform functions such as providing an Early Warning System to AMS who are performing inadequately in their respective domestic responsibilities without sacrificing diplomacy among nations. This would urge the governments to be more assertive in the implementation of the AEC guidelines.

Free movement of skilled labour as a window of opportunities to create single market is faced with challenges where there is variety of standards set up nationally for each professional. ASEAN Mutual Recognition Agreement (MRA) was agreed upon by ASEAN nation to facilitate the movement of skilled labour but it lacks implementation at the national level and require the empowerment of national governing body of each professional. By empowering



these governing bodies it would not threaten the decision making power of the local government rather it is to assist them in the implementation process of each MRA.

Strengthening of soft infrastructures such as health care and education would lead to the capacity building of nations. By improving the health status of the population, you are enriching the workforce, allowing them to be more productive members of an economy. ASEAN's efforts in achieving Millennium Development Goals (MDG) have already paved way for the improvement of the health status. Using this forward current as a vehicle, ASEAN can provide incentives to AMS that are showing the most improvement. Domestic measures such as people empowerment and effective channelling of human resources to where they are needed are key interventions in achieving this goal.

The survey on ASEAN Community Building Efforts shows that 76% of ASEAN citizens "lack of a basic understanding" about ASEAN. However, the statistics also show that 81% are "familiar with" or have heard of the idea of ASEAN. This means that there is a good foundation to build up in terms of raising awareness about AEC 2015 among ASEAN citizens. More specifically, several solutions for this issue may include: providing in depth information about AEC to SMEs owners via Coordinated National Governmental Agencies; suggesting AMS governments to increase ASEAN youth awareness about AEC 2015; promoting campaigns about AEC 2015 to ASEAN youth; including education about history and culture of AMS as well as the history of ASEAN itself from elementary level to enhance people's comprehension about ASEAN in the long term.

SMEs must be guided by agencies in order to navigate around the complexities of the rules and regulations of

AEC. We propose the establishment of a local agency in each country (which will be staffed by professionals) which could assist SMEs in taking advantage of the preferential tax treatments brought about by AEC. In addition, these agencies could promote intra-regional investments across borders. One of the key issues that are preventing SMEs from expanding overseas is the inability to understand sociocultural nuances, regulatory and business landscape of a foreign country. The SMEs could approach these agencies for assistance when it comes to entering the market. This will actually greatly remove the barriers that are preventing SMEs from moving across borders. More importantly, we believe that such a proposal would be very feasible to implement as various ASEAN countries already have SME agencies. All we need to do is to give these agencies the additional responsibility of guiding local SMEs around the changes brought about by AEC as well as foreign SMEs around the business landscape.

In conclusion, by empowering ASEAN Secretariat such as to implement the early warning system, it will ensure the AMS to implement the plans to achieve AEC 2015.

THE ROLE OF ASEAN: LEADERSHIP IN THE GLOBAL ECONOMY

GROUP 2

Group Members:

- ❶ Yosaka Eka Putranta, Indonesia
- ❷ Chang Sui Kiat, Malaysia
- ❸ Ira Gayll C. Zamudio, the Philippines
- ❹ Hioe Zhi Hui Joanna, Singapore
- ❺ Aekarak Sethi, Thailand
- ❻ Nguyen Ngoc Linh, Vietnam
- ❼ Yohei Takahara, Japan



The ultimate goal of AEC is to shape ASEAN into a leader in today's world. Leadership in the global arena involves competence in sustaining economic growth, being the preferred centre for investment and trade, being an influential player, and resilience against external shocks. The first task of ASEAN is to build a region with a strong and integrated internal foundation that is vulnerable to threats. This would provide a strong foundation for ASEAN, enabling the region to work towards the realisation of those critical goals. These five major challenges have to be overcome.

First, development gaps among the member states need to be closed, and problems pertaining to them need to be overcome. Varying economic positions of the ASEAN member states lead to conflicting interests towards common rules such as tariffs, while it remains essential to find a way to finance infrastructure projects in the Cambodia-Lao PDR-Myanmar-Vietnam (CLMV) to foster their growth. As it is urgent to strengthen competitiveness of private sectors in these countries, a committee ought to be established to improve the supervision of both public and private sectors to facilitate growth. One method of financing infrastructure projects is Public-Private Partnership. An alternative would be to compose multilateral financing agreements with dialogue partners such as Japan.

In addition, SMEs demand serious attention from the ASEAN leaders. Accounting for 96% of enterprises in the region, they play a crucial role the realisation of AEC. At present, most SMEs in ASEAN do not have sufficient capacity to

innovate and survive in the regional market. Therefore, sector-specific dialogues between ASEAN officials and SMEs are important to promote cross-border investment and help SMEs develop products that possess regional appeal. In this regard timely report on the implementation of the ASEAN Policy Blueprint for SME Development 2004-2014 is essential.

In order to encourage and stimulate foreign direct investment, current inconsistencies and disparities in market standards such as quality control have to be addressed. The implementation of market standards would facilitate an open and equitable market, bringing the advantages of reliability and consistent superior quality, promoting equitable economic development. These standards need to be agreed among AMS and implemented on ministerial levels through ministries of trade or industry, chambers of commerce and boards of investment. This would foster accountability and transparency within the diverse and fragmented markets of ASEAN.

Perceived benefits of existing free-trade agreements (FTA) are distorted when multiple FTA overlap, producing the "noodle bowl effect". ASEAN needs to work towards integrating itself into the global economy as a region, instead global interaction at the level of individual countries in order to foster collective growth due to the absence of a strong regional bloc in the present. Priorities of the region need to be unified so that infrastructures and resources can be used in the most effective way. Limiting priorities to top three needs on each sectorial level and defining a niche for the ASEAN economic region are the solutions.

Furthermore, progress of AEC is impeded by the inability of the ASEAN Summit to enforce AMS to comply with relevant



agreements, rigid bureaucracy and lack of cooperation that delay the implementation of plans stated in the Blueprint, and the ineffectiveness of the AEC Scorecard in helping private sectors evaluate ASEAN leadership. The leaders must be pushed to grant more space to ASEAN Secretariat to take bold actions, align national agenda with regional priorities, and invite external agencies to assist to compile and assess a more detailed scorecard in 2014 to enable effective action.

Ultimately, the successful implementation of measures specified in the AEC Blueprint by 2015 does not guarantee a desirable regional economic integration. It must be supported by thorough completion of provisions specified in the ASEAN Political-Security Community (APSC) blueprint and the ASEAN Socio-Cultural Community (ASCC) blueprint as well. For example, ASEAN identity, R&D initiatives, and education systems urgently need to be promoted to instill a sense of belonging. Good governance, conflict prevention mechanisms and pacific settlement of disputes also need to be robustly enhanced. APSC guarantees regional survival against destructive security threats, while ASCC ensures that the benefits of AEC are well-utilised by the ASEAN citizens. It is concurrent implementation of these three schemes that can concretely facilitate work towards a united ASEAN.

OPTIMISATION OF REGIONAL ENERGY RESOURCES THROUGH ENHANCED CONNECTIVITY

GROUP 3

Group Members:

- ❶ Putranegara Riauwindu, Indonesia
- ❷ Muhammad Nasrullah bin Annuar, Malaysia
- ❸ Francis Louie M. Karunungan, the Philippines
- ❹ Zhang Guowei, Singapore
- ❺ Supatchaya Techachoochert, Thailand
- ❻ Nguyen Thanh Nguyet Minh, Vietnam
- ❼ Megu Takagawa, Japan



With the dynamic and exponential economic growth of ASEAN, it will surely be one of the top regions in the world that would need to generate more energy to facilitate the boom. Therefore, energy security and sustainability have been raised as main concerns of not only each member country but also the whole region. However, ASEAN countries' energy efficiency and inequality are now posing tremendous challenges for its energy security. To tackle these two main challenges, we propose initiatives calling for collective efforts and actions from multiple stakeholders, such as governments, citizens and enterprises, especially small and medium-sized enterprises and multinational companies, in both national and regional schemes aiming towards a future of sustainable and efficient energy situation.

Standardising energy infrastructure, increasing ASEAN physical connectivity as well as optimising renewable energy resources are key solutions to energy inequality. The energy connectivity effort is going on the right track with the implementation of ASEAN Power Grid (APG) and Trans-ASEAN Gas Pipeline (TAGP) but are obstructed by numerous technical, economic, social, environmental problems. We propose a more visionary planning, stronger commitment and closer cooperation among ASEAN governments. On



the other hand, to facilitate the executions of countries and region-wide projects, standardisation of the energy infrastructure across all member countries should take place, providing more feasible benchmarks as a region as well as addressing the disparities in power generation compatibility and safety regulations.

Governments should also prioritise and support renewable energy generation by promoting public-private partnership model, aiming to diversify energy resources and ensure sustainability.

Issues on energy efficiency should be tackled at both the generating and consuming levels. For the former, technology should be improved. For the latter, environmental awareness and responsibility need to be deeply cultivated in consumer behaviour. Besides this, we propose the promotion of eco-friendly products where media and education play a significant role in raising people's awareness; the government in giving incentives, especially tax reduction for green production. Moreover, our initiatives also emphasise the vital role of governments as fundamental drivers and stakeholders. Governments should foster their relationship and prioritise support for research institutes, especially universities, to encourage innovation on sustainable energy solutions. Investment in sufficient and cleaner public transportation can also work out as social effort to save energy consumption and solve other environmental, infrastructure problems.

In conclusion, ASEAN countries need to take tremendous national actions and regional cooperation to achieve the goal of better energy efficiency and sustainability. Taking these initiatives can help create a Self-Sustaining, Greener and Integrated ASEAN which ensures energy self-



sustainability for each member nation, optimises renewable energy resources and pursues eco-friendly energy actions with a collaborative spirit.

OPTIMISATION OF REGIONAL ENERGY RESOURCES THROUGH ENHANCED CONNECTIVITY

GROUP 4

Group Members:

- ❶ Rhesa Theodorus Hanani, Indonesia
- ❷ Ng Cheon Yuen, Malaysia
- ❸ Wesly Paul S. Cortez, the Philippines
- ❹ Tan Kwan Hong, Singapore
- ❺ Muendao Suandee, Thailand
- ❻ Doan Phuong Thao, Vietnam
- ❼ Marina Ueno, Japan



Tackling the energy imbalance remains an ASEAN priority. The region faces a steep surge of energy demand in the next two decades, and despite having considerable amounts of coal and gas in the region, more will still need to be imported. Demand sources include forecasted rapid urbanisation and industrialisation rates, potentially aggravated by the implementation of the AEC. ASEAN will also witness a phenomenal increase in vehicle ownership over the next two decades, resulting in staggering demand for gasoline and diesel, of which most of it has to be imported.

Successfully tackling the energy imbalance in ASEAN will bring about improved electrification rates, reduced impact of price volatility on energy imports, and ultimately, reduced developmental gap within ASEAN. To do so, technological development and diffusion are vital. Poor infrastructure to support electrification rates, the non-existence of refineries in Cambodia and Laos, the usage of outdated, oil-dependent technologies, and energy transmission inefficiencies are striking examples.

In our recommendation, there should be a new set of regulation for private-public partnerships (PPP), which includes a proposal for a new Energy Saving Mechanism, allowing foreign private companies to share technology with local ASEAN companies, through proper intervention of government, which will produce efficient means of



energy saving. The larger portion of this savings in terms of resource is going to the local private company for further use, while the rest is going to the foreign company and the ASEAN energy reserve. Another alternative is to grant long-term partnerships and/or tax breaks as incentives for producers and generators in exchange for a "joint education program" set by the foreign company.

Due to the fact that in 2012, Indonesia alone spent \$20 billion for subsidies in the energy sector, a second viable recommendation would be to reallocate such subsidies and invest those amounts in green energy, public transport, etc.. However, reduction of subsidies often leads to riots and political instability. To resolve this predicament, six main points are necessary to operationalise this proposal: flexible policy, compensation, transparency, balance of information, right price, communication and strong leadership. Moreover, it is proposed that the best time to impose subsidy reduction is strategically during the period when oil prices are low and after the election period.

The long-term approach to even out the technological and capital disparity between ASEAN member countries is through education. In our recommendation, the education programs will be implemented in three stages. The first stage of the program entails arranging power saving courses that will be compulsory for primary schools to give to the students. University students that study in the energy sector will be exposed to the second stage of the program, which requires the freed capital from reducing subsidies to be allocated to updating the curriculum to reach international standards. For the third stage of the program, the government will have to design regulations for the foreign private companies participating in the PPP program to include local engineers to the technical and management teams working on the energy project that the

companies undertake.

The implementation of the recommendations presented to solve the technological and capital disparity in the region must go hand-in-hand with the programs intended to address the domestic issues that still plague each member countries in order to create an ideal ASEAN: an integrated market that is self-sufficient in energy.

PROPOSAL FEEDBACK

4 JULY 2013

Justice Eduardo Antonio Nachura

Former Justice of Supreme Court of the Philippines



I am tasked to give feedback on each of the presentations cum proposals of our HYLI students. I do so with one caveat: that what I have to say is an expression of personal opinion. I do not presume to articulate anybody else's feelings on the matter. And neither am I going to reflect the opinions of Hitachi, our gracious host.

Having said that, I am confident, however, that I express a common sentiment when I say that the presentations are impressive, and a number of proposals and recommendations are highly creative. And so we extend our warm congratulations to the presenters and the members of each of the four groups. These presentations mirror a depth of understanding and a degree of maturity that is not usual in the youth. In fact, I am tempted to say that perhaps a number of these HYLI delegates are not really youth. Perhaps, they are old people disguised as young men and women.

Looking at how they have become experts in the matter of ASEAN, I predict that in the years to come when ASEAN shall have its own ASEAN parliament, mainly those who are here today will populate the ASEAN Parliament. These presentations, however, have to be appreciated with AEC 2015 as the backdrop. Accordingly, the issues that they address are the more pressing concerns in the establishment of the ASEAN Economic Community in 2015.

Briefly, the presentations may be summarised, as follows:

The first and second groups uniformly propose the strengthening of the ASEAN Secretariat, obviously taking off from Dr Surin's admission that the ASEAN Secretariat needs greater space. They also recommend more guidance, assistance and encouragement to SMEs, so that they can expand, move across borders and take advantage

of preferential tax treatment. This common proposal was clearly inspired by speakers Ms Huda Bahweres and Mr Shigehiro Tanaka who both spoke of the importance of SMEs. The two groups also addressed the issue of disparity of standards, although the first group spoke of disparate professional standards which hinder free movement of skilled labour, even with a mutual recognition arrangement while the second group talked about inconsistent market standards.

Then, the first group bats for improvement of health care and education, necessary for increased awareness of ASEAN by the youth, and equally necessary for the people's capacity building. The second group posits that the AEC Blueprint must be supported by compliance with the provisions of blueprints for the ASEAN Political Security Community and the ASEAN Socio-Cultural Community.

The third and fourth groups addressed the issue of connectivity, particularly the problem of energy security and sustainability (for the third group) and the technological and capital disparity (the fourth group). Thus, group three submits, as solutions, standardising energy infrastructure, increasing ASEAN connectivity, optimising renewable energy resources, improving technology and environmental awareness and responsibility and promoting eco-friendly products, and asking governments to prioritise support for research and invest in efficient and cleaner public transport.

On the other hand, group four, concerned with the serious energy imbalance that threatens to get even worse, would recommend a new set of regulation for Public-Private Partnership including a proposal for Energy Saving Mechanism; the reallocation of government subsidies, subject to certain conditions; and a three-stage education program, which must go hand-in-hand with programmes intended to address domestic issues.

Admittedly, a number of these recommendations may require national government interventions. And I hope that when the members of these HYLI groups go back to their respective countries, they will somehow be able to influence their respective governments to institute these recommendations, even only partly at the outset. But one cannot help but notice a common thread that runs through all of the presentations and recommendations: this is education. Clearly, everyone admits that education plays a vital role in the pursuit of the ASEAN aspiration for leadership in the global economy, to the expectations of economic integration, to the satisfaction of all energy technical and technological requirements of ASEAN. I recall what Oliver Wendell Holmes said, "The main part of education is not the acquisition of facts, but learning how to make facts live."

This common recommendation on education portrays

humaneness in our students. A recognition that the economic prosperity of any nation should be inclusive and, as much as possible, all-embracing. The people, after all, should be the real beneficiaries of progress. The benefits of national or even regional prosperity should be made to trickle down to the people, and education empowers people, builds and improves their capabilities. I submit that ASEAN can never go wrong if its bias is always in favour of the people.

This is also compliant with a paradigm shift made by ASEAN leaders in the ASEAN Charter in 2007. I refer to a paradigm shift that an ASEAN that was state-centred to an ASEAN that is people-oriented. And it may also be well to remember that the ASEAN Charter is a re-affirmation of the member states' commitment to democratic values, respect for human rights, and adherence to fundamental freedoms, the rule of law and good governance. This commitment is a commitment of ASEAN to all the peoples of ASEAN.

Thus, even as we look forward to the expected economic benefits of AEC 2015, we never lose sight of fact that ASEAN is about its people. And as we foresee the leadership of ASEAN in the global economy, may we be always reminded of what Dr Surin Pitsuwan told us two days ago, "We need to care more for each other because the best in us are still to be exchanged and shared among and between us."

At this point, we congratulate Hitachi for hosting this initiative and we can say that the 12th HYLI is indeed successful. All the students have responded to the theme of the 12th HYLI, the ASEAN role has been defined by them. It is a role of leadership for ASEAN and the road ahead has been paved with the recommendations that we heard this morning. And perhaps, tomorrow, we shall leave the lines of the ASEAN on them, "We dare to dream, because we care to share."

Thank you very much.



HYLI EVENTS

ELECTRICITY GENERATING AUTHORITY OF THAILAND

The 12th HYLI students enjoyed a field trip to the Electricity Generating Authority of Thailand (EGAT) organised by Hitachi that encouraged practical learning and interaction. In addition, they learned about a fully-operational power plant and its economic and social impact on the country.



HITACHI METALS (THAILAND) LTD.

The visit to the Hitachi Metals (Thailand) Factory in Ayutthaya province provided students with greater understanding of Hitachi's business in Thailand and educated them about the diversity of equipment and tools of Hitachi. Moreover, they had a chance to see the detailed work at different manufacturing levels of the factory.



GRAND PALACE AND EMERALD BUDDHA

Hitachi brought students on a site visit to a key Thai attraction – The Grand Palace (encompassing the Temple of the Emerald Buddha), which is a renowned landmark of Bangkok. The students appreciated learning about Thailand's rich history.



CHULALONGKORN UNIVERSITY

This visit to a local university was a new activity created for the 12th HYLI to give HYLI students and local students in Thailand an opportunity to interact and share their ideas about a range of casual topics. This was followed by visits to Chulalongkorn University (CU) facility tour and museums. The students experienced an engaging cultural exchange in which they learned more about Thai culture and listened to a live performance of traditional Thai music.



WORKSHOPS

Following each forum session, the students gathered in workshops to discuss the issues brought up by each speaker, integrate their analysis of the key points into a group discussion, exchange opinions and formulate a proposal based on their solutions to the issues.



LUNCH RECEPTION

Guests enjoyed a lunch reception on the first day of the forum during which M.R. Sukhumbhand Paribatra delivered a toast welcoming all guests, including the dignitaries from various countries, guest speakers, chairpersons of the participant countries' student selection committee, private sector representatives, academics and Hitachi's business associates and partners as well as local and foreign media.

CLOSING CEREMONY

On the last day, Hitachi expressed their admiration for the students' hard work and diligence from the beginning of the selection process to the final event. Each student received a 12th HYLI certificate.



FAREWELL DINNER

After a busy week, Hitachi hosted a farewell dinner for the 12th HYLI students. Dressed in colourful costumes, the students performed traditional dances and songs native to their home countries and the Thai team created a skit to demonstrate the experience a first-time visitor to Thailand. The feeling of the farewell dinner was bittersweet as all students enjoyed the cultural exchange that marked the culmination of the event, but recognised it signified the end of their time together in Bangkok. As the event came to a close, it was a heart-warming end to another successful HYLI.



ACKNOWLEDGEMENTS

INDONESIA

- Ms Huda Bahweres, Assistant Deputy for Regional Economic Cooperation and Financing, Coordinating Ministry for Economic Affairs
- Dr Ir Djoko Santoso M.Sc., Director General of Higher Education, Ministry of Education
- Atma Jaya Catholic University
- Bandung Institute of Technology
- Gadjah Mada University
- Sepuluh November Institute of Technology
- Surabaya Institute of Technology
- University of Indonesia

MALAYSIA

- Datuk Noharuddin Nordin, Chief Executive Officer, Malaysian Investment Development Authority (MIDA)
- Datuk Dr Rebecca Fatima Sta Maria, Secretary General, Ministry of International Trade & Industry
- National University of Malaysia
- Taylor's University
- Universiti Malaya
- Universiti Malaysia Sarawak
- Universiti Putra Malaysia
- Universiti Sains Malaysia
- Universiti Teknologi PETRONAS

THE PHILIPPINES

- Mr Rolando Tungpalan, Deputy Director-General for Investment Programming of the National Economic and Development Authority (NEDA)
- Justice Antonio Eduardo Nachura, Former Justice of Supreme Court of the Philippines
- Ateneo de Manila University
- De La Salle University, Manila
- University of San Carlos, Cebu
- University of Santo Tomas
- University of the Philippines

SINGAPORE

- Mr Lee Yoong Yoong, Senior Manager, Yamato Asia Pte Ltd., Former Research Associate, Institute of Policy Studies, Lee Kuan Yew School of Public Policy, National University of Singapore
- Mr Eric Teng, Advisor of The Tan Chin Tuan Foundation and CEO of The Straits Trading Company Ltd
- Nanyang Technological University
- National University of Singapore
- Singapore Management University

THAILAND

- Mr Kittiratt Na-Ranong, Deputy Prime Minister and Minister of Finance
- Dr Surin Pitsuwan, former Secretary-General of ASEAN
- Dr Chula Sukmanop, Director-General, Office of Transport and Traffic Policy and Planning (OTP), Ministry of Transport
- Mr Wirat Uanarumit, Executive Vice President, Corporate Finance, PTT Public Company Limited
- M.R. Sukhumbhand Paribatra, Governor, Bangkok Metropolitan Administration
- Dr Vallop Suwandee, Former Deputy Governor of Bangkok Metropolitan Administration and President of Kasem Bundit University
- Electricity Generating Authority of Thailand
- Associate Professor Tanit Tongthong, Ph.D., Vice President, Chulalongkorn University
- Ms Veenarat Laohapakakul, Editor/Anchor, NBC (Thailand)
- Chiang Mai University
- Chulalongkorn University
- Kasetsart University
- Mahidol University
- Thammasat University
- Hitachi Metals (Thailand) Ltd.

VIETNAM

- Mdm. Pham Chi Lan, Former Senior Advisor to Prime Minister, Prime Ministerial Research Committee
- MA Pham Thanh Tung, General Director of the International Cooperation Department, Ministry of Transport
- Diplomatic Academy of Vietnam
- Ho Chi Minh Foreign Trade University
- Ho Chi Minh University of Science & Technology
- Ho Chi Minh University of Social Sciences & Humanities
- National Economics University

JAPAN

- H.E. Ambassador Extraordinary and Plenipotentiary Shigekazu Sato, Embassy of Japan to the Kingdom of Thailand
- Mr Shigehiro Tanaka, Director-General, Multilateral Trade System Department, Ministry of Economy, Trade and Industry Center, Tokyo
- PhD Tamotsu Aoki, Director General, The National Art Center
- Keio University
- International Christian University
- Sophia University
- The University of Tokyo
- Waseda University

NEWS COVERAGE

INDONESIA

No.	Date	Publication name	Headline
PRINT			
1	22/11/12	Kompas	Students To Join Asia's Leadership Forum
2	23/3/13	Kompas	Indonesian Students to Join Leadership Forum
3	23/3/13	Jakarta Globe	UI, ITB Students Head Off for Leadership Forum
4	25/3/13	Pikiran Rakyat	Hitachi Young Leaders Initiative
5	23/5/13	Republika	Four Students Joins HYLI in Bangkok
6	2/7/13	Kompas	Infrastructure and Bureaucracy To be Fixed
7	2/7/13	Kompas	Students from Seven Countries trained on Leadership
8	3/7/13	Medan Bisnis	28 Top Students Gathered in Bangkok to Discuss ASEAN Free Trade
9	12/7/13	Kompas	When Young People Speak
ONLINE			
1	21/11/12	Kompas.com	Students To Join Asia's Leadership Forum
2	21/11/12	Kopertis12.or.id	Students To Join Asia's Leadership Forum
3	21/11/12	Kabarindo.com	4 Best Students To Represent Indonesia
4	22/3/13	Okezone.com	4 Indonesian Students Discussed Regional Issue In Thailand
5	22/3/13	Kompas.com	UI And ITB Students Join Hitachi Leadership Forum
6	22/3/13	Beritaedukasi.com	4 Indonesia's Students Join Leadership Forum In Thailand
7	22/3/13	Alpha-i.or.id	UI And ITB Students Join Hitachi Leadership Forum
8	22/3/13	Terkini.bbc.web.id	4 Indonesia's Student Discussed Regional Issue In Thailand
9	22/3/13	Kanal4.bersama.web.id	UI And ITB Students Join Hitachi Leadership Forum
10	22/3/13	Pasca.unesa.ac.id	UI And ITB Students Join Hitachi Leadership Forum
11	22/5/13	Okezone.com	Hitachi Appointed 4 Indonesian Students For HYLI Event In Thailand
12	22/5/13	Wartakota.tribunnews.com	Indonesian Students To Discuss Economy Integration In AEC 2015

INDONESIA

No.	Date	Publication name	Headline
ONLINE			
13	22/5/13	Wartakota.tribunnews.com	Four Indonesian Students Joins Hitachi Young Leaders Initiative
14	22/5/13	Plasa.msn.com	Hitachi Appointed 4 Indonesian Students For HYLI Event In Thailand
15	22/5/13	Femina.co.id	Hitachi Young Leaders Initiative 2013
16	22/5/13	Hai-online.com	HYLI As A Gate To Solve The State's Problem
17	23/5/13	Chicmagz.com	12 th Hitachi Young Leaders Initiative
18	23/5/13	lyaa.com	12 th Hitachi Young Leaders Initiative
19	23/5/13	Cahayareformasi.com	Indonesian Students To Discuss Economy Integration In AEC 2015
20	1/7/13	Republika.co.id	12 th Hitachi Young Leaders Initiative (HYLI) Officially Opened
21	1/7/13	Loveindonesia.com	12 th Hitachi Young Leaders Initiative (HYLI) Officially Opened
22	1/7/13	Finnce.detik.com	Government Accelerate Industry And Infrastructure To Face ASEAN Free Market
23	1/7/13	Republika.co.id	Hitachi Participated In The Mas Rapid Transit (MRT) DKI Jakarta
24	2/7/13	Medanbisnisdaily.com	Government Accelerate Industry And Infrastructure To Face ASEAN Free Market
25	2/7/13	Finance.detik.com	Top Students Met In Bangkok To Discuss ASEAN Free Market
26	3/7/13	Medanbisnisdaily.com	28 Top Students Gathered In Bangkok To Discuss ASEAN Free Trade
27	3/7/13	News.detik.com	Bangkok Starts To Build High-Speed Train
28	3/7/13	Kereta-api.info	From Bangkok Mass Transit System (BTS) To High-Speed Train
29	4/7/13	Areamagz.com	12 th Hitachi Young Leaders Initiative (HYLI)
30	5/7/13	Lensaindonesia.com	Hitachi Held 12 th Hitachi Young Leaders Initiative (HYLI) In Thailand
31	5/7/13	News.lintas.me	Hitachi Held 12 th Hitachi Young Leaders Initiative (HYLI) In Thailand
32	5/7/13	Seruu.com	Hitachi Held 12 th Hitachi Young Leaders Initiative (HYLI) In Thailand

INDONESIA

No.	Date	Publication name	Headline
ONLINE			
33	5/7/13	Wartajakarta.com	28 Top Students From ASEAN Shared Their Thoughts About Asia And The Global Economy
34	6/7/13	Siaga.co	28 Top Students Shared Their Thoughts About ASEAN's Role In Asia And The Global Economy
35	6/7/13	Aseannews.co	Bangkok Starts To Prepare High-Speed Train
36	7/7/13	Promosinews.com	28 Top Students Shared Their Thoughts About ASEAN's Role In Asia And The Global Economy

MALAYSIA

No.	Date	Publication name	Headline
PRINT			
1	25/11/12	The Star	Leadership initiative
2	29/11/12	Berita Harian	12 th HYLI closing date 31 December
3	9/12/12	New Straits Times	Asia's future leaders in the making
4	16/12/12	New Striates Times	The 12 th Hitachi Young Leaders Initiative (HYLI)
5	23/12/12	New Striates Times	The 12 th Hitachi Young Leaders Initiative (HYLI)
6	30/12/12	The Star	Leadership initiative
7	22/3/13	The Daily NNA	Hitachi organized Southeast Asia Student Selection Announcement
8	25/3/13	New Sabah Times	Four Students to Represent Malaysia at the 12 th Hitachi Young Leaders Initiative
9	28/3/13	Berita Harian	4 students represent Hitachi Young Leaders Initiative
10	31/3/13	The Star	Moulding leaders of tomorrow
11	14/4/13	New Straits Times	Bright sparks
12	1/5/13	Campus Plus	Hitachi Selects Malaysian Representatives For The 12 th Hitachi Young Leaders Initiative
13	2/7/13	New Sarawak Tribune	Asean an 'oasis' to the world
14	2/7/13	The Borneo Post	Asean an oasis to the world – Thai DPM
15	3/7/13	The Borneo Post	Asean member state must give priority to realisation of AEC
16	3/7/13	The Malaysian Reserve	Asean needs larger funds to bridge development gap

MALAYSIA

No.	Date	Publication name	Headline
PRINT			
17	3/7/13	The Sun	Asean needs larger funds to bridge development gap: Surin
18	4/7/13	Berita Harian	ASEAN needs larger funds to bridge development gap
19	6/7/13	New Sarawak Tribune	Siam-Hitachi eyes auto-line contract for Suvarnabhumi Airport Phase II
20	20/7/13	New Sabah Times	12 th Hitachi Young Leaders Initiative
21	21/7/13	New Straits Times	Future Asian leaders take ownership
22	23/7/13	Sinar Harian	Ecosystem should be interesting
23	23/7/13	Utusan Malaysia	MIDA seeks to create exciting work environment ecosystem in Malaysia
24	13/8/13	China Press	Hitachi Young Leaders Initiative bring the world closer
25	15/8/13	Campus Plus	28 Students Handpicked For 12 th Hitachi Young Leaders Initiative
BROADCAST			
1	25/3/13	TV2 – Hello On Two	12 th Hitachi Young Leaders Initiative
ONLINE			
1	25/11/12	The Star Online	Leadership initiative
2	9/12/12	New Straits Times Online	Asia's future leaders in the making
3	16/12/12	New Straits Times Online	The 12 th Hitachi Young Leaders Initiative (HYLI) is now open for application
4	23/12/12	New Straits Times Online	The 12 th Hitachi Young Leaders Initiative (HYLI)
5	24/12/12	The Borneo Post Online	Aspiring Hitachi young leaders
6	30/12/12	The Star Online	Leadership initiative
7	21/3/12	Bernama Online	Hitachi Young Leaders Initiative to Focus on Asean
8	21/3/12	Bernama Online	Young Talents Important For GTP – Mustapa
9	22/3/12	Barisan Nasional Online	Young Talents Important For GTO – Mustapa
10	25/3/13	New Sabah Times Online	Four Students to Represent Malaysia at the 12 th Hitachi Young Leaders Initiative
11	31/3/13	The Star Online	Moulding leaders of tomorrow
12	4/4/13	New Straits Times Online	Bright sparks
13	1/7/13	Bernama Online	Asean An Oasis To The World: Thai Deputy Prime Minister

MALAYSIA

No.	Date	Publication name	Headline
ONLINE			
14	1/7/13	Malaysia Edition Online (Malay)	ASEAN an oasis to the world, says Thai DPM
15	2/7/13	The Borneo Post Online	Asean an oasis to the world – Thai DPM
16	2/7/13	Mysawarak.org	Asean an oasis to the world – Thai DPM
17	2/7/13	NegaraKita Online	Asean an oasis to the world – Thai DPM
18	2/7/13	Bernama Online	Asean Member States Must Give Priority To Realisation Of AEC
19	2/7/13	Bernama Online	ASEAN Needs Larger Funds To Bridge Development Gap, Says Ex Sec-Gen
20	2/7/13	New Sarawak Tribune Online	Asean an 'oasis' to the world
21	2/7/13	Sinar Harian Online (Malay)	ASEAN member states must give priority to realisation of AEC
22	3/7/13	The Borneo Post Online	Asean member states must give priority to realisation of aec
23	3/7/13	NAM News Network Online	Asean Member States Must Give Priority To Realisation of AEC
24	3/7/13	The Brunei Times Online	Region told to prioritise AEC
25	4/7/13	Berita Harian Online	ASEAN needs larger funds to bridge development gap
26	5/7/13	Bernama Online	Siam-Hitachi eyes auto-line contract for Suvarnabhumi Airport
27	6/7/13	NAM News Network Online	Siam-Hitachi eyes auto-line contract for Suvarnabhumi Airport Second Phase
28	6/7/13	New Sarawak Tribune Online	Siam-Hitachi eyes auto-line contract for Suvarnabhumi Airport Phase II
29	10/7/13	Asia Times Online	28 outstanding young Asian future leaders express their thoughts on ASEAN's role in Asia and the global economy
30	21/7/13	New Straits Times Online	Future Asian leaders take ownership
31	22/7/13	Bernama Online	Mida seeks to create exciting work environment ecosystem to lure back overseas talent
32	22/7/13	Berita Harian Online	MIDA seeks to create exciting work environment ecosystem in Malaysia
33	22/7/13	The Malaysian Times Online	MIDA lures Overseas Talent with fat cheques and thrill

MALAYSIA

No.	Date	Publication name	Headline
ONLINE			
34	23/7/13	Utusan Malaysia Online (Malay)	MIDA attracting high investment
35	23/7/13	The Borneo Post Online	Mida seeks to create exciting work environment ecosystem to lure back overseas talent
36	12/8/13	China Press Online	Hitachi Young Leaders Initiative bring the world closer

THE PHILIPPINES

No.	Date	Publication name	Headline
PRINT			
1	2/7/13	Manila Bulletin	Drivers for ASEAN Competitiveness in Regional Market Integration Cited
2	8/7/13	Business Mirror	PHL Student Delegates shine in Hitachi Youth Leaders Forum
ONLINE			
1	2/7/13	Yahoonews.ph	Drivers for ASEAN Competitiveness in Regional Market Integration Cited
2	7/7/13	Businessmirror.com.ph	PHL Student Delegates shine in Hitachi Youth Leaders Forum

SINGAPORE

No.	Date	Publication name	Headline
PRINT			
1	13/7/13	Berita Harian	High speed train to KL can be extended to Bangkok
2	13/7/13	Berita Harian	Unique in Singapore only / Not all Asean countries are able to use similar-type CPF funds for medical
3	13/7/13	Berita Harian	Competitive edge requires good inter-region relations
4	2/9/13	The Edge Singapore	Management@Work
BROADCAST			
1	4/7/13	Channel News Asia	Business Singapore Tonight

THAILAND

No.	Date	Publication name	Headline
PRINT			
1	21/11/12	Naew Na	12 th Hitachi Young Leaders Initiative (HYLI)
2	25/3/13	Krungthep Turakij	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
3	31/3/13	Siam Rath	4 Great Thai Youths
4	7/4/13	Thai Rath	Congratulations to Youths Selected for 12 th HYLI
5	7/4/13	Thai Rath (Mid-day edition)	Congratulations to Youths Selected for 12 th HYLI
6	1/5/13	Business Plus	Hitachi Young Leaders Initiative (HYLI)
7	16/5/13	Karn Suksa Wannee	Hitachi announces the 4 selected 4 Thai youths
8	6-9/6/13	Prachachart Turakij	12 th Hitachi Young Leaders Initiative (12 HYLI)
9	2/7/13	Bangkok Post	ASEAN Urged To Improve Infrastructure
10	2/7/13	Lok Wan Nee	Youths Have Chance To Show Leadership
11	2/7/13	Pim Thai	Mr Masahide Tanigaki Announced The Official Opening Of 12 th HYLI
12	2/7/13	Khom Chad Luek	Hitachi Targets Thailand As Manufacturing Base For ASEAN
13	2/7/13	Krungthep Turakij	Hitachi Targets Thailand As Manufacturing Base For ASEAN
14	2/7/13	Daily News	Acceleration
15	2/7/13	Krungthep Turakij	Hitachi Targets Thailand As Manufacturing Base For ASEAN
16	2/7/13	Thai Rath	Photo Release: Attendance At Event
17	3/7/13	Bangkok Post	Surin: AEC Hinges On Youth
18	3/7/13	Krungthep Turakij	Hitachi Launches 12 th Hitachi Young Leaders Program
19	3/7/13	Pim Thai	Hitachi Launches 12 th Hitachi Young Leaders Program
20	3/7/13	Post Today	Hitachi Holds Press Conference For Young Leaders Initiative
21	4/7/13	Krungthep Turakij	The Road Ahead: ASEAN'S Role In Asia And The Global Economy
22	5/7/13	Khom Chad Luek	12 th Hitachi Young Leaders Initiative
23	5/7/13	Khom Chad Luek (Mid-day)	12 th Hitachi Young Leaders Initiative
24	5/7/13	Krungthep Turakij	12 th Hitachi Young Leaders Initiative

THAILAND

No.	Date	Publication name	Headline
PRINT			
25	5/7/13	Krungthep Turakij	The Road Ahead: ASEAN'S Role In Asia And The Global Economy
26	8/7/13	Krungthep Turakij	Dr. Surin At 12 th Hitachi Young Leaders Initiative Program
27	9/7/13	Krungthep Turakij	Young ASEAN Leaders
28	12/7/13	Khao Sod	Hitachi Limited Holds 12 th Young Leaders Project
29	12/7/13	Post Today	ASEAN Youths – The New-Gens Thoughts
30	13/7/13	Siam Turakij	12 th Hitachi Young Leaders Initiative
31	15/7/13	The Nation	ASEAN Students Call On Governments In Region To 'Teach' Energy Efficiency
32	15/7/13	The Nation	The Business Scene: Hitachi'S Young Leaders
33	15/7/13	Transport Journal	12 th Hitachi Young Leaders Initiative
34	20/7/13	Post Today	Soonchai Kumnoonsate Welcomes Hitachi Executives And Students
35	20/7/13	Thai Rath	Developing Young Leaders
36	24/7/13	Xcite Thai Post	Hitachi Young Leaders
37	26/7/13	Matichon Daily	Hitachi Young Leaders
38	1-31/7/13	Mechanical Tech	12 th Hitachi Young Leaders Initiative
39	1-31/7/13	Engineering Today	28 Hitachi Young Leaders Share Opinions Regarding To Role Of ASEAN
40	1-31/7/13	MBA	12 th Hitachi Young Leaders Initiative Features Top Leaders From 7 Countries In ASEAN
41	1/8/13	SME Thailand	Launching 12 th Hitachi Young Leaders Initiative
42	8/8/13	Prachachat Turakij	Brainstorming For Hitachi Young Leaders-Future Of ASEAN
43	20/8/13	Industrial Tech Review	Dr.Surin Pitsuwan Gave A Speech At 12Th Hitachi Young Leaders Initiative
44	28/8/13	Update	28 Hitachi Young Leaders And High-Profile Regional Opinion Leaders Share Opinions Regarding To The Role Of ASEAN
ONLINE			
1	19/11/12	Facebook.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications

THAILAND

No.	Date	Publication name	Headline
ONLINE			
2	19/11/12	Pantip.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
3	20/11/12	Bloggang.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
4	20/11/12	www.dek-d.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
5	20/7/12	Eduzones News Network	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
6	20/7/12	Meedee Integrated Lifestyle	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
7	20/11/12	www.ryt9.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
8	20/11/12	www.ryt9.com	The 12 th Hitachi Young Leaders Initiative
9	20/11/12	www.thaipr.net	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
10	20/11/12	www.thaipr.net	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
11	20/11/12	www.newswit.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
12	20/11/12	www.thailand4.com	The 12 th Hitachi Young Leaders Initiative Now Open for Student Applications
13	27/3/13	www.thailand4.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
14	27/3/13	www.thaipr.net	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
15	27/3/13	www.newswit.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
16	27/3/13	www.ryt9.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
17	28/3/13	www.siamza.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
18	28/3/13	www.thaiza.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
19	28/3/13	www.sharekao.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
20	28/3/13	www.dek-d.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)

THAILAND

No.	Date	Publication name	Headline
ONLINE			
21	28/3/13	www.sanook.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
22	28/3/13	www.yenta4.com	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
23	29/3/13	www.educationboard.in.th	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
24	29/3/13	www.meedee.net	Top Four Students Selected To Represent Thailand at the 12 th Hitachi Young Leaders Initiative (HYLI)
25	1/7/13	www.mof.go.th	12 th HITACHI YOUNG LEADERS INITIATIVE (HYLI)
26	2/7/13	www.thaimediapr.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
27	2/7/13	www.corehoononline.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
28	2/7/13	www.thannews.th.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
29	3/7/13	www.youtube.com	Report Indonesia Still Attractive For Asean
30	3/7/13	www.youtube.com	Report Interdependency Is Key To Reducing
31	3/7/13	www.bangkokpost.com	Surin: AEC hinges on youth
32	3/7/13	www.thaibusinesspr.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
33	3/7/13	www.thaiindustry.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
34	3/7/13	www.newsdataonline.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
35	3/7/13	www.newsdataonline.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
36	3/7/13	www.bsnnews.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
37	3/7/13	boxkao.blogspot.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
38	3/7/13	www.bangkokpost.com	ASEAN Urged To Improve Infrastructure
39	3/7/13	www.ryt9.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
40	3/7/13	www.newswit.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders

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No.	Date	Publication name	Headline
ONLINE			
41	7/7/13	www.youtube.com	The 12 th Hitachi Young Leaders Initiative
42	7/7/13	http://www.bsnnews.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
43	7/7/13	http://boxkao.blogspot.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
44	9/7/13	www.newsplus.com	28 outstanding young Asian future leaders express their thoughts on ASEAN's role in Asia and the global economy
45	11/7/13	www.kaomaadoo.com	Hitachi Young Leaders Initiative or HYLI
46	11/7/13	www.newsdataonline.com	Hitachi Launches the 12 th Hitachi Young Leaders Initiative Gathering Top ASEAN Leaders
47	11/7/13	thainews.prd.go.th	Minister Of Finance Gave Opening Speech For 12 th Hitachi Young Leaders Initiative (HYLI)
48	15/7/13	www.nationmultimedia.com	ASEAN students call on governments in region to 'teach' energy efficiency
BROADCAST			
1	3/7/13	Nation TV - ASEAN Business Report	Report Indonesia Still Attractive For Asean
2	3/7/13	Nation TV - ASEAN Business Report	Report Interdependency Is Key To Reducing
3	4/7/13	Radio Thailand	12 th Hitachi Young Leaders Initiative
4	13/7/13	RSU Wisdom TV - ASEAN Challenge	12 th Hitachi Young Leaders Initiative
5	20/7/13	RSU Wisdom TV - ASEAN Challenge	12 th Hitachi Young Leaders Initiative

VIETNAM

No.	Date	Publication name	Headline
PRINT			
1	2/7/13	Labour	Vietnamese students fervidly discuss about ASEAN issues with regional leaders
2	5/7/13	Labour	Vietnamese students give recommendations on East sea disputes
3	8/7/13	Vietnam Investment Review	ASEAN's finest minds debate region's role

VIETNAM

No.	Date	Publication name	Headline
ONLINE			
1	1/7/13	People's Knowledge	Vietnamese Students "interpellated" regional leaders on Chinese expanding power
2	1/7/13	Vietnam Investment Review	Hitachi gathers top ASEAN leaders in Bangkok for the 12 th HYLI
3	1/7/13	Labour	Vietnamese students fervidly discuss about ASEAN issues with regional leaders
4	1/7/13	People's Knowledge	Laying all the trust on students, former ASEAN Secretary inspire all participants
5	2/7/13	Labour	Vietnamese students give recommendations on East sea disputes
6	8/7/13	Vietnam Investment Review	ASEAN's finest minds debate region's role
7	2/7/13	Pioneer	Vietnamese Students "interpellated" regional leaders on Chinese expanding power
8	2/7/13	247 Hot News	Vietnamese Students "interpellated" regional leaders on Chinese expanding power
9	2/7/13	Youth Power	Laying all the trust on students, former ASEAN Secretary inspire all participants
10	4/7/13	247 Hot News	Laying all the trust on students, former ASEAN Secretary inspire all participants
11	5/7/13	Binh Dinh TV News	Vietnamese students give recommendations on East sea disputes
12	6/7/13	People's Knowledge	Talk with the only "hot boy" of Vietnam Delegation at HYLI 2013
13	8/7/13	Vietnam Investment Review	ASEAN's finest minds debate region's role





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