



ASEAN Custom Transit System (ACTS)

Cambodia ● Lao PDR ● Malaysia ● Myanmar ● Singapore ● Thailand ●

The ASEAN Customs Transit System (ACTS) is a digitalised regional customs system that enables the seamless movement of goods across ASEAN Member States under a single electronic customs transit declaration and a single guarantee.

One declaration, one guarantee, one harmonized procedure from departure to destination.

Single electronic regional transit declaration

Single guarantee covering the transit movement

Electronic exchange of transit information among Customs authorities

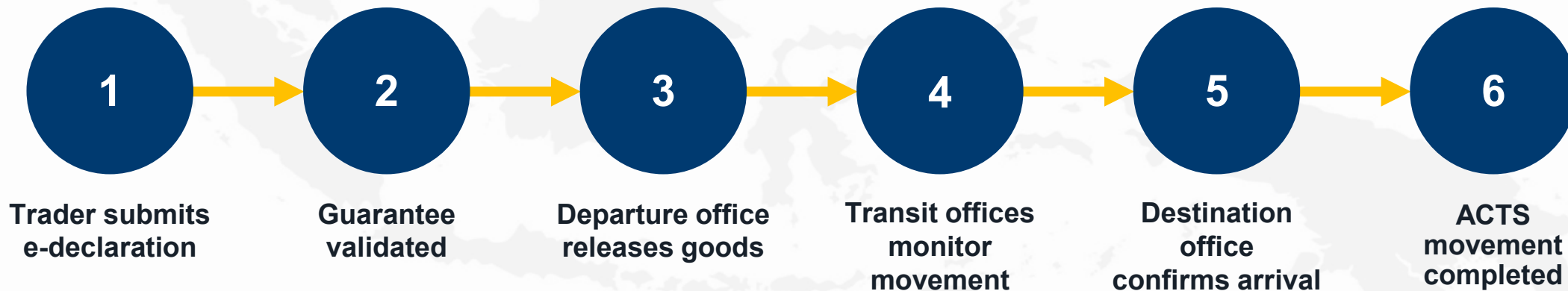
Customs control maintained from departure to destination

Reduced duplication of border formalities and greater predictability for traders

ACTS is implemented under AFAFGIT Protocol 7 and its Technical Appendix, which provide the common legal and procedural basis for regional customs transit.



ACTS Operational Flow



ACTS governance follows this hierarchy, with **SWG-ACTS** serving as the dedicated platform/forum for planning, implementation, coordination, issue resolution.

ASEAN Directors-General of Customs Meeting

Provide policy direction.

Coordinating Committee on Customs (CCC)

Oversees All ASEAN customs cooperation and escalates strategic matters to the Customs DG.

Customs Procedures and Trade Facilitation Working Group (CPTFWG)

Coordinates customs procedures and trade facilitation work, including guidance.

Sub-Working Group on ACTS (SWG-ACTS)

Dedicated ACTS platform: builds consensus among AMS, coordinates strategic decisions, resolves bottlenecks, monitors correct implementation, and reviews proposals to improve or expand ACTS.

Senior Transport Officials Meeting (STOM)

Provides policy transport-level guidance and coordination.

Transport Facilitation Working Group (TFWG)

Handles regional transport facilitation matters & transport related coordination relevant to ACTS implementation.

ASEAN Secretariat

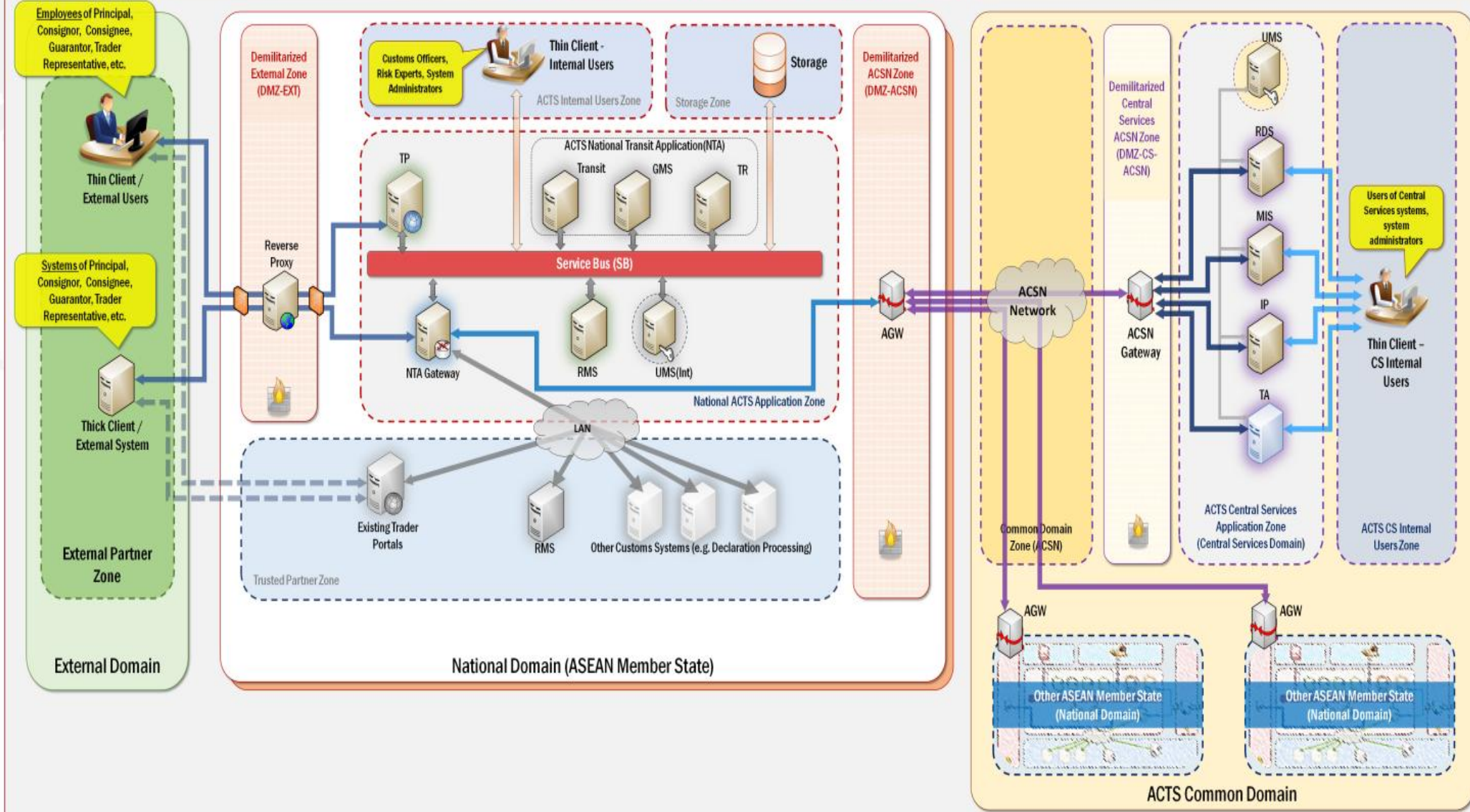
- Provides secretariat and coordination support to SWG-ACTS & relevant ASEAN Sectoral Bodies;
- Manages regional/common ACTS functions, including reference data, testing and temporary operational support when required;
- Coordinates technical/procedural issues with AMS;
- Monitors usage, compiles issues and supports follow-up reporting.

ACTS trust is supported by both institutional governance and day-to-day regional coordination through the ASEAN Secretariat and each ACTS contact points from AMS.

ACTS Architecture Model



ASEAN Customs Transit System (ACTS) System Component Model



Benefits of ACTS



Reduced administrative burden for traders and logistics operators

Improved Customs control, advance information, and risk management



Stronger regional supply chain connectivity and implementation monitoring

Reduced operational cost for traders and logistics operators



Removal of duplication of procedures at multiple borders

Faster and more predictable cross-border movement of goods



The ACTS is already functioning effectively where it is used, with good completion rates and generally efficient processing on active routes. **However, wider utilisation remains a challenge and requires stronger user adoption, operational readiness, and continuous coordination.**

Key Challenges:

- Limited private sector awareness, confidence, and uptake
- Need to strengthen the business case and user incentives for traders and logistics operators
- Uneven readiness and implementation across participating countries can create uncertainty for users
- Need to better accommodate modern logistics practices, including consolidated cargo and flexible loading/unloading arrangements
- Continuous capacity building is required for front-line officers and operational users

// ACTS 2.0

The ACTS 2.0 provides a strategic basis for improving and expanding ACTS to better support regional transit facilitation, through a phased approach covering **stronger road-based operations**, **expansion to other transport modes**, and **wider geographic coverage**.

1. Strengthen the current road-based ACTS

Improve the reliability, usability, and uptake of ACTS for existing road-based transit movements.

2. Modal expansion

Explore how ACTS can support transit movements beyond road transport, starting with practical pilot approaches.

3. Geographical expansion

Explore wider corridor coverage and possible connectivity with additional areas and partners, where applicable.

These workstreams will guide ACTS 2.0 implementation for 2026–2030, ensuring that activities remain practical, phased, and evidence-based.



Thank you