

GMS Cross-Border Transport Agreement Implementation along the East-West Corridor

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The Greater Mekong Subregion (GMS)

Myanmar

Land area: 677 thou sq km
Population: 54.8 M
GDP per capita: US\$255

Thailand

Land area: 513 thou sq km
Population: 65.3 M
GDP per capita: US\$2,727

The GMS in 2005

Land area: 2.6 M sq km
Population: 316 M
GDP per capita: US\$1,102

People's Republic of China

Land area: 633 thou sq km
Population: 93.8 M
GDP per capita: US\$1,032
(figures for Yunnan and Guangxi only)

Viet Nam

Land area: 332 thou sq km
Population: 83.1 M
GDP per capita: US\$622

Lao PDR

Land area: 237 thou sq km
Population: 5.6 M
GDP per capita: US\$491

Cambodia

Land area: 181 thou sq km
Population: 13.8 M
GDP per capita: US\$393



Outline

Cooperation under GMS Program

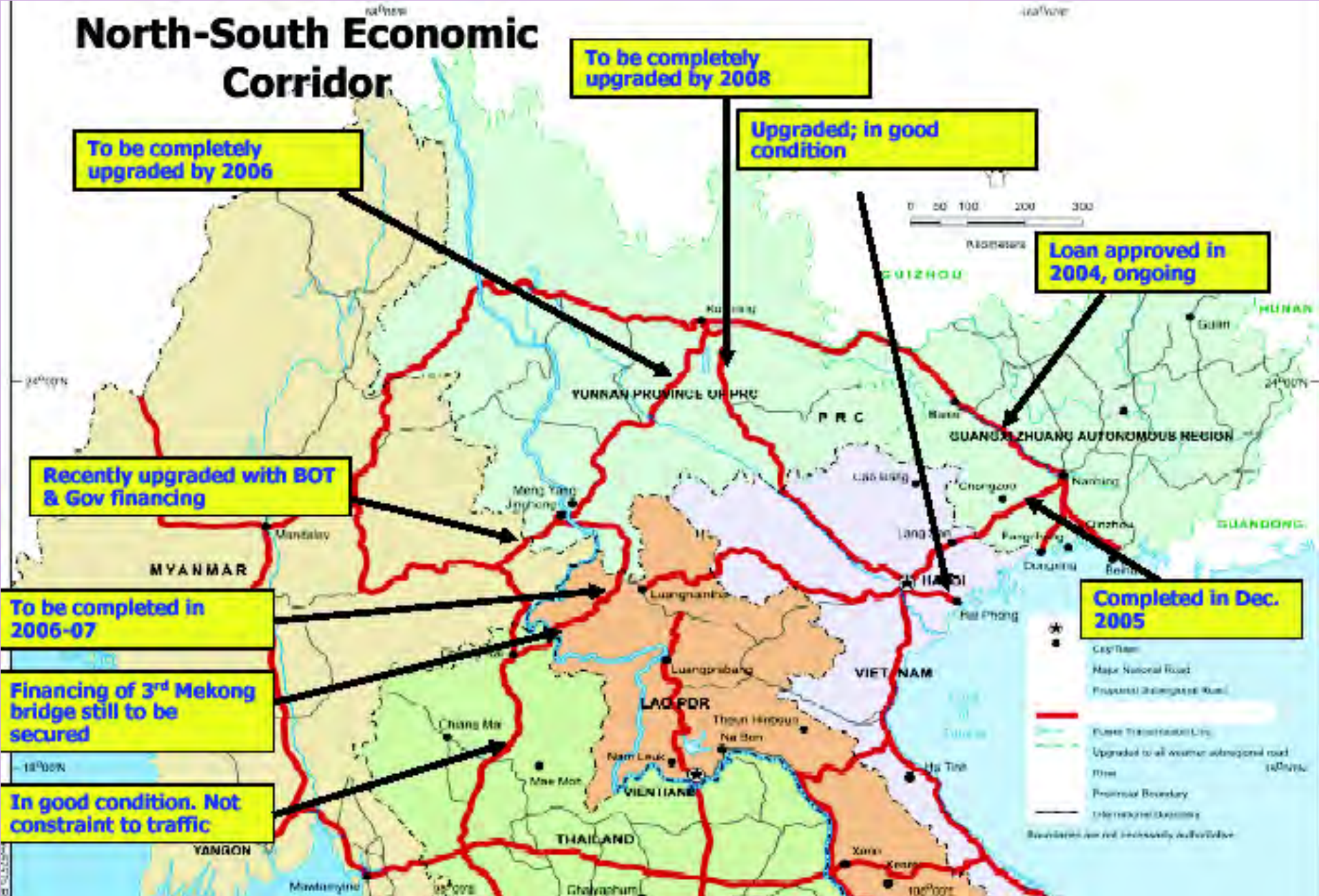
- GMS Cross Border Transport Agreement (GMS CBTA)
- MOUs on implementation of CBTA at Mukdahan-Savannakhet and Dansavanh-Lao Bao border crossings
- Problems/obstacles and solutions

GREATER MEKONG SUBREGION EAST-WEST ECONOMIC CORRIDOR

- National Capital
 - City/Town
 - National Road
 - Provincial Road
 - East-West Economic Corridor
 - River
 - International Boundary
- Boundaries are not necessarily authoritative.



North-South Economic Corridor



GMS Southern Economic Corridor Roads

Mostly 4-lane highways;
not a constraint to cross-
border traffic.

Upgrading to be completed
by 2007 with ADB and
JICA assistance.

Upgrading of a section in
Cambodia (70 km) to be
completed by 2010 with
assistance from Viet Nam;
Financing requested for
remaining sections.

Upgrading to be completed
by 2007 with PRC
assistance.

Mostly 4-lane highways;
not a constraint to cross-
border traffic

In good condition

Upgrading to be completed
by 2007 with Thailand,
Korea, World Bank and
ADB assistance.

Upgrading to be completed
by 2008 with ADB and
Japan assistance.

Upgrading to be completed
by 2010 with ADB
assistance.

Bridge over Mekong to be
financed by Japan



GMS Cross Border Transport Agreement

- Covers both freight and passenger transport facilitation
- Promotes cross border transport, transshipment and multi-modal transport links
- Harmonizes/integrates cross-border formalities in one single document

Development of GMS CBTA

Year	Venue	Key Milestones
1999	Vientiane	<ul style="list-style-type: none">• Tripartite Agreement signed: Thailand-Lao PDR-Viet Nam
2001	Rangoon	<ul style="list-style-type: none">• Agreement amended: participation of Cambodia, PRC and Myanmar welcomed• Cambodia acceded
2002	Phnom Penh	<ul style="list-style-type: none">• PRC acceded
2003	Dali	<ul style="list-style-type: none">• Myanmar acceded• Agreement renamed as the GMS Cross Border Transport Agreement

Exchange of commercial traffic rights

- engagement in cabotage permitted
- international transport operators' licenses recognized
- initial traffic volume determined (number of vehicles specified)
- price setting by market forces



Requirements for admittance of road vehicles

- Vehicles registered in other contracting parties, whether left hand and right hand drive, operated either commercially or privately, are admitted
- Weight, size, and dimension of vehicles must be in compliance with the host countries' regulations
- Vehicle registration plates must use English alphabets and Arabic numbers
- Vehicle inspection documents are mutually recognized
- Compulsory 3rd party automobile liability insurance must comply with the host countries' terms and conditions

CBTA Key Points

- ➡ **Facilitation of frontier crossing formalities:** Single Window Inspection (SWI), Single Stop Inspection (SSI)
- ➡ **Cross border movement of people:** Visas for people engaged in transport operations
- ➡ **Cross border movement of goods:** exemption of inspection for goods in transit, phytosanitary and veterinary inspection, carriage of dangerous goods and perishable goods

CBTA Key Points

- ➡ **Infrastructure:** road and bridge construction standards, road traffic signage
- ➡ **Institutional arrangements:** National Transport Facilitation Committee (NTFC), Ministerial Joint Committee

CBTA Implementation

Parties have to adopt

- **17 Annexes**
- **3 Protocols**

Current Status (1)

<u>Item</u>	<u>Description / Title</u>	<u>CAMBODIA</u>	<u>PRC</u>	<u>LAO PDR</u>	<u>MYANMAR</u>	<u>THAILAND</u>	<u>VIET NAM</u>
ANNEX 1	Carriage of Dangerous Goods	Ratified	Ratified	Ratified	Ratified	Signed	Ratified
ANNEX 2	Registration of Vehicles in International Traffic	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 3	Carriage of Perishable Goods	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 4	Facilitation of Frontier-Crossing Formalities	Ratified	Ratified	Ratified	Ratified	Signed	Ratified
ANNEX 5	Cross-Border Movement of People	Ratified	Ratified	Ratified	Signed	Ratified	Ratified

Current Status (2)

ANNEX 6	Transit and Inland Clearance Customs Regime	Ratified	Ratified	Ratified	Ratified	Signed	Signed
ANNEX 7	Road Traffic Regulation and Signage	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 8	Temporary Importation of Motor Vehicles	Ratified	Ratified	Ratified	Ratified	Signed	Signed
ANNEX 9	Criteria for Licensing of Transport Operators for Cross-Border	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 10	Conditions of Transport	Ratified	Ratified	Ratified	Ratified	Signed	Ratified
ANNEX 11	Road and Bridge Design and Construction Standards & Specifications	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 12	Border Crossing and Transit Facilities and Services	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified

Current Status (3)

ANNEX 13a	Multimodal Carrier Liability Regime	Ratified	Ratified	Ratified	Signed	Ratified	Ratified
ANNEX 13b	Criteria for Licensing of Multimodal Transport Operators for Cross-Border Transport Operations	Ratified	Ratified	Ratified	Signed	Ratified	Ratified
ANNEX 14	Container Customs Regime	Ratified	Ratified	Ratified	Ratified	Signed	Signed
ANNEX 15	Commodity Classifications Systems	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
ANNEX 16	Criteria for Driving Licenses	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
Protocol 1	Designation of Corridors, Routes and Points of Entry & Exit Border	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
Protocol 2	Charges Concerning Transit Traffic	Ratified	Ratified	Ratified	Ratified	Ratified	Ratified
Protocol 3	Frequency and Capacity of Services and Issuance of Quotas and Permits	Ratified	Ratified	Ratified	Signed	Ratified	Ratified

Legend:



= Ratification has completed and finished



= Signed but Ratification still pending

POTENTIAL NEW ROUTES AND BORDER CROSSING POINTS



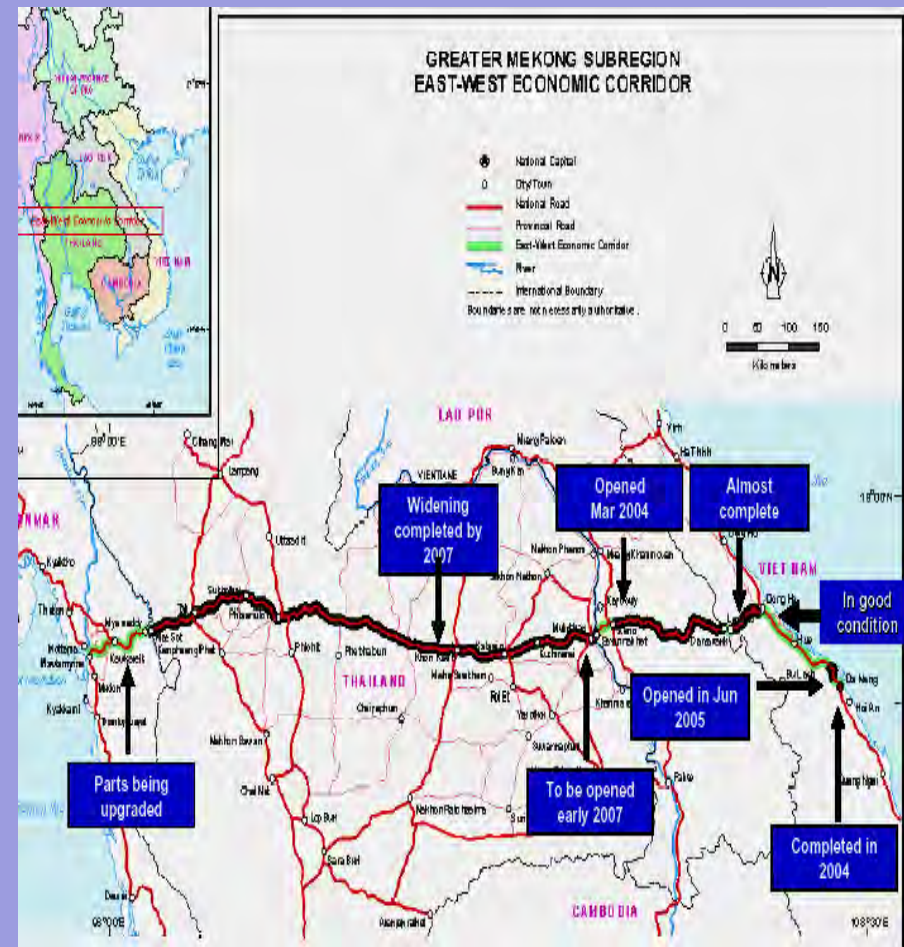
Geographic Coverage of CBTA

- Mukdahan –
- Lao-Bao – Dansavanh
- Aranyaprathet – Poipet
- Bavet – Moc Bai
- Hekou – Lao Cai
- Myawaddy – Mae Sot
- Mae Sai – Tachilek
- Nongkhai – Thanaleng
- Houayxay – Chiang Khong
- Ruili – Muse
- Mohan – Boten
- Nam Phao – Cau Treo
- Chongmek – Wang Tao
- Veune Kham – Dong Kralor
- Hat Lek – Cham Yeam

Trilateral MOUs on implementation

MOUs on the
implementation of the CBTA
agreement between
Thailand-Lao PDR-Viet Nam

at Lao Bao-Dansavanh
Mukdahan-Savannakhet border
crossings



MOUs signing by Thailand-Lao PDR-Vietnam under GMS



MOU signed on 23 August 2007 at Savannakhet, Lao PDR

MOUs between Thailand-Lao PDR-Viet Nam under GMS Program

- Cross-border transport of goods and passengers along the EWEK permitted
- Designated transport route (Mae Sot-Phitsanulok-Khon Khen-Kalasin- Mukdahan-Savannakhet-Dansavanh-Lao Bao-Dong Ha-Hue- Danang)
- Recognition of authorized transport operators by other contracting parties
- Gradual implementation of SWI and SSI

MOUs between Thailand-Lao PDR-Vietnam under GMS Program

- Joint passenger transport service will be arranged by the three countries
- Carriage of dangerous goods will strive to follow the UN recommendations and the ADR
- Mutual recognition of vehicle registration, registration plates, vehicle inspection documents and driving licenses
- Quota issued for 500 vehicles

Implementation of the MOUs between Thailand-Lao PDR-Viet Nam

- Commenced on 11 June 2009
- Initial quota (trucks only) 400 vehicles/country

Problems/Obstacles and Solutions

Problems/Obstacles

- Existing EWEC routes do not meet transport operators' needs

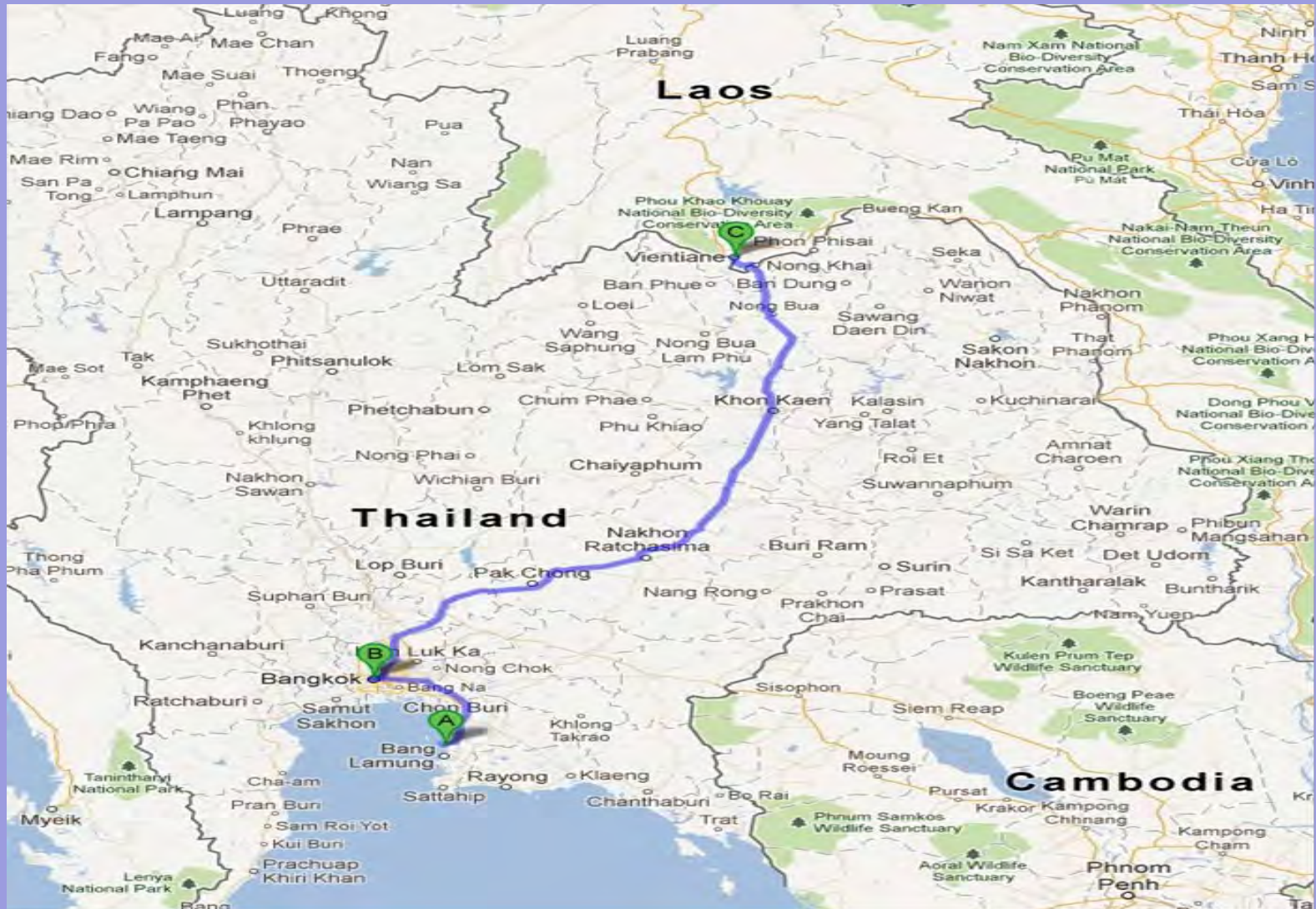
Proposed solutions

1. Route extension

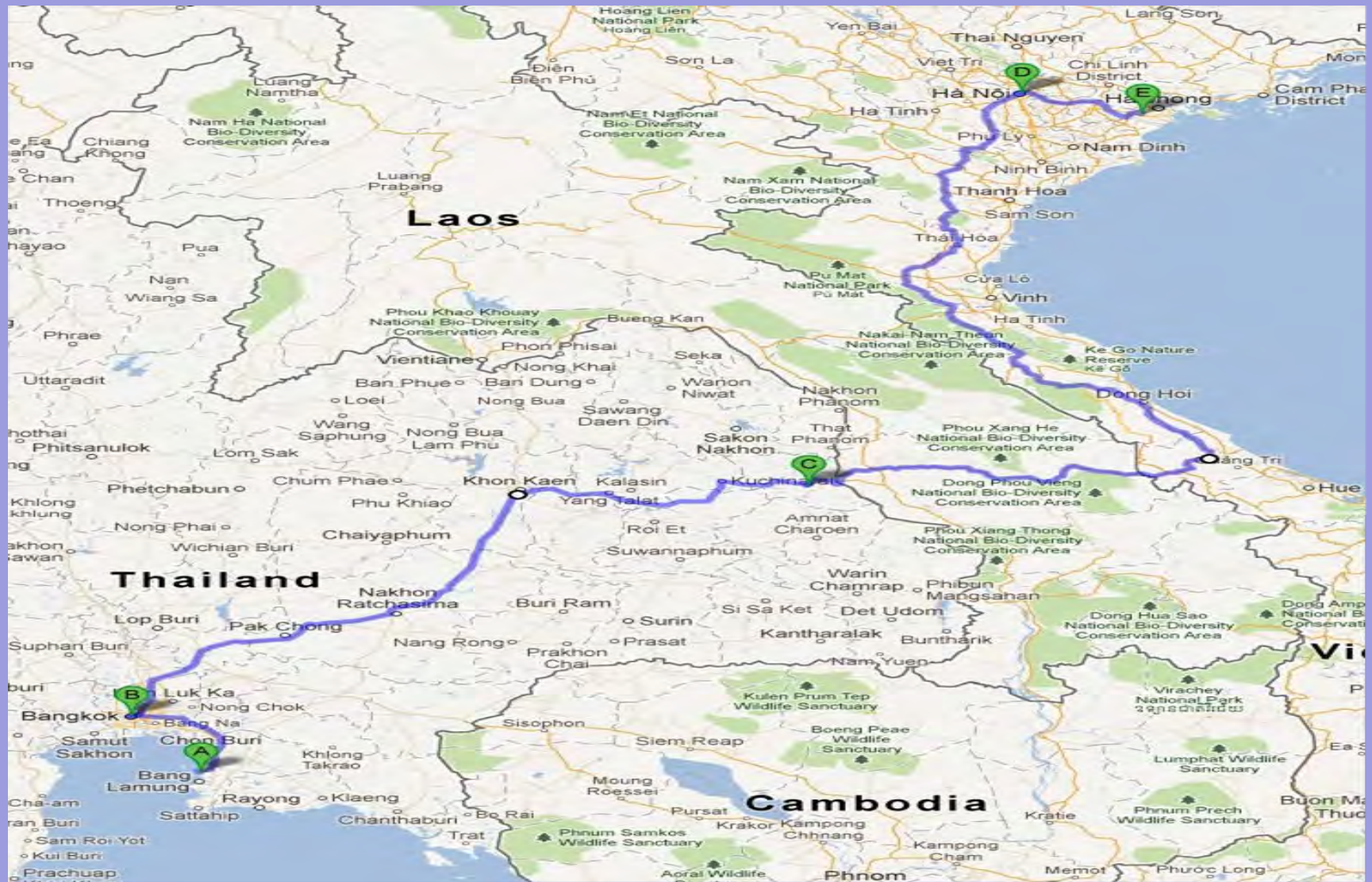
- A trilateral meeting between Thailand-Lao PDR-Viet Nam on 9 June 2011 agreed to an annex to the MOU extending the transport network to connect Bangkok/Leam Chabang, Vientiane and Hanoi
- In December 2011, the Thai and Vietnamese delegations together with representatives from the ADB conducted a survey of the Lao Bao-Hanoi-Hai Phong Port route via the Ho Chi Minh Highway
- In March 2012, the Thai, Lao and Vietnamese delegations together with representatives from the ADB conducted a survey of the Bangkok-Leam Chabang-Mukdahan route

2. Establishment of FRETA was mandated by the 4th GMS Summit in Nay Pyi Taw, Myanmar on 19 – 20 December 2011

- Route 1 (upgraded): Leam Chabang-Bangkok-Khon Khen-Udonthani-Nongkhai(Thailand)-Thanaleng-Vientiane (Lao PDR)



- Route 2 (upgraded): Leam Chabang-Bangkok-Khon Khen-Kalasin-Mukdakan(Thailand)- Savannakhet-Dansavanh(Lao PDR)-Lao Bao-Cha Lo-**Ke Qiat-Tan Ky-Chun My-Hao Lac**-Hanoi-Hai Phong(Viet Nam)



After the GMS Cross Border Agreement

Country 1 Border Check Point



THANK YOU

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**International Transport Affairs Group
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