



Conference on Regional Cooperation and Integration

Experiences in Asia and the Pacific

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Yunnan Province, People's Republic of China

Papers and Presentations

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BIMP-EAGA
East ASEAN Growth Area

CAREC

IMT-gt
Indonesia - Malaysia - Thailand
Growth Triangle

SASEC



**Trade, Investment, and
Transport and Trade Facilitation in the GMS**

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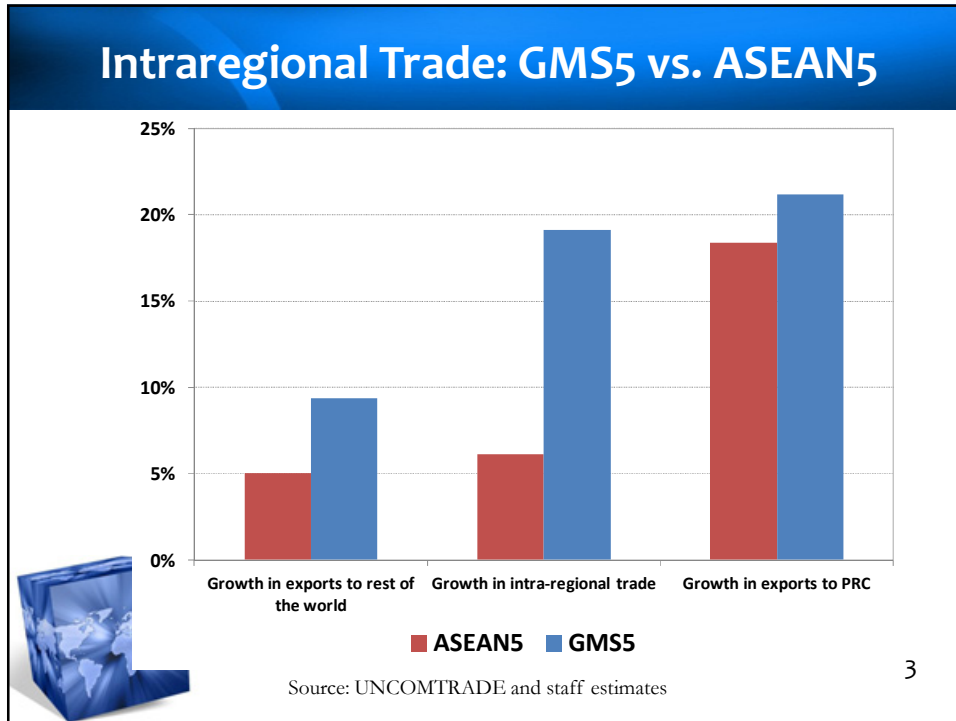
Conference on Regional Cooperation and Integration
-Experiences in Asia and the Pacific
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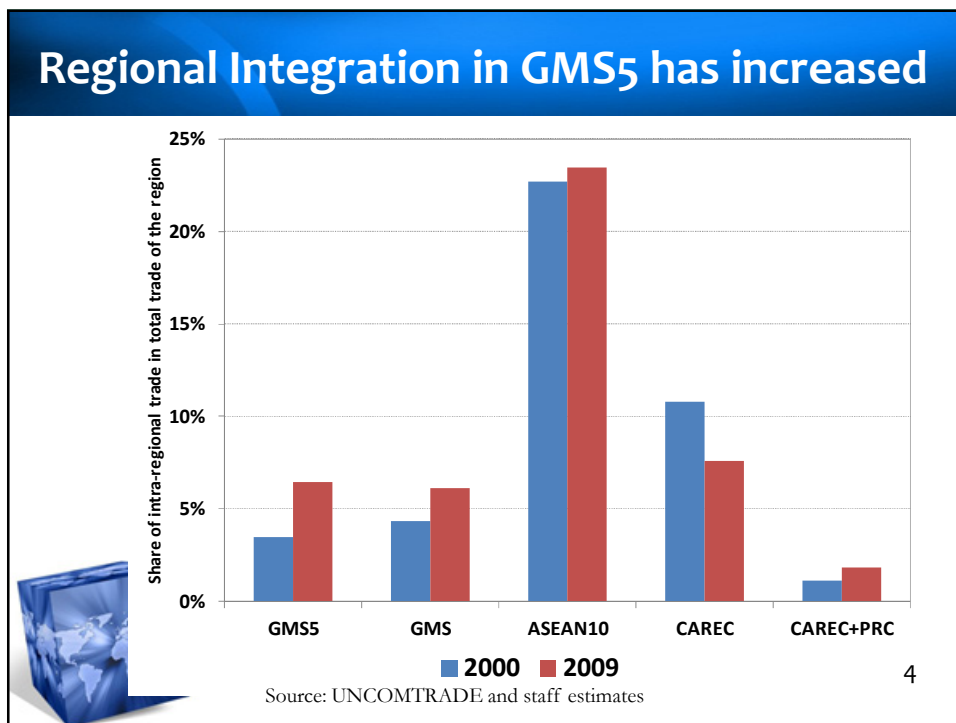
Presentation Outline

- Trade flows & Investment
- GMS Cross-Border Transport Agreement
- GMS Customs Transit System
- Expanding Scope of TTF in the GMS
- Future directions for GMS

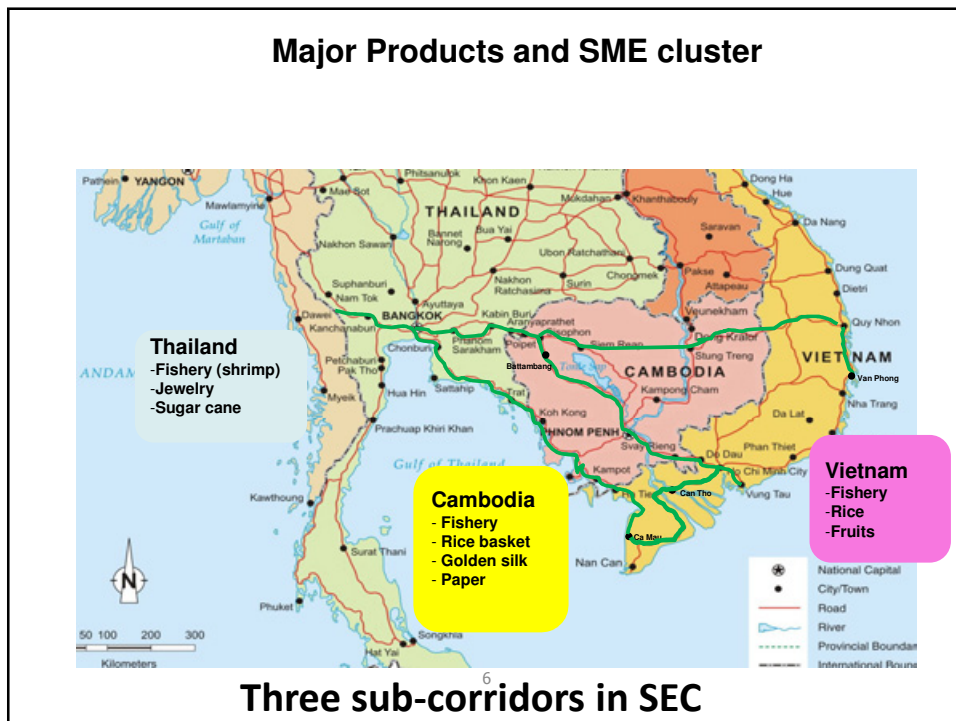
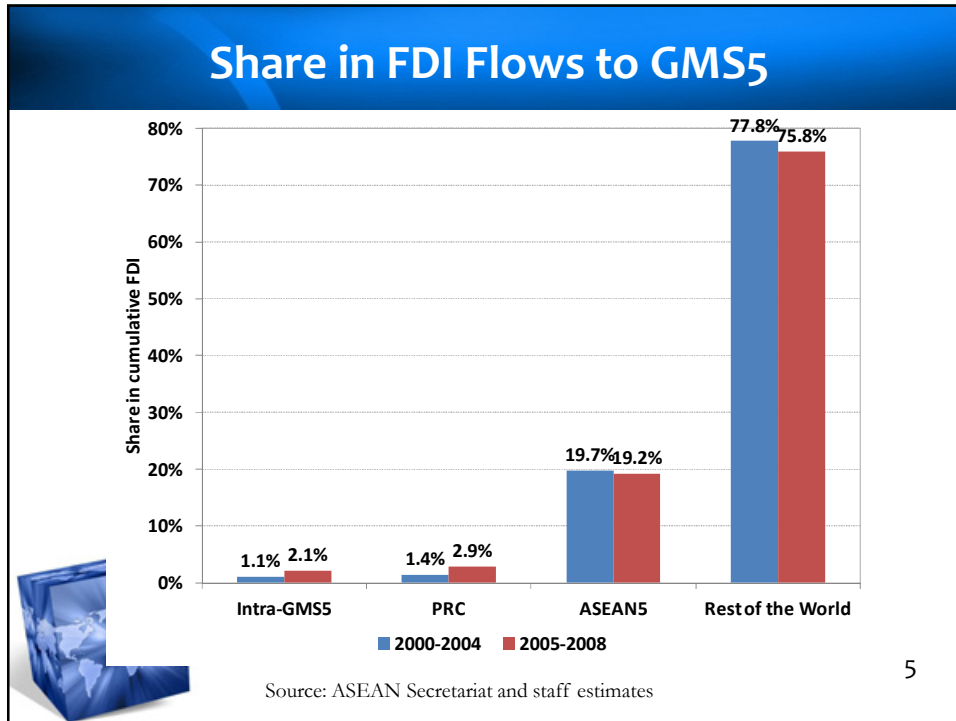




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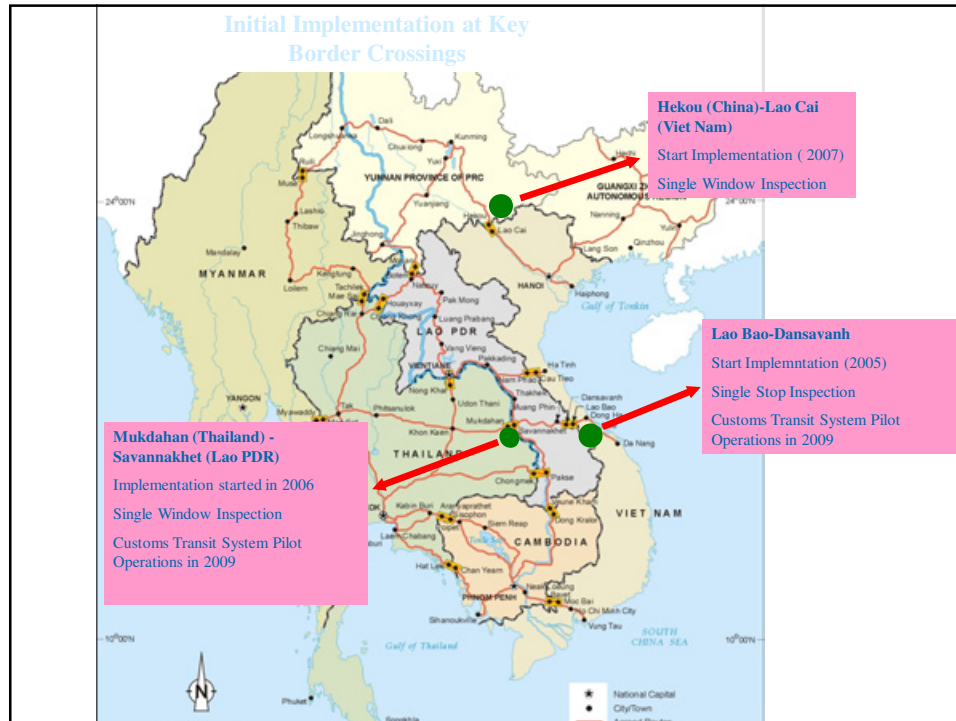
Examples of Investment in a GMS Country: Industrial Zones in Vietnam



GMS Cross-Border Transport Agreement

- CBTA initiated by GMS countries to complement investments in physical infrastructure
- All countries have signed the CBTA along with 20 annexes & protocols; 4 countries fully ratified all 20 while other 2 are at various stages (Cambodia, PRC, Lao PDR, and Viet Nam ratified all 20 annexes and protocols of the CBTA)
- CBTA implementation led by Joint Committee of NTFCs or their equivalent
- Initial implementation at 3 pairs of border crossing points: Lao Bao–Dansavanh (VN-L), Mukdahan–Savannakhet (TH-L), Hekou–Lao Cai (CH-VN) ⁸





East-West Economic Corridor

- About 1,450 km long. Undeveloped or missing sections has been put since 2007.
- It is the only direct, continuous land route between the Indian Ocean (Andaman Sea) and the South China Sea.
- It links the following points: (i) Mawlamyine-Myawaddy in Myanmar; (ii) Mae Sot-Phitsanulok-Khon Kaen-Kalasin-Mukdahan in Thailand; (iii) Savannakhet-Dansavanh in Lao PDR; and (iv) Lao Bao-Hue-Dong Ha-Da Nang in Viet Nam.

Nort-South Economic Corridor

- Two different routes along the north-south axis are involved in the North-South Economic Corridor initiative
 - Kunming-Chiang Rai-Bangkok via Lao PDR and Myanmar route
 - Kunming-Hanoi-Haiphong which connects to the existing Highway No. 1 running from the northern to the southern part of Viet Nam.

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Southern Economic Corridor

- Three main road subcorridors and their areas of influence define the SEC.
 - The Central Subcorridor: Bangkok (Thailand)-Phnom Penh (Cambodia)-Ho Chi Minh City (HCMC)-Vung Tau (Viet Nam);
 - The Southern Coastal Subcorridor: Bangkok-Trat (Thailand)-Koh Kong-Kampot (Cambodia)-Ha Tien-Ca Mau-Nam Can (Viet Nam); and
 - The Northern Subcorridor: Bangkok (Thailand)-Siem Reap-Stung Treng-Rattanakiri-O Yadav (Cambodia)-Play Ku-Quy Nhon (Viet Nam).

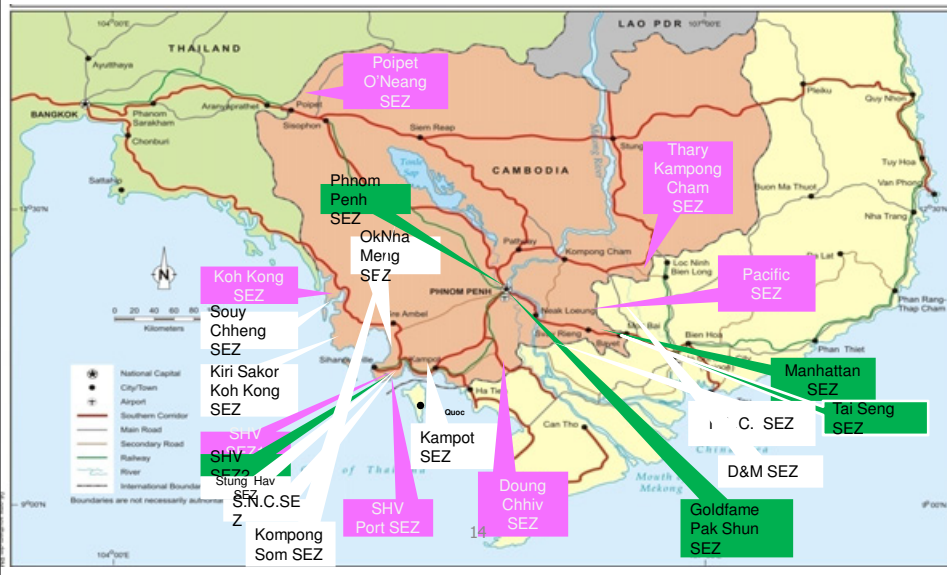
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Logistic Findings – Major Transport Routes in SEC



Three sub-corridors in SEC

Examples of SEZ Development in A GMS Country: 22 SEZs in Cambodia





GMS Customs Transit System

- CTS – an ambitious vision
- Implementation challenges
- Dual but incompatible CTS regimes – ASEAN & GMS
- Separate transport versus trade issues may enhance effectiveness of implementation of both
- Extension of EWEC operations

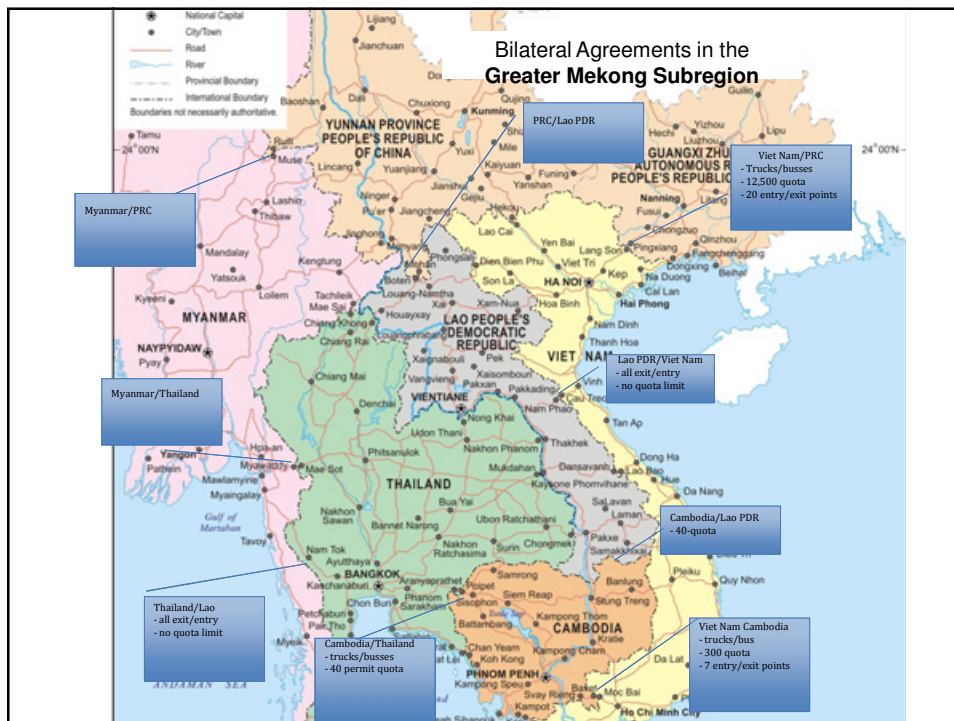


Extension of EWEC operations

Possible Route to compliment the existing EWEC to Bkk (Thailand), Vientiane (Lao PDR) and Hanoi (Viet Nam)



Inter-modal transport would be the best modes of transport for expanding EWEC Operation. (Time & cost advantages)



Expanding Scope of TTF in the GMS

- New Program of Actions for TTF in GMS
- Coordinated border management
- New AusAID-funded technical assistance
- New trade facilitation initiative of Government of Japan



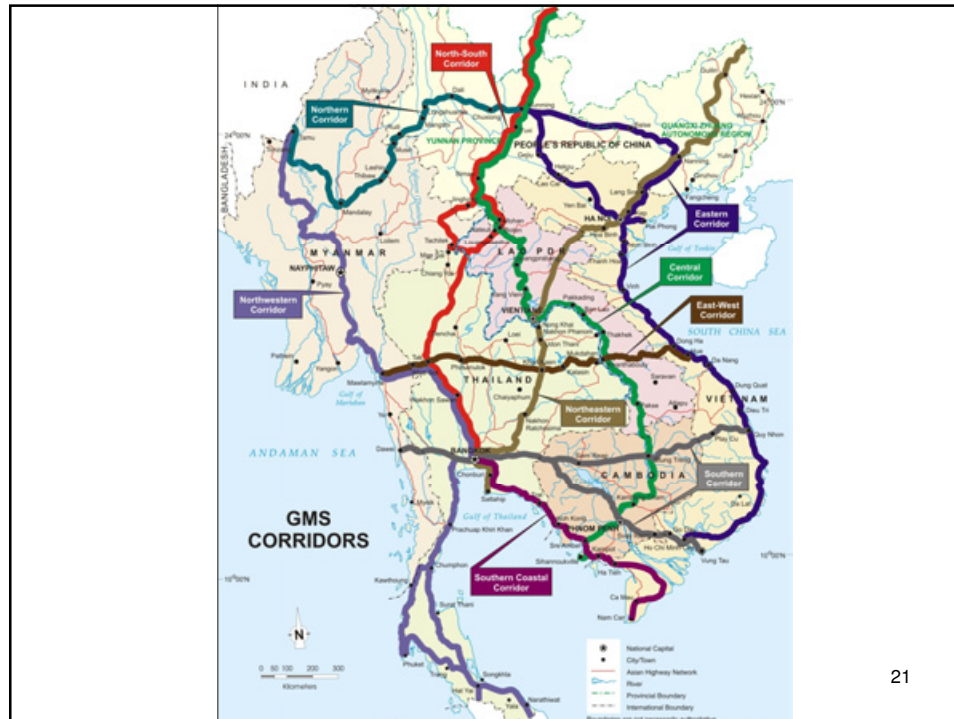
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Future Directions for GMS

- New GMS SF is anchored on corridor development approach; more effective focus on software aspects, as complement to continued investment in hardware
- Increased links with broader regional integration agenda– leading to more clarity on what regional issues will be covered by GMS and what better left to other regional organizations
- More attention to be paid to multisector coordination and cross-sector links



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Future Directions for GMS (cont.)

- Strategies & action plans prepared for each corridor that recognizes inter-linkages across sectors while focusing on few high-profile initiatives, including:
 - ❖ Further infrastructure development, including in border towns & towns along the corridors; also rural road development to feed into corridors
 - ❖ Improvements in TTF; comprehensive approach now in place
 - ❖ Better investment promotion for special economic zones established along borders
- Promotion of corridor investment—to be a key task of Economic Corridor Forum in the future

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Thank You

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GMS Program, pls visit
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