

Greater Mekong Sub-region Cross-border Transport Agreement & Its Annexes and Protocols

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Outline of Presentation

- I. Greater Mekong Sub-region Cross-border Transport Agreement**
- II. China's Participation in GMS Economic Cooperation Program**
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I. GMS Cross-border Transport Agreement

1. The Greater Mekong Sub-region

The Greater Mekong Sub-region known for its short form as GMS geographically covers six countries sharing the Greater Mekong River---Cambodia , China (Yunnan and Guangxi) , Laos, Myanmar, Thailand and Vietnam.

2. GMS Economic Cooperation Program

- Initiated by the Asian Development Bank (ADB);**
- Established by GMS countries in 1992;**
- 5 strategies: Infrastructure, Cross-border trade and investment, Private participation, Human resources development, Environment protection and sustainable development;**
- 10 cooperative areas with the transport at its top priority ,**
- aimed at building up a prosperous, integrated and harmonious sub-region.**

3. GMS Cross-border Transport Agreement

- Agreement between and among the Governments of Laos, Thailand, and Viet Nam for Facilitation of Cross-Border Transport of Goods and People was signed in November 1999;**
- Cambodia, China and Myanmar acceded to the Agreement in November 2001, November 2002 and September 2003 respectively;**
- Entered into force on December 31, 2003;**

- Ten Parts with 44 Articles:**
 - Part I: General Provisions;**
 - Part II: Facilitation of Border Crossing Formalities;**
 - Part III: Cross-Border Transport of People;**
 - Part IV: Cross-Border Transport of Goods;**
 - Part V: Requirements for the Admittance of Road Vehicles;**
 - Part VI: Exchange of Commercial Traffic Rights;**
 - Part VII: Infrastructure;**
 - Part VIII: Institutional Framework;**
 - Part IX: Miscellaneous Provisions;**
 - Part X: Final Provisions.**

3.1 17Annexes and 3 Protocols

- Annex 1: Carriage of Dangerous Goods;**
- Annex 2: Registration of Vehicles in International Traffic;**
- Annex 3: Carriage of Perishable Goods;**
- Annex 4: Facilitation of Frontier Crossing Formalities;**
- Annex 5: Cross-Border Movement of People;**
- Annex 6: Transit and Inland Clearance Customs Regime;**
- Annex 7: Road Traffic Regulation and Signage;**

- Annex 8: Temporary Importation of Motor Vehicles;**
- Annex 9: Criteria for Licensing of Transport Operators for Cross-Border Transport Operations;**
- Annex 10: Conditions of Transport;**
- Annex 11: Road and Bridge Design and Construction Standards and Specifications;**
- Annex 12: Border Crossing and Transit Facilities and Services;**
- Annex 13a: Multimodal Carrier Liability Regime;**

- Annex 13b: Criteria for Licensing of Multimodal Transport Operators for Cross-border Transport Operations;**
- Annex 14: Container Customs Regime;**
- Annex 15: Commodity Classifications System;**
- Annex 16: Criteria for Driving Licenses;**
- Protocol 1: Designation of Corridors, Routes, and Points of Entry and Exit (Border Crossings);**
- Protocol 2: Charges Concerning Transit Traffic;**
- Protocol 3: Frequency and Capacity of Services and Issuance of Quotas and Permits.**

Starting from early 2003, under the technical assistance and coordination of ADB, 17 annexes and 3 protocols had been negotiated and finalized by the end of 2005, with the first group of 8 signed by the GMS countries in April 2004, the second group of 4 signed in December 2004, the third group of 4 signed in July 2005, and the last group of 4 signed in March 2007.

3.2 Institutional Framework

- National Transport Facilitation Committee;**
- Joint Committee;**
- Subcommittees (Transport, Customs, SPS and Immigration);**
- Secretariat of the Joint Committee.**

3.3 Exchange of Commercial Traffic Rights (Permit System)

- Transport operation shall be gradually authorized in two steps;**
- Step 1 Permit System;**
- Step 2: Free market system.**

3.4 Facilitation of Border Crossing Formalities

--Single-Window Inspection (SWI);

--Single-Stop Inspection (SSI).

II. China's Participation in GMS Economic Cooperation Program

Since the inception of the GMS Economic Cooperation Program, particularly over the past 10 years, China has played an active and important role in promoting all the activities of the Program and particularly in the transport related "hardware" (Transport Infrastructure) and "software" (Cross-Border Transport Agreement) activities.

1. Hardware (Transport Infrastructure Development)

- 4 corridors (south-north corridor, east-west corridor, south corridor and other corridors),**
- 11 routes and 15 border-crossings.**
- Another route and border crossing was added to the south-north corridor between China and Vietnam from Nanning to Hanoi in 2007.**

4 Routes of the south-north corridor within the Chinese territory

- Kunming-Bangkok Route (1800, 624-517-107, 229, bridge);**
- Kunming-Hanoi-Haiphong Route(950, 407) ;**
- Kunming-Lashio Route(910, 730, 576, 154);**
- Nanning-Hanoi Route (380, 179);**
- Border-crossing facilities**

2. Software (Cross-border Transport Agreement)

- Established National Transport Facilitation Committee;**
- Participated and played an important role in the negotiation and finalization of all the Annexes and Protocols;**
- ratified all the Annexes and Protocols in March 2008.**

- Formulated the National Action Plan for initial implementation of the documents in 2007;**
- In 2007, organized a national training course for relevant officials at different levels and particularly at border crossings to familiarize themselves with the documents;**
- Published an Implementation Manual in 2008.**

III. Conclusions and Recommendations

1. Conclusions

(1) Fully and effectively implementing

CBTA and its annexes and protocols:

- will definitely promote the social, economic, trade and tourism development;**
- will make contribution, to some extent, to the Global Aid-for-Trade flows.**

(2) Implementation progress has so far not been achieved as expected:

- In terms of Hardware, GMS countries need to further improve their road and border crossing facilities;**
- In terms of Software, GMS countries having not ratified the Annexes and Protocols should ratify them as soon as possible;**
- GMS Countries conform national laws with CBTA and its Annexes and Protocols as soon as practicable;**
- Need more time to fully and effectively implement the documents.**

2. Recommendations

(1) In terms of Hardware

- All GMS countries should expedite the improvement of their roads and border crossing facilities;**
- ADB continues its technical and financial assistance;**
- Other international or regional financial institutions provide technical and financial assistance and support;**
- Other development partners and private sectors participate in the transport infrastructure development.**

(2) In terms of Software,

- GMS countries having not ratified the Annexes and Protocols should ratify them as soon as possible;**
- GMS countries conform their relevant national legislation with CBTA and its Annexes and Protocols as soon as practicable;**
- ADB continues its technical assistance and coordinating efforts in implementing CBTA and its annexes and protocols;**
- All GMS countries closely cooperate in initial implementation of the border crossing facilitation measures even before they have ratified the Annexes and Protocols .**

**Thank You Very Much For Your
Kind Attention!**