

Stocktaking of Progress in Achieving the Action Plan of the Third Joint Committee Meeting (Vientiane, 17 June 2010)

No.	Action Plan Items	Achievements	Remaining Actions	Constraints that Need to be Addressed to Move Forward
Ratification³				
1	Ratification of annexes/protocols related to transport and customs (Myanmar and Thailand) at an appropriate time	<p><i>MYA</i>: ratified 16 Annexes and Protocols in 2012 <i>MYA</i>: has submitted Annexes 4,6,8,12,14, and 15 to its Cabinet; a draft law related to Annexes 13a and 13b has been submitted to the Attorney General's Office</p> <p><i>THA</i>: ratified 15 Annexes and Protocols.</p>	<p><i>MYA</i>: continued efforts to assure ratification of the remaining 4 annexes and protocols by_____</p> <p><i>THA</i>: ratification of remaining 5 annexes/protocols by_____</p>	<p><i>THA</i>: need to accelerate the ratification process and address legal bottlenecks</p> <p><i>MYA</i>: need to accelerate the ratification process</p>
Traffic Rights				
2	Comprehensive review and analysis of all bilateral and trilateral exchanges of traffic rights and related MOUs to be undertaken	<p>Relevant knowledge products, and analytical studies developed:</p> <ul style="list-style-type: none"> - CBTA Negotiations and Drafting History Publication - Knocking Down Borders: a video highlighting GMS transport facilitation best practices and recent achievements Project proposal for a GMS Transport Facilitation Knowledge Portal Project completed. 	<p>NTFCs are requested to support and endorse the dissemination of knowledge products through a GMS transport facilitation knowledge portal (website) for enhanced information exchange amongst the countries (<i>proposed</i>).</p>	<p>GMS countries support and commitment on the maintenance of the knowledge portal are needed to ensure its sustainability.</p>

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3	Encourage early adoption and/or further implementation of bilateral traffic rights agreements/arrangements, e.g., between the PRC and Viet Nam, and between the PRC and Myanmar	<p><i>PRC-VN:</i> Agreement on the implementation of the bilateral road transport agreement between PRC and VN (August 2012). With the opening of the 1,300 Km route, trucks, and buses from PRC and Viet Nam would be able to travel to each other's inland territories, thereby boosting tourism and trade between the two countries and in the GMS. An Operations Manual was drafted by ADB and the final version is in the process of being approved by the two countries following an Experts' Group Meeting between the two countries (27 March 2013).</p> <p><i>VN- CAM:</i> Transport permit quota for cross-border transport between VN and CAM increased from 300 to 500 permits per country for goods, vehicles, and passengers for a total of 7 entry/exit points (including the Bavet-Moc Bai border). Additional entry/exit points and increase of the quota being discussed.</p> <p><i>Lao PDR-PRC:</i> PRC and Lao PDR agreed to increase their permit quotas by 50% for buses (increased to 20,000) and 25% for trucks (increased to 20,000) beginning 2013 during an ADB-supported bilateral meeting in Yunnan Province, PRC (7 May 2013).</p> <p><i>Poipet (CAM)–Aranyaprathet (THA):</i> commenced implementation of the</p>	<p>Initial implementation at additional border crossing points and full implementation at border crossing points where implementation has already been initiated.</p> <p>Look into request for additional entry/exit points and increasing the quotas in light of commercial demands. (Trilateral Transport Agreement)</p>	<p>Issues on implementation bottlenecks needs to be resolved to ensure smooth implementation.</p> <p>Need to accelerate and streamline implementation and review quota to reflect current commercial demands.</p> <p>Close monitoring of status of implementation needed.</p> <p>Close monitoring of implementation status needed.</p>

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		<p>bilateral exchange of traffic rights along the Bangkok-Aranyaprathet-Poipet-Siem Reap and Bangkok-Aranyaprathet-Poipet-Phnom Penh routes on track (June 2012). Implementation on track busses can travel from Thailand to Cambodia and vice versa.</p> <p><i>Dansavanh (LAO):</i> border checking facilities (Common Control Area) completed. MOU for initial implementation; undertaking of EWEC tripartite meetings and procurement of ICT equipment to facilitate operations of border authorities; establishment of CBTA “fast tracks”</p> <p><i>Hekou (PRC)–Lao Cai (VIE):</i> MOU in the process of being implemented.</p> <p><i>Mukdahan (THA)–Savannakhet (LAO):</i> implementation MOU for initial implementation; authorities; establishment of CBTA “fast tracks” (truck drivers holding CBTA documents accorded the privilege of crossing borders with minimum inspection by authorities).</p> <p><i>Mohan (PRC)-Boten (LAO):</i> Implementation in progress</p>		<p>Private sector proposes allowing trucks to travel 5-10 KM beyond the main prescribed route to distribution centers.</p> <p><i>Dansavanh (LAO):</i> border checking facilities (Common Control Area) needs additional improvements. Close monitoring of status of implementation needed.</p> <p>Close monitoring of status of implementation needed.</p> <p>Close monitoring of status of implementation needed.</p> <p><i>Boten (LAO):</i> Border checking/clearance infrastructure needs to be improved.</p>
4	Encourage trilateral agreements/arrangements (a) among the PRC, Lao	<u>Traffic Rights</u>	Extension of geographic scope of bilateral and trilateral traffic rights	Need to increase traffic volumes, which are low due to limitations

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	<p>PDR, and Thailand, and (b) among Cambodia, Lao PDR, and Viet Nam</p>	<p>Extension of bilateral and trilateral traffic rights exchange to generate appropriate network externality for GMS corridors</p> <p>Thailand and PRC are ready to sign the trilateral MOU (agreed by the 3 countries in 2010, but Thai Parliament only approved the MOU last October 2013) on the exchange of traffic rights between PRC, Lao PDR and Thailand. Lao PDR conducting internal consultations</p> <p>Signing of MOU and Implementation of Exchange of Traffic Rights between Cambodia, Lao PDR and Viet Nam.</p> <p>Streamlining of implementation of Single-Stop Inspection Mechanisms at the Lao Bao-Dansavagn border crossing point.</p>	<p>exchange</p> <p>Expansion of CBTA implementation along the (i) Southern Economic Corridor, (ii) Southern Coastal Corridor, and (iii) Central Economic Corridor</p> <p>Consultation meetings between Thailand, PRC and Lao PDR. Arrangements for the signing are being prepared and implementation details are being discussed.</p>	<p>on origins/destinations</p>
5	<p>Seek expansion of the East-West Economic Corridor (EWEC) to connect additional origins/destinations</p>	<p>Agreement reached on the Extension of the EWEC. TH, VN and LAO signed MOU on the Extension of the Operational Route of the (EWEC) to include GMS capitals (Hanoi, Bangkok, and Vientiane) and deep-sea ports (Laem Chabang and Haiphong).</p> <p>Draft action plans for implementing the MOU on EWEC Extension in progress.</p> <p>Preparation of Operations Manual (VN, LAO, THA).</p>	<p>Implementation of the signed MOU needed.</p> <p>Expansion of EWEC to include Myanmar.</p> <p>Strengthening, mainstreaming, and broadening of national TTF institutions</p> <p>Establishment and strengthening of GMS-wide TTF institutions</p>	<p>Amendment of Thai Customs laws.</p> <p>Need for capacity building .</p> <p>Private sector proposes allowing trucks to travel 5-10 KM beyond the main prescribed route to distribution centers.</p>

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		<p>Formulation of scorecard for monitoring</p> <p>Completion of ADB study on Transport Facilitation Initiatives in the EWEC.</p> <p>Strong cooperation of NTFCs in 6 GMS countries</p>		
Customs Transit				
6	Undertake analysis of the CTS and present for high-level consultations among Lao PDR, Thailand, and Viet Nam officials	<p>High Level Workshop on CTS undertaken on October 2011.</p> <p>Working Group Meeting of Transport Associations on Transport Facilitation in the GMS, which discussed issues related to the GMS CTS undertaken in August 2013.</p>	<p>Need to asses issues, implementation bottlenecks and the way forward.</p> <p>Pursue proposal of the private sector to pursue previous efforts in establishing the pilot GMS Customs Transit System with some improvements.</p>	<p>Need to increase traffic volumes, which are low due to limitations on origins/destinations.</p> <p>To resolve deficiencies and operational bottlenecks of the pilot implementation of the GMS CTS along the EWEC.</p>
7	Customs from EWEC countries to prepare detailed Action Plan for effective implementation of the CTS		Need to asses issues, implementation bottlenecks and the way forward.	Benefits of the CTS must be clearly identified, measured, and quantified in order to achieve buy in from stakeholders and end-users.
8	Prepare and document implementation details pertaining to MOUs signed between national Customs agencies and the national transit guarantors selected (Board of Trade of Thailand, Lao International Freight Forwarder Association, Viet Nam Automobile Transport		Need to asses issues, implementation bottlenecks and the way forward.	

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	Association)			
9	Disseminate the CTS among Customs officers and private sector officials Identify measures required to extend the CTS to other corridors		Need to asses issues, implementation bottlenecks and the way forward.	
10	Apply the CTS to other corridors, e.g., the North-South Economic Corridor, the Southern Economic Corridor, the Southern Coastal Corridor, and the Central Economic Corridor		Need to asses issues, implementation bottlenecks and the way forward.	
11	Apply the CTS to other corridors, e.g., the North-South Economic Corridor, the Southern Economic Corridor, the Southern Coastal Corridor, and the Central Economic Corridor		Need for legal agreements for traffic rights exchange. Need to asses issues, implementation bottlenecks and the way forward.	
Border Procedures				
12	Undertake mapping of all processes that involve border control agencies to enable streamlined single window inspections to take place along the EWEC and propose process improvements that include time-saving data and information exchange		Application of best practices to other borders.	

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13	Apply the processes of coordination of border control agencies and streamlined single window inspection to other corridors		Application of SSI procedures to other border crossing points.	
14	Identify legal, regulatory framework and capacity building requirements for the implementation of the proposed process improvements and solutions to be operational	Operations Manual Completed.	Dissemination of the operations manual	
15	Provide training to border staff at the single window inspection sites		Increase capacity building support to border agencies.	
16	Strengthen SPS regimes in GMS countries			

Abbreviations: ADB – Asian Development Bank; BOT – Board of Trade of Thailand; CAM – Cambodia; CBTA – Cross-Border Transport Agreement; CTS – Customs Transit and Temporary Admission System; EWEC: East-West Economic Corridor; GMS – Greater Mekong Subregion; LAO – Lao People’s Democratic Republic; MYA – Myanmar; PRC – People’s Republic of China; THA – Thailand; TTF – transport and trade facilitation; and VIE – Viet Nam