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Q1: Respondent details

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Q2: Country or Customs territory

- MULTILATERAL OR REGIONAL DEVELOPMENT BANK

Q3: Organization

Other (please specify) Regional Development Bank

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Q4: Title of case story

The Greater Mekong Subregion Transport and Trade Facilitation Action Program

Q5: Case story focus

Trade Facilitation.

Q6: Case story abstract

The GMS Transport and Trade Facilitation Action Program (TTF-AP) is an integrated program of advisory support and capacity building focused on enhancing cross-border transport and trade in the subregion. The TTF-AP supports the development of a more integrated GMS market that can serve as a vibrant subregional production base. The TTF-AP's core work focuses on: (1) expanding transport and traffic rights along GMS corridors, particularly the North-South, East-West and Southern Economic Corridors; (2) simplifying and modernizing customs procedures and border management, including transit systems in the GMS; (3) supporting enhanced transport and logistics in the GMS; and (4) strengthening the capacity of sanitary and phytosanitary agencies in the GMS.

Source: <https://www.adb.org/sites/default/files/institutional-document/173415/ttfap-brochure.pdf>

Q7: Who provided funding?

Other (please specify) Asian Development Bank

Q8: Project/Programme type

Regional

Q9: Your text case story

The TTF-AP builds on the progress already realized by the GMS Cross Border Transport Facilitation Agreement (CBTA). The TTF-AP aims to tackle “software” challenges of improved connectivity through improvements in: (a) transport facilitation; (b) trade facilitation; and (c) capacity building and institutional reform. The TTF-AP is also examining how the CBTA can be upgraded and aligned with international and regional best practices. By laying the groundwork for faster, easier, cheaper, compliant, and more inclusive cross-border transport and trade in the GMS, the TTF-AP is making a significant contribution to the ASEAN Economic Community (AEC)’s single market and production base, as well as ASEAN-PRC cooperation initiatives.

Under Core Area 1 on expanding transport and traffic rights along GMS corridors, activities include: completing mapping and defining common templates for transport agreements (by 4th quarter 2015), facilitating the extension of traffic and transport rights along GMS corridors (3rd quarter 2015 to 4th quarter 2016), and developing a road usage charge scheme for Lao PDR (by 4th quarter 2015).

Under Core Area 2 on simplifying and modernizing customs procedures and border management, activities include: preparing CMLV countries to implement electronic customs transit systems (4th quarter 2015 to 4th quarter 2016), aligning CBTA customs transit systems with international best practices (4th quarter 2015 to 4th quarter 2016), strengthening partnerships between customs and the private sector in CLMVT countries (2nd quarter 2015 to 3rd quarter 2016), extending coordinated border management and single stop inspections (3rd quarter 2015 to 4th quarter 2016), and strengthening customs institutions in CLMV countries (2nd quarter 2015 to 4th quarter 2016).

Activities under Core Area 3 on supporting enhanced transport and logistics in the GMS include: strengthening private sector transport and logistics services (2nd quarter 2015 to 4th quarter 2016) and enhancing border trade agreements (2nd quarter to 4th quarter 2015).

Activities under Core Area 4 on strengthening the capacity of sanitary and phytosanitary agencies in the GMS include: strengthening capacities of SPS agencies in CLMV (by 4th quarter 2018) and improving cooperation and coordination between SPS agencies and customs administrations in the GMS (by 4th quarter 2016).

GMS TTF-AP is managed by the Asian Development Bank (ADB) through a series of technical assistance (TA) projects for the GMS and ASEAN countries, as well as several investment projects that support SPS initiatives. ADB coordinates closely with relevant government agencies and private sector organizations in implementing the TTF-AP. Regular development partner coordination meetings and a detailed monitoring program are also key components of the TTF-AP. Principal supporters of the TTF-AP include the Governments of Australia and Japan, as well as the European Union the United States, and multilateral institutions such as the World Bank, WCO, WTO and UNESCAP. ADB also closely coordinates with the ASEAN Secretariat to ensure alignment and synergy with applicable regional agreements to facilitate transport and trade. The implementation timeframe for the TTF-AP is through the end of 2017. Individual TA and investment projects supporting the TTF-AP have more detailed implementation plans and schedules. The underlying purpose behind the TTF-AP is to provide for a more coordinated, integrated and comprehensive approach to facilitating cross-border transport and trade in the GMS.

Q10: Lessons learnt

The TTF-AP builds on the progress already realized by the GMS Cross Border Transport Facilitation Agreement (CBTA). The TTF-AP aims to tackle “software” challenges of improved connectivity through better: (a) transport facilitation; (b) trade facilitation; and (c) capacity building and institutional reform.

The TTF-AP is also examining how the CBTA can be upgraded and aligned with international and regional best practices. By laying the groundwork for faster, easier, cheaper, compliant, and more inclusive cross-border transport and trade in the GMS, the TTF-AP is making a significant contribution to the ASEAN Economic Community (AEC)’s single market and production base, as well as ASEAN-PRC cooperation initiatives.
