



**GREATER MEKONG SUBREGION
24th Meeting of the
SUBREGIONAL TRANSPORT FORUM**

Session 2.

**Presentation on the Transport Sector-Related Aspects of the
Proposed New GMS Economic Cooperation Program Strategic
Framework 2030 and GMS COVID-19 Response and Recovery Plan
2021-2023**

21 January 2020, Viet Nam



GMS-2030 – Strategy Pillars

GMS – 2030

Community	Connectivity	Competitiveness
<ul style="list-style-type: none"> • A people’s center Program . • Expanded attention to Health Cooperation • Environmental Sustainability and Climate Change. 	<ul style="list-style-type: none"> • Transport • Energy 	<ul style="list-style-type: none"> • Trade and Investment Facilitation • Agriculture • Tourism • Urban Development

Other Areas of Cooperation

ICTs, e-commerce, logistics, labor mobility and safe migration, education and skills, special economic zones, emphasis on development partner and private sector participation.





GMS Vision

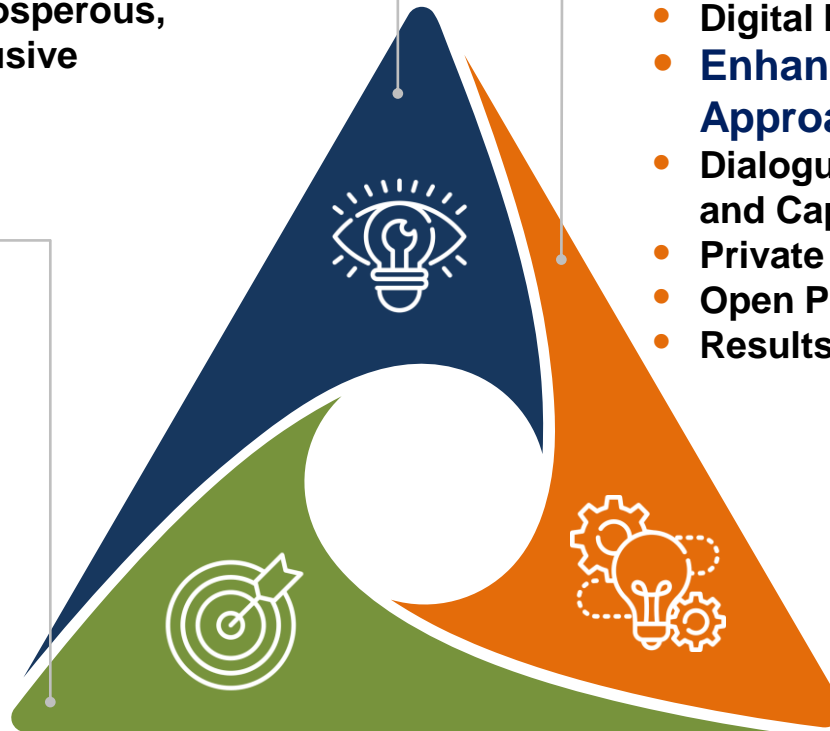
- a more integrated, prosperous, sustainable, and inclusive subregion

GMS Program Mission

- Focused on fundamental strengths of connectivity, competitiveness, and community
- Embracing 3 core principles of:
 - environmental sustainability and resilience,
 - internal and external integration,
 - inclusivity

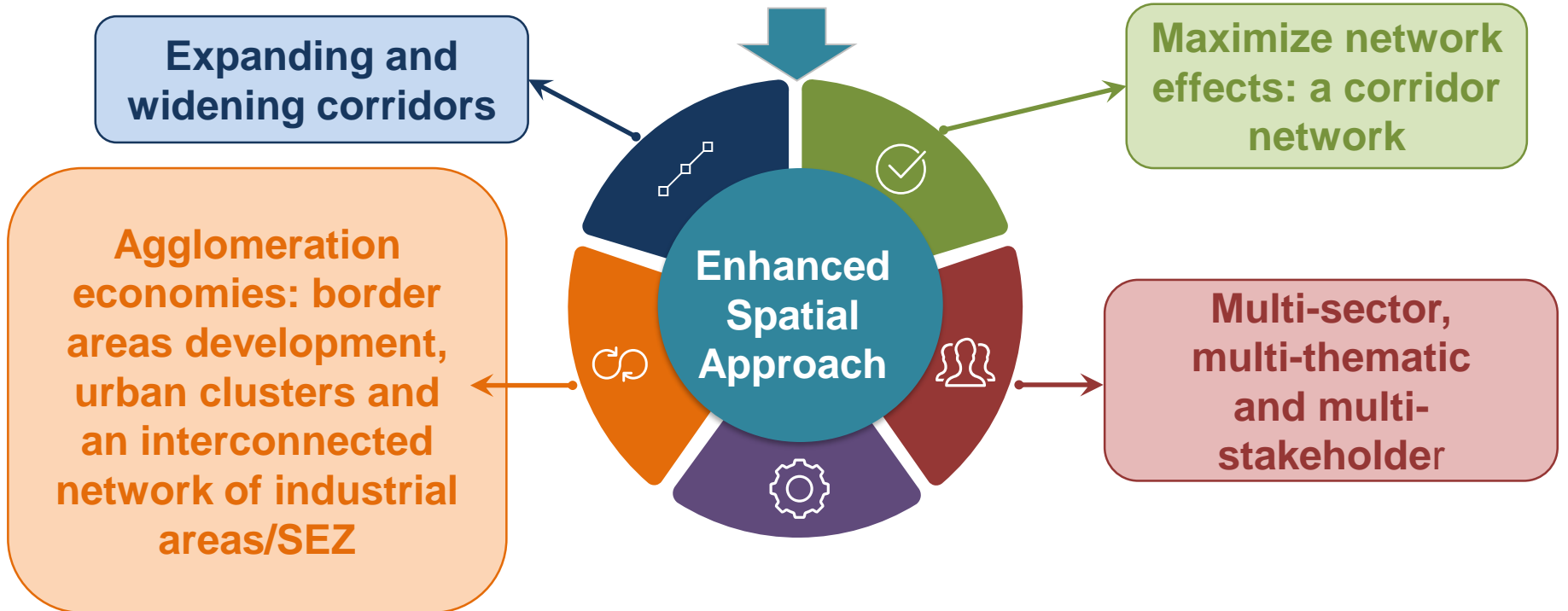
Innovative Approaches

- Digital Revolution
- Enhanced Spatial Approach
- Dialogue Knowledge-sharing and Capacity Building
- Private Sector Solutions
- Open Platform
- Results Framework





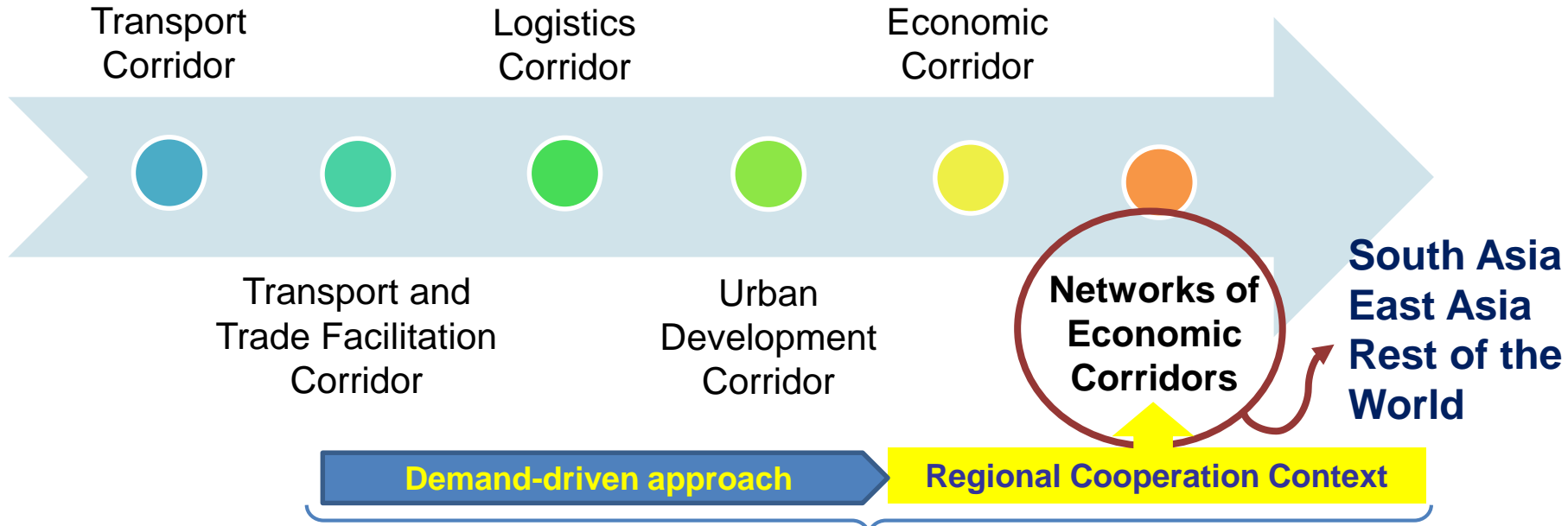
GMS 2030 Mission **core principles drives the new approach for Economic Corridor Development**





Internally and Externally Integrated GMS Economic Corridors

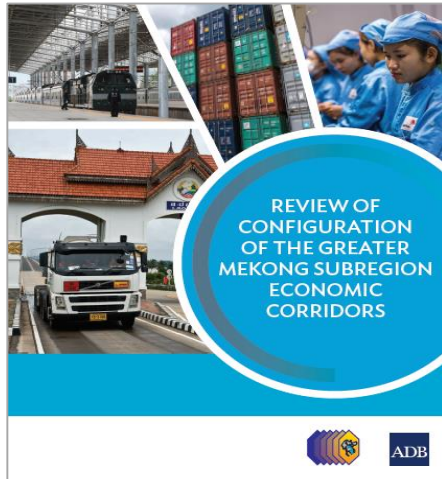
How does an Economic Corridor Develop? *Stages and Approaches*



May have some overlap between the stages
 Viet Nam 21 January 2021



Internally and Externally Integrated GMS Economic Corridors



- Expanding the corridors to link all GMS capitals, main ports and industrial areas
- Link the GMS to other regions
- Multimodal transport system
- A corridors NETWORK

New Configuration of GMS Economic Corridors

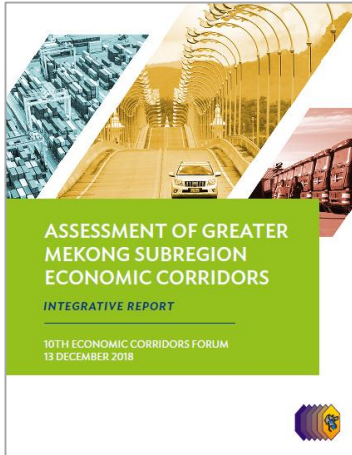


Viet Nam 21 January 2021

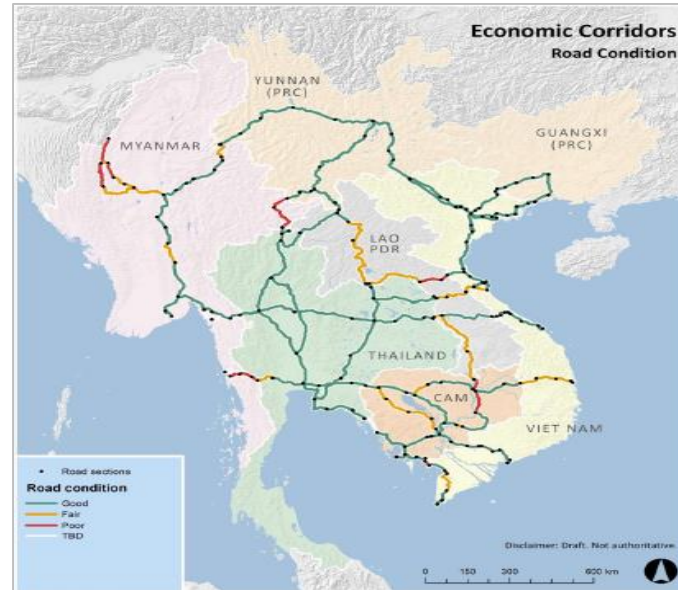


Internally and Externally Integrated GMS Economic Corridors

Greater Mekong Subregion Economic Corridor Routes with Road Condition Overlay



- Improve the quality of corridors
- Economic Potential (SEZs, traffic and trade, tourism and investment)
- Prioritize Investments

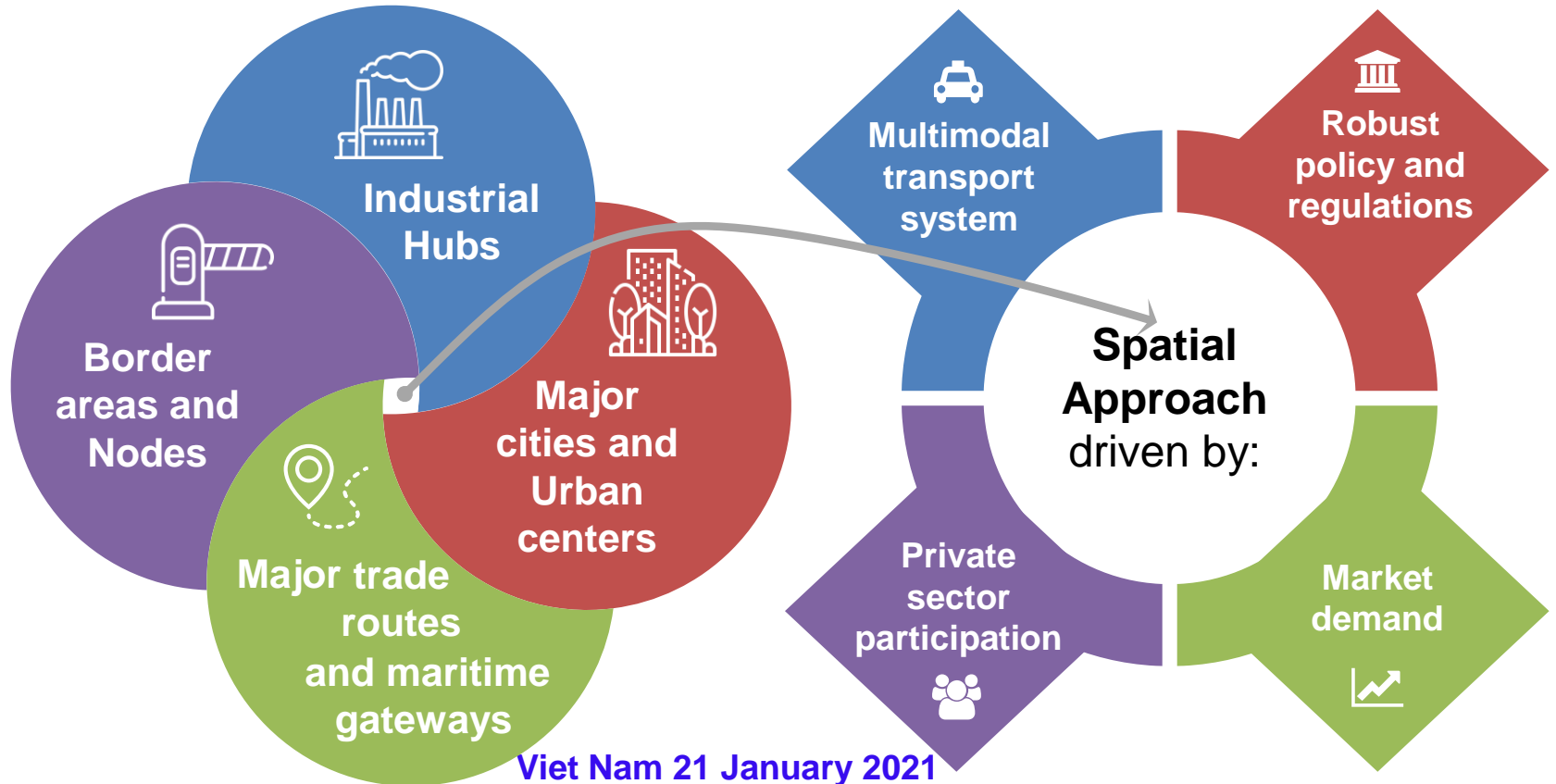


New EC GIS dataset (NSEC=blue, EWEC=green, SEC=pink) overlaid on old EC dataset (yellow) to show routing inaccuracies (choice of wrong roads) in earlier dataset.
 Source: ADB. GMS Economic Corridor Assessment Team.

CAM = Cambodia, PRC = People's Republic of China, Lao PDR = Lao People's Democratic Republic, TBD = To be determined.
 Source: ADB. GMS Economic Corridor Assessment Team..



Internally and Externally Integrated GMS Economic Corridors





Inclusive GMS Economic Corridors



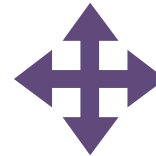
Focus on border areas and near ports to support poor populations



Secondary roads, last mile infrastructure, to enhance access to markets and social services



Stimulate growth of local SMEs



Health interventions and migration management along economic corridors



Promote secondary corridor towns within main hubs and linkages to main cities



CORRIDOR SECTION SPECIFIC PLANNING

Pilot Initiative:

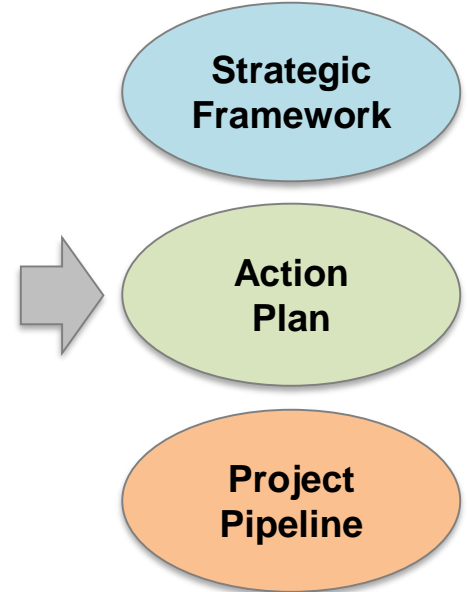
GMS North-South Economic Corridor in the PRC and Myanmar (NSEC-5)



Myanmar Component of NSEC-5

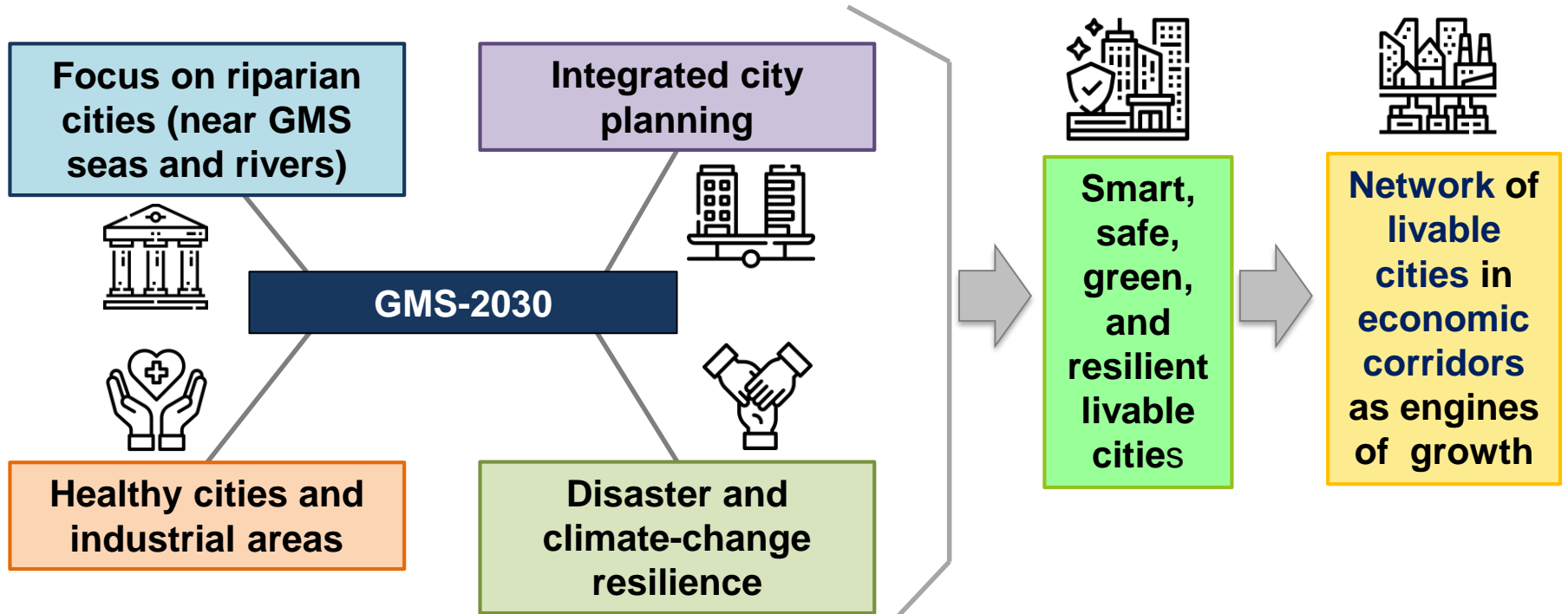


PRC Component of NSEC-5





Environmentally Sustainable and Resilient GMS Economic Corridors





Session 2.

Presentation on the Transport Sector-Related Aspects of the Proposed New GMS Economic Cooperation Program Strategic Framework 2030 and GMS COVID-19 Response and Recovery Plan 2021-2023

Thank you!

Viet Nam 21 January 2021