

Twelfth Meeting of the GMS Subregional Transport Forum
Da Nang City, Viet Nam
12-14 August 2008

SUMMARY OF PROCEEDINGS

Introduction

1. The Twelfth Meeting of the Subregional Transport Forum (STF-12) was held in Da Nang City, Viet Nam on 12-14 August 2008. The Meeting was jointly organized by the Ministry of Transport of Viet Nam and the Asian Development Bank (ADB). The objective of the Meeting was to discuss recent developments, key issues, and future plans in the GMS transport sector, with particular focus on maximizing the development impact of the network and on the problems that remain as regards the conduct of transport and trade operations along the GMS economic corridors and possible ways of addressing them. The meeting also included a site visit to the border at Lao Bao (Viet Nam)-Dansavanh (Lao PDR) to observe actual operations at an East-West Economic Corridor (EWEC) border crossing point, as well as a visit of the Da Nang Port. (The Meeting Program and Agenda is attached as **Appendix 1.**)

2. The Meeting participants included delegations from the Kingdom of Cambodia, the People's Republic of China (PRC), the Lao People's Democratic Republic (Lao PDR), the Union of Myanmar, the Kingdom of Thailand, the Socialist Republic of Viet Nam, and ADB. Representatives from the Australian Agency for International Development (AusAID), the GMS Environment Operations Center (EOC), Japan Bank for International Cooperation (JBIC), Japan International Cooperation Agency (JICA), and the Public-Private Infrastructure Advisory Facility (PPIAF) also attended the Meeting. (The list of participants is attached as **Appendix 2.**)

3. The Meeting was chaired by Mr. Pham Thanh Tung, Director General, International Cooperation Division, Ministry of Transport, Viet Nam, Director General of Land Transport, Land Transport Department of Thailand and co-chaired by Mr. John R. Cooney, Director, Infrastructure Division, Southeast Asia Department, ADB.

I. Opening Session

4. H.E. Mr. Le Manh Hung, Vice Minister of Transport of Viet Nam, welcomed the participants and formally opened the meeting (a copy of his welcome speech is attached as **Appendix 3.**) Emphasizing that the Government of Viet Nam gives great importance to cooperation under the GMS Program, particularly in the transport sector, he said he was glad to see much progress achieved in the last 10 years in the development of the GMS transport corridors. Moreover, this progress is not limited to the transport infrastructure but also includes the required software, particularly the GMS Cross Border Transport Agreement. He also noted that transport development must be well coordinated with other sectors such as agriculture, tourism and human resource development in pursuing overall regional economic development.

5. Mr. Pham Thanh Tung, Chair, gave his welcome remarks, noting that the meeting is being held in Da Nang City, which is the starting point of the GMS East-West Economic Corridor (EWEC), and is thus reflective of the thrust of the GMS Program to build connectivity and competitiveness in the subregion.

6. Mr. John Cooney, Co-Chair, in his opening statement (copy attached as **Appendix 4.**), explained the purpose of the meeting in light of recent developments in the GMS Economic Cooperation Program, particularly the directions set by the recently held Third GMS Leaders' Summit (Vientiane, Lao PDR, 30-31 March 2008). The Summit, which had as its theme,

“Enhancing Competitiveness through Greater Connectivity”, focused on ways to deepen economic cooperation among the GMS countries to ensure that the increased connectivity among them is translated into expanded markets, enhanced competitiveness, improved access to social services, and greater environmental sustainability. In line with this broad objective, the meeting will therefore not only look into the progress of the work on the infrastructure side of the emerging GMS transport network but also consider other complementary elements, such as the safe, effective, and efficient utilization of the infrastructure through the institution of rational and harmonized rules and regulations and the provision of supporting facilities and services as well as addressing trans-boundary challenges that go with increasing connectivity, such as the transmission of communicable diseases, particularly HIV/AIDS; illegal migration of workers; trafficking; and environmental degradation.

7. The GMS country delegations, led by Vice Minister Hung, expressed their appreciation to Mr. Cooney (who is due to retire from ADB this year) for his work and significant contribution to the transport and other infrastructure development efforts in the GMS while he served as an ADB official.

II. Country Presentations

8. The GMS delegations presented their respective country reports, which provided updates on the priority projects that are being pursued by their countries under the GMS Transport Sector Action Plan adopted at STF-11 in May 2007 in Bangkok and further endorsed and adopted by the Third GMS Leaders’ Summit as part of the Vientiane Plan of Action for GMS Development (2008-2012). The purpose of the session was to produce a further refined list of priority projects for the medium term, including relevant information, such as specific timeframe, estimated cost, financing status and other details, which will be useful in monitoring progress regularly. Presentations were made by the following participants: (i) Mr. Hong Sinara, Deputy Director General of Public Works, Ministry of Public Works and Transport, and Mr. Vasim Sorya, Director of Planning Department, Ministry of Public Works and Transport, Cambodia; (ii) Mr. Li Guangling, Deputy Director General, Department of International Cooperation, Ministry of Transportation, PRC; (iii) Mr. Math Sounmala, Director General, Department of Planning and Cooperation, Ministry of Communications, Transport, Post and Communication, Lao PDR; (iv) U Ba Saw, Deputy Superintending Engineer (Civil), Ministry of Construction, Myanmar; (v) Mr. Silpachai Jarukasemratana, Director General of Land Transport and Dr. Siriphan Jitprasithsiri, Director of International Highways Development Group, Bureau of International Cooperation, Ministry of Transport, Thailand; and (vi) Mr. Nguyen Van Thach, Deputy Director General, International Cooperation Department, Ministry of Transport, Viet Nam. (The country delegations’ respective reports are attached as **Appendices 5A-5F.**)

III. Updates on the Emerging GMS Transport Network

9. Mr. Peter Broch, Transport Economist, Infrastructure Division (SEID), Southeast Asia Department, ADB gave a presentation on the emerging GMS Railway network and its role and significance for the overall GMS Transport Network, as well as some of the key issues in its development. (A copy of his presentation is in **Appendix 6.**)

10. Participants supported the suggestion made by the Lao PDR delegation that a review of the region’s overall railway development master plan be made to ensure that all efforts in this area are consistent with one another, are well coordinated, and are moving toward a well defined overall goal. Mr. Cooney agreed that there is a need to review and update the GMS

Transport Sector Strategy, particularly as regards its railway aspects, in light of significant changes that have taken place in the last two years.

11. Mr. Broch also gave a presentation on the emerging Viet Nam Expressway transport network and discussed its role and significance for the overall GMS Transport Network. (A copy of his presentation is in **Appendix 7**.) Mr. Cooney noted Viet Nam's ambitious expressway development plans and advised that since ADB and other development partners would not be able to provide all the needed financial resources, the Government of Viet Nam could consider leveraging such funds to generate private sector funding through BOT and similar arrangements, such as the options that could be worked together with the Public-Private Infrastructure Advisory Facility (PPIAF).

IV. Mitigating the Negative Impacts of Transport Development

12. Ms. Lisa Studdert, Health Specialist, Social Sectors Division, Southeast Asia Department, ADB Viet Nam Resident Mission gave a presentation on efforts to mitigate the negative impacts or risks of transport development, particularly the risks of the spread of HIV/AIDS and human trafficking associated with large transport infrastructure projects. She shared some of findings and recommendations of the case studies done by ADB and other development partners on the GMS experience with these issues and challenges. (A copy of her presentation is in **Appendix 8**.) She said that work is currently being done on the setting up of an accessible single database on information, research results, and other materials on these social and human resource aspects of regional infrastructure development.

V. Updates on the GMS Economic Corridors

13. Mr. Paul Aphorp of Strategic Development, TNT Express Worldwide N.V. gave a presentation on some updates on the GMS Economic Corridors, including the key issues and recommendations arising from the discussion of the GMS Cross Border Transport Agreement (CBTA) at the Business and Investment Dialogue held as part of the Third GMS Summit, particularly as regards the role of the private sector and effective public-private mechanisms in the effective implementation of the customs transit regime under the CBTA. (A copy of his presentation is in **Appendix 9**.)

14. Mr. Aphorp noted that the CBTA is a good and pioneering agreement but that its implementation needs to be expedited to minimize costly transshipment of goods at the borders, which continues to take place. He commented that this is still the biggest problem, from the point of view of transport operators' perspective, in GMS cross border transport. But to be able to achieve all the intended benefits of the CBTA, countries and their transport industries must accept common international standards and speed up the CBTA's implementation. As a means toward this, he gave the recommendation arising from the Business Investment Dialogue to bring together the transport operators in the GMS countries to form a regional industry body, a regional freight transport operators association, that would set the set standards and act as an industry licensing or qualifying body. He suggested that this move could be initiated through the GMS Business Forum. He stressed three points: (i) need to build trust; (ii) to disseminate information; and (iii) to make players realize that they all stand to benefit from the CBTA. It was noted, however, that the CBTA already has the standards imbedded in it; what is really needed is to ensure that they are recognized and followed, that the National Transport Facilitation Committees (NTFC) are properly equipped to generate support for and to effectively implement them, and that their memberships are broadened to include private sector operators.

VI. Remarks/Updates from Development Partners

15. Mr. Paul Reddel, Regional Program Leader, East Asia and Pacific of the Public-Private Infrastructure Advisory Facility (PPIAF) gave a presentation on the nature and profile of the PPIAF and its activities in helping countries in finding and implementing options for the efficient delivery of vital infrastructure projects, focusing on its transport infrastructure-related activities. (A copy of his presentation is in **Appendix 10**.) Mr. Cooney strongly advised the participants to consider the possible options for mobilizing funding for infrastructure development that are being offered by or that have been applied in various cases in PPIAF's experience.

16. Mr. Andreas Zurbrugg, First Secretary of AusAID-Hanoi, said that the Government of Australia is committing new resources amounting to about 420 million Australian Dollars to assist countries in South Asia, Southeast Asia, and the Pacific in infrastructure development and related efforts. He noted that although Australia has no experience in terms of facilitating land border transport, it may be able to contribute in terms of its substantial experience in immigration and sea-based transport. He expressed particular interest in collaborating with other donors on possible regional training workshops on the CBTA.

17. Mr. Hozumi Katsuta, Project Formulation Advisor on Transport Infrastructure of the Japan International Cooperation Agency (JICA) Vietnam Office said that the Japanese Government is providing assistance for logistics systems improvement in the region, particularly to the CLMV countries. He said that he was impressed by the fact that the private sector is participating in the meeting, noting that it is important to hear its recommendations, as it has an important role in the development of the corridors. He also noted that JICA is not only assisting to promote regional integration but also help the less developed countries to catch up with their more developed neighbors in the region.

18. Mr. Hiroshi Suzuki, JICA/JBIC Executive Advisory Economist, Department of Investment and Cooperation, Ministry of Economy and Finance, Cambodia, noted that JBIC has been providing assistance to key transport infrastructure development in the subregion, citing as examples the Da Nang Port Project and the Mekong International Bridge. He emphasized, however, that the objective is not just infrastructure development but the overall economic development of the subregion. He noted the key role of foreign direct investment in this regard, particularly in spurring the growth of the less advanced countries in the subregion. He gave three important factors in attracting FDI, namely: (i) good infrastructure; (ii) development of the required software (e.g., policies, regulations); and (iii) widely providing information on investment opportunities and other relevant information to potential investors.

19. Mr. Pavit Ramachandran, Component Leader, Strategic Environmental Assessments of the GMS Core Environment Program's (CEP) Environment Operations Center (EOC) gave a presentation on the activities of the EOC, as the implementing arm of the CEP, in relation with transport sector development, particularly with the development of the GMS transport/economic corridors, which intersect with or straddle key biodiversity corridors in the region. (A copy of his presentation is in **Appendix 11**.)

VII. Improving Efficiency in the GMS Transport Network

20. Mr. Apthorp of TNT gave a presentation describing some of TNT's experience in its operations in the GMS. He noted that there have been substantial improvements along the EWEC and other corridors, e.g., in terms of travel and processing times, but that substantial problems and challenges still exist (e.g., delays due to transshipment and some cumbersome border procedures). He also shared some of the measures and systems that they employ to

address them. He noted that traders' main concern is to ensure that goods get to their destinations on time, and this can be addressed by significantly making the border crossing facilities and procedures regular and efficient. (A copy of his presentation is in **Appendix 12.**)

21. Participants pointed out the need to address the remaining issues delaying the implementation of the CBTA at the border crossing points, as well as the need to coordinate and harmonize the policies and activities of the many agencies involved in cross border transport. A point was also made regarding possible duplications between the work of the STF on one hand and the National Transport Facilitation Committee (NTFC) and the CBTA Joint Committee (JC) of the CBTA on the other. The ADB representatives informed that coordination meetings among the agencies and other stakeholders involved with the CBTA implementation issues are being organized and will be held soon. PRC also suggested that another meeting of the JC of the CBTA be held soon, given that its last meeting was held in Beijing in early 2007.

VIII. Presentation on Radio Frequency Identification (RFID) Technology

22. Mr. Shinichi Ishii of Nomura Research Institute, Ltd. gave a presentation on the new Radio Frequency Identification (RFID) technology and systems and their potential benefits for GMS cross-border trade and security. (A copy of his presentation is in **Appendix 13.**)

IX. Consideration of the Matrix of Priority GMS Transport Projects for the Medium Term

23. The meeting discussed a proposed matrix showing the priority GMS transport projects and the countries involved that will be pursued in the medium term. The matrix which was adopted by the meeting, and which already includes the suggestions and comments made by the country delegations, is in **Appendix 14.**

X. Other Matters

24. In line with the tradition of rotating the venue of the STF among the GMS members according to the alphabetical order of country names, the Cambodia delegation said that they will make the appropriate consultations with their authorities for the holding of the Thirteenth Meeting of the STF in Cambodia, and will advise ADB of the outcome as soon as possible.

XI. Adoption of the Draft Summary of Proceedings

25. The Summary of Proceedings of the STF-12 was adopted *ad referendum*.

XII. Acknowledgements

26. The GMS countries and the ADB expressed their sincere thanks and appreciation to the Government of Viet Nam, in particular, to the Ministry of Transport, for the warm hospitality and excellent arrangements provided to the Twelfth Meeting of the Subregional Transport Forum.

12th Meeting of the GMS Subregional Transport Forum (STF-12)

Furama Resort, Da Nang City, Viet Nam
12-14 August 2008

PROVISIONAL PROGRAM and AGENDA (Annotated)

Meeting Theme: Defining the GMS Transport Network's Role in Enhancing Competitiveness

The Meeting will discuss recent developments, key issues, and future plans in the GMS transport sector, with particular focus on maximizing the development impact of the network and on the problems that remain as regards the conduct of transport and trade operations along the GMS economic corridors and possible ways of addressing them. [The meeting will also include a site visit to the border at Lao Bao (Viet Nam)-Dansavanh (Lao PDR) to observe actual operations at an East-West Economic Corridor (EWEC) border crossing point, as well as a possible visit of the Da Nang Port.]

First Day

0800-0830

Registration

0830-0845

Opening Session

Welcome Remarks

H.E. Mr. Le Manh Hung
*Vice Minister
Ministry of Transport, Viet Nam*

Opening Remarks

Mr. Pham Thanh Tung
*Director General
International Cooperation Division
Ministry of Transport, Viet Nam
Chair*

Mr. John R. Cooney, *Director, Infrastructure Division (SEID),
Southeast Asia Department, Asian Development Bank (ADB)
Co-Chair*

0845-1015

Session I: Country Reports on Priority GMS Transport Projects Under the GMS Transport Sector Action Plan

[First Part: Cambodia, People's Republic of China, Lao PDR]

[The session will update the Forum on the priority projects that will be pursued by the GMS countries under the GMS Transport Sector Action Plan adopted at STF-11 in May 2007 in Bangkok and further

endorsed by the Third GMS Leaders' Summit held in Vientiane on 30-31 March 2008. The session is envisaged to produce a further refined list of priority projects for the medium term, with relevant information, such as specific timeframe, estimated cost, financing status and other details. A guide outline/format for the report will be circulated and the countries will be requested to send copies of their report a reasonable time prior to the meeting. Thirty (30) minutes will be allotted for each country, which will include the presentation and open discussion.]

1015-1020

Group Photo Session

1020-1040

Coffee/tea Break

1040-1210

Session I: Country Reports on Priority GMS Transport Projects Under the GMS Transport Sector Action Plan

[Second Part: Myanmar, Thailand, Viet Nam]

1210-1330

Lunch

1330-1430

Session II: Some Updates on the Emerging GMS Transport Network

Presentations:

Mr. Peter Broch, Transport Economist, Infrastructure Division (SEID), Southeast Asia Department, Asian Development Bank (ADB)

Part 1: The Emerging Viet Nam Transport Network and its Relation with the GMS Transport Network

[The presentation will provide an outline of the emerging Viet Nam Expressway transport network and discuss its role and significance for the overall GMS Transport Network.]

Discussion

Part 2: The Beginnings of a GMS Railway Transport Network

[The presentation will provide an outline of the emerging GMS Railway network and discuss its role and significance for the overall GMS Transport Network.]

Discussion

1430-1530

Session III: Mitigating the Negative Impacts of Transport Development

[The session will discuss one of the negative impacts to improved subregional transport, i.e., the risk of wider spread of HIV/AIDS and ways and means of effectively addressing this risk in the light of the Joint Initiative among major development financing agencies.]

Presentation:

Ms. Lisa Studdert

Health Specialist, Social Sectors Division, Southeast Asia
Department, Asian Development Bank (ADB) Viet Nam Resident
Mission

Discussion

1530-1545

Coffee/tea break

1545-1645

Session IV: Updates on the GMS Economic Corridors

[This session will present the key issues and recommendations arising from the discussion of the GMS Cross Border Transport Agreement at the Business and Investment Dialogue held as part of the Third GMS Summit (30-31 March, Vientiane, Lao PDR), particularly as regards the role of the private sector and effective public-private mechanisms in the effective implementation of the customs transit regime under the CBTA.]

Presentation:

Mr. Paul Apthorp

Strategic Development, TNT Express Worldwide N.V.

Discussion

1645-1700

First Day Wrap Up

Co-Chairs

1900

Dinner Hosted by ADB

(Venue: Gallery Room, Furama Resort)

Second Day

0900-1000

Session V: Remarks/Updates from Other Development Partners

Moderated by Co-Chairs

1000-1015

Coffee/tea Break

1015-1100

Session VI: Improving Efficiency in the GMS Transport Network

[The session will discuss, from the point of view of a private transport operator, the required complementary inputs, facilities, services that are needed to make the transport corridors, the EWEC in particular, a truly useful and efficient means for enhancing trade and economic activity in the GMS. This session will be very informal and hopefully

interactive.]

Presentation:

Mr. Paul Apthorp

Strategic Development, TNT Express Worldwide N.V.

Discussion

1100-1115

Session VII: Presentation on Radio Frequency Identification (RFID) Technology as a Means for Facilitating Trade and Enhancing Security at Border Crossing Areas

[This session will provide an introduction to RFID systems and their potential benefits for GMS cross-border trade and security as well as global value chain activity.]

Presentation:

Mr. Shinichi Ishii

Nomura Research Institute, Ltd.

1115-1145

Session VIII: Consideration of the Matrix of Priority GMS Transport Projects for the Medium Term

[This session will review the matrix of priority GMS projects arising from the country reports and discussions in the morning of the first day of the meeting. The matrix will serve as the guide for future monitoring of the projects.]

1145-1200

Session IX: Other Matters

[Further issues that may be raised for discussion.]

1200-1215

Wrap Up of the Meeting

Co-Chairs

1215-1315 ^{a/}

Lunch

1330-

Observation Tour of Da Nang Port

1900-

Dinner hosted by Viet Nam
(Venue to be confirmed)

Third Day

Site Visit to Lao Bao – Dansavanh Border Crossing Point

^{a/} Draft summary proceedings of the meeting will be circulated by the end of day 2. Please submit comments to the Secretariat.

A.M. *Travel from Da Nang to Lao Bao*
- Visit and observe operations at border crossing facilities at Lao Bao-Dansavanh

Lunch in Lao Bao

P.M. *Travel from Lao Bao back to Da Nang.*

**Greater Mekong Subregion
Twelfth Meeting of the Subregional Transport Forum (STF-12)
Furama Resort, Danang, Viet Nam
12–14 August 2008**

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**SPEECH DELIVERED BY H.E.Mr. LE MANH HUNG
VICE-MINISTER OF TRANSPORT MINISTRY
AT THE STF 12, Da Nang 12-14/8/2008**

- Distinguished guests,
- Ladies and Gentlemen!

I have a great honor being here today to attend and give a welcome speech at the 12th Sub-region Transport Forum organized jointly by the Asian Development Bank and Ministry of Transport of Viet Nam from 12-14 August 2008 at Da Nang City- the starting point of the East-West Economic Corridor. As a hosted country, I would like to express my sincere welcome to all participants from 6 member countries of the GMS region, from ADB and other international development partners to attend this Forum.

May you know that, The Government of Viet Nam gives a great attention to regional cooperation under the GMS cooperation program, particularly in the transport sector. We are very glad to see much progress have been achieved during last ten year. The GMS cooperation of developing transport infrastructure corridors with great support from ADB, three major corridors among others have been put into operation well.

The East-West Economic Corridor in the Vietnamese territory starting from Da Nang Port, following HW1 and HW9 to Lao Bao border checkpoint have been put into operation since end of 2005. Especially, with the completion of 2nd Friendship Bridge crossing Mekong River at Savanakheth (Lao PDR) and Mukdahan (Thailand), the effectiveness of this corridor have been improved substantially. We could see there are several industrial and processing zones being created along this corridor to contribute significantly into socio-economic development and poverty elimination for people in the poor areas. Under the STF 12 program, a trip along East-West Corridor Section in Viet Nam and visit Lao Bao-Densavan Border Checkpoint will be provided to participants to demonstrate the effectiveness of Sub-regional cooperation. There could be a nice surprise for anyone who passed these border checkpoints last five years to see much progress happened on this corridor, especially at the border check point.

The southern transport corridor under the GMS road network starts from Bangkok-Phompenh- Neakluong-Ba Vet-Moc Bai- HCMC and ends at Vung Tau province in Viet Nam. The section in the Vietnamese territory upgraded and expanded. HW 22 from Moc Bai to HCMC with total length of 80km upgraded up to level 3 of road technical standard and put into operation since 2004. I have known that the section in the Cambodian territory have been upgraded completely. Along this corridor, border economic zone have been developed substantially. At presently, with financial support from ADB and other donors, the southern coastal corridor from Ca Mau to Lork (Cambodia) and the north-south transport corridor from Hai Phong to Lao Cai to YueNan province of China could be constructed in this year.

Distinguished guests,

Along with physical transport development, the Cross Border Transport Agreement have been entered and signed by 6 member countries to facilitate smoothly cross border of goods and people among country's members. Viet Nam and Lao have been carrying out the initial step of single stop inspection at the Lao Bao- Densavan Border Checkpoints and Viet Nam and Cambodia are going to carry out this procedure at the Moc Bai-Ba Vet Border Checkpoint.

As you may know that, in order to boost regional economic development faster and explore potential aspects of the region, road transport sector alone cannot do well, it must be well cooperated with other sectors such as agriculture, tourism and human resource development. I highly appreciate and totally agree with the idea made by Organizers to include issues of railway network development in the region, the involvement of private sector to the infrastructure development and measures to mitigate negative impacts causing by transport development in to this event's agenda. From my point of view, this is right time and this Forum is a right place for participants to discuss logistic development strategy along transport corridors in order to improve effectiveness and make full use of these corridors. This is a starting point for shifting initial purposes of these corridors from transport to economic corridors in compliance with instructions made by our Leaders at the 3rd GMS Summit held in Vientiane, Lao PDR on March, 2008.

Taking this opportunity, on behalf of Ministry of Transport of Viet Nam, I would like to my great thanks to all GMS countries' cooperation and to the ADB for its financial support to transport infrastructure development of Viet Nam as well as speeding up the implementation of CBTA to facilitate border crossing for people and goods.

Last but not least, I wish you enjoy your time in Da Nang City and wish the Forum is successful.

Thank you for your attention!

**Greater Mekong Subregion
Twelfth Meeting of the Subregional Transport Forum
Da Nang City, Viet Nam, 12-14 August 2008**

Opening Remarks

By

Mr. John Cooney

**Director, Infrastructure Division
Southeast Asia Department
Asian Development Bank**

Your Excellencies, Distinguished Participants and Guests, Ladies and Gentlemen:

It is my honor and pleasure to co-chair this twelfth meeting of the GMS Subregional Transport Forum. I wish to thank our host, the Government of Viet Nam, for the graciousness and hospitality they have accorded the participants and the excellent arrangements for the meeting, which is being held in one of the most progressive cities of the country.

I particularly wish to thank His Excellency, Mr. Le Manh Hung, Vice Minister of Transport, for warmly welcoming us, and our meeting's Chair, Mr. Tung, Director-General of the International Cooperation Division of the Ministry of Transport, for his initiative, cooperation, and guidance in the organization and conduct of this meeting.

Our meeting is taking place amidst key developments in the GMS Economic Cooperation Program. Since the last meeting of the Forum in May last year, there have been a number of landmark events in the GMS. You are, I'm sure, aware that the Third GMS Leaders' Summit was held just last March in Vientiane, Lao PDR. The Summit had as its theme, "Enhancing Competitiveness through Greater Connectivity", and focused on ways to deepen economic cooperation among the GMS countries to ensure that the increased connectivity among them is translated into expanded markets, enhanced competitiveness, improved access to social services, and greater environmental sustainability.

Thus, while the Leaders saw the need to fine-tune the GMS Program so that it will better harness the opportunities from increasing globalization and regional integration as well as address the softer aspects of regional development, such as the environment and social issues, they also emphasized the continued need for infrastructure development. Infrastructure,

particularly transport infrastructure, underpins connectivity. It is the basic ingredient of the economic corridors that we are developing, which are in turn a key means toward attaining sustained competitiveness for the GMS. Thus, we can see clearly the critical role that the GMS transport network plays in the achievement of an integrated and competitive GMS.

Among the needs in the transport sector that the Leaders identified in their last Summit are: (i) the acceleration of the completion of GMS transport corridors; (ii) the development of other transport modes, particularly railways as these are environmentally and cost effective, and also promote energy efficiency; (iii) giving further attention to other important aspects of cross-border transport, such as international road safety standards and insurance; (iv) the development of the subregional road system to support tourism; (v) the extension of transport connectivity to the poor and remote areas; and (vi) strengthening economic corridor development.

Needless to say, our efforts in the transport sector are intertwined with efforts in other areas. As emphasized by the Leaders at the Summit, improved physical connectivity must be translated into increased trade, investment, and tourism in the subregion. Moreover, the safe, effective, and efficient utilization of the infrastructure must be ensured through the institution of rational and harmonized rules and regulations and the provision of complementary facilities and services. We will also need to proactively address trans-boundary challenges that go with increasing connectivity, such as the transmission of communicable diseases, illegal migration of workers, and environmental degradation.

Our meeting will therefore not only look into the progress of the work on the infrastructure side of the emerging GMS transport network, and try to establish a system for regularly monitoring such progress, but also consider the other complementary elements I have mentioned. Thus, we have invited a practitioner from the private sector, Mr. Paul Apthorp, to help provide us a better perspective on the further requirements of a smoothly and efficiently operating subregional transport network.

We at the Asian Development Bank have anticipated the need to consolidate all the initiatives toward addressing these requirements. This is why we have put together a multi-year technical assistance program to support transport and trade facilitation efforts in the GMS, and to promote private sector participation. This assistance package will accelerate the activities under ongoing initiatives, such as the GMS Cross-Border Transport Agreement and the Strategic Framework

for Action on Trade Facilitation and Investment. Likewise, it seeks to integrate efforts to speed up transit movements across borders with efforts to develop and improve the whole chain of logistics services needed to carry out efficient trading activity. ADB has put together a team based in our Thailand Resident Mission to backstop these efforts. Thus, our Country Director in Thailand, Mr. Jean-Pierre Verbiest, is joining our meeting precisely to interface their efforts with ours.

Moreover, we will benefit from a discussion in one of our sessions focusing on an important issue associated with increased transport connectivity, namely, the risk of a wider spread of HIV/AIDS and ways and means of effectively addressing it. Ms. Lisa Studdert, Health Specialist at the Social Sectors Division of ADB's Southeast Asia Department, will walk us through this issue.

We therefore have a full and interesting meeting ahead of us, addressing very relevant and critical issues. By the time we depart we should have set very clear directions and identified specific actions to further advance GMS cooperation in the transport sector. Our work, in harmony with other priority sectors of GMS cooperation, will have a profound bearing on the realization of the GMS vision – the creation of an integrated, prosperous, and harmonious subregion.

Thank you and good morning.

GMS:
Twelfth Meeting of the Sub-
regional Transport Forum
(STF-12)

Defining the GMS
Transport Network's
Role in Enhancing
Competitiveness

Da Nang – Vietnam
12 - 14 August 2008

Presented by Mr. Nasim Sorya
Director of Planning Department
Ministry of Public Works and Transport
Kingdom of Cambodia

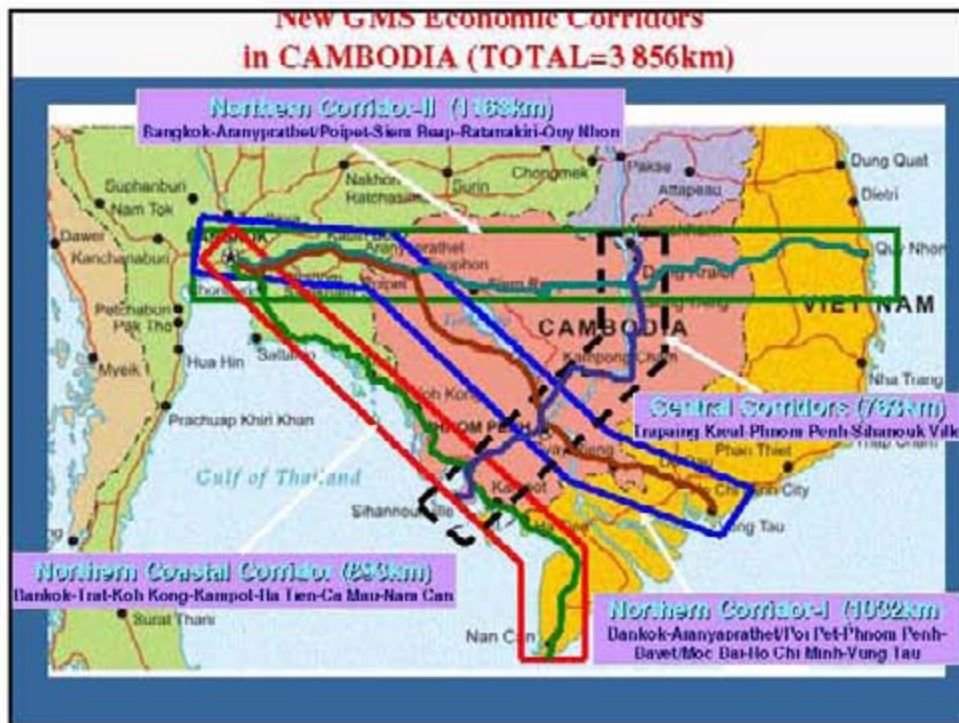


THE KINGDOM OF CAMBODIA

Contents

- Regional Corridors and International Highways in Cambodia**
- Road Transport Projects**
 - Summary of Projects Supports GMS Corridors
 - Status of Road Rehabilitation Projects – Aug 2008
- Rail Transport Projects**
- Water Transport Projects**
- Air Transport**
- Development in Transport, Logistics and Cross-border Transport Facilitation Related Issues**

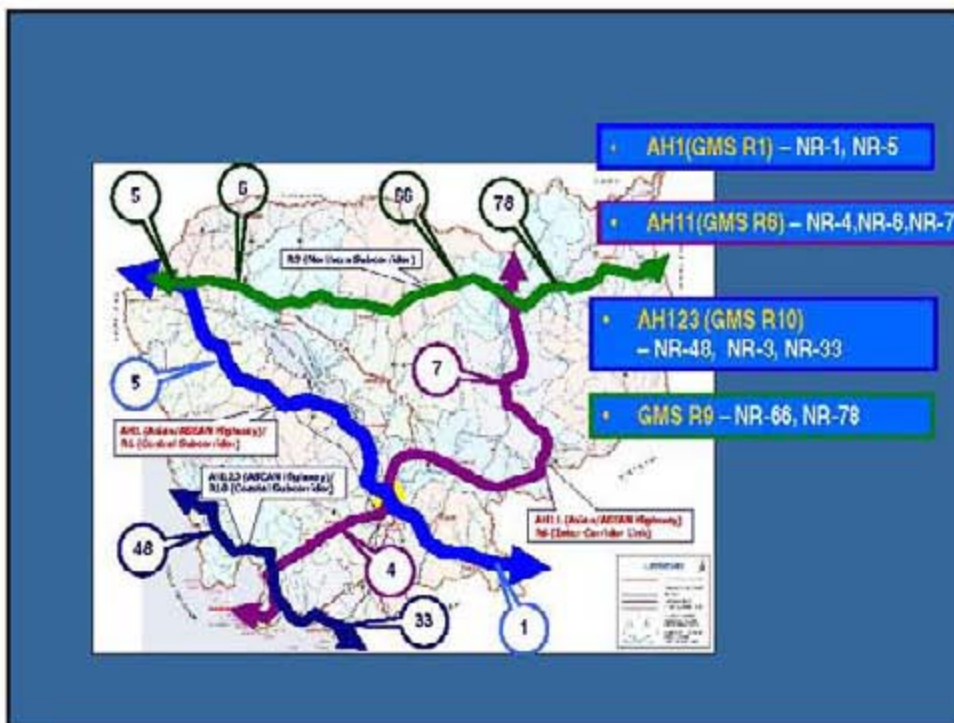


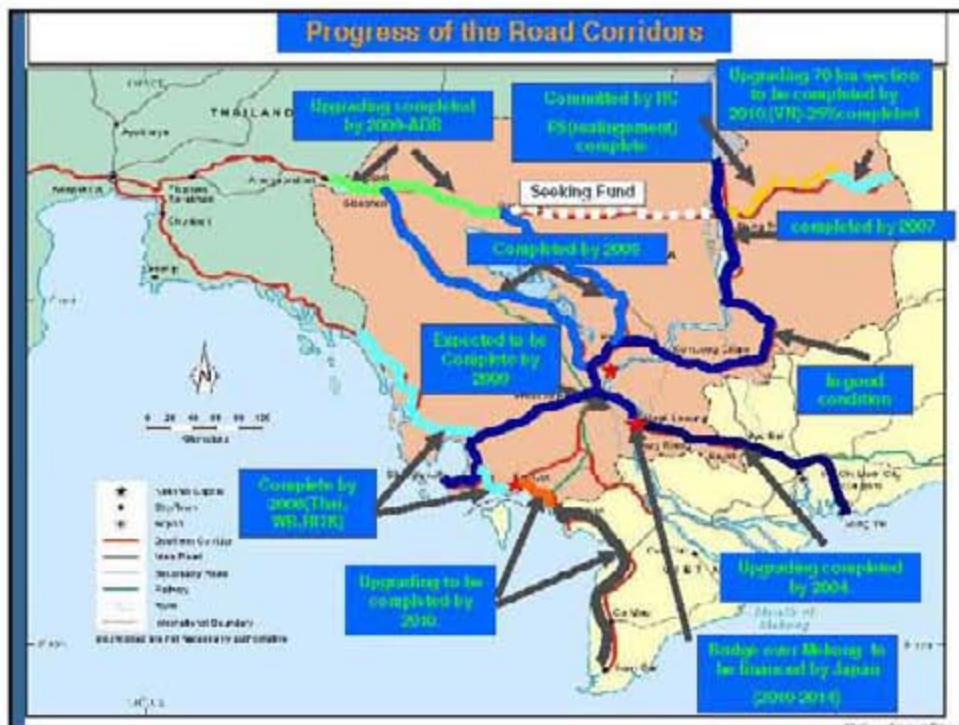
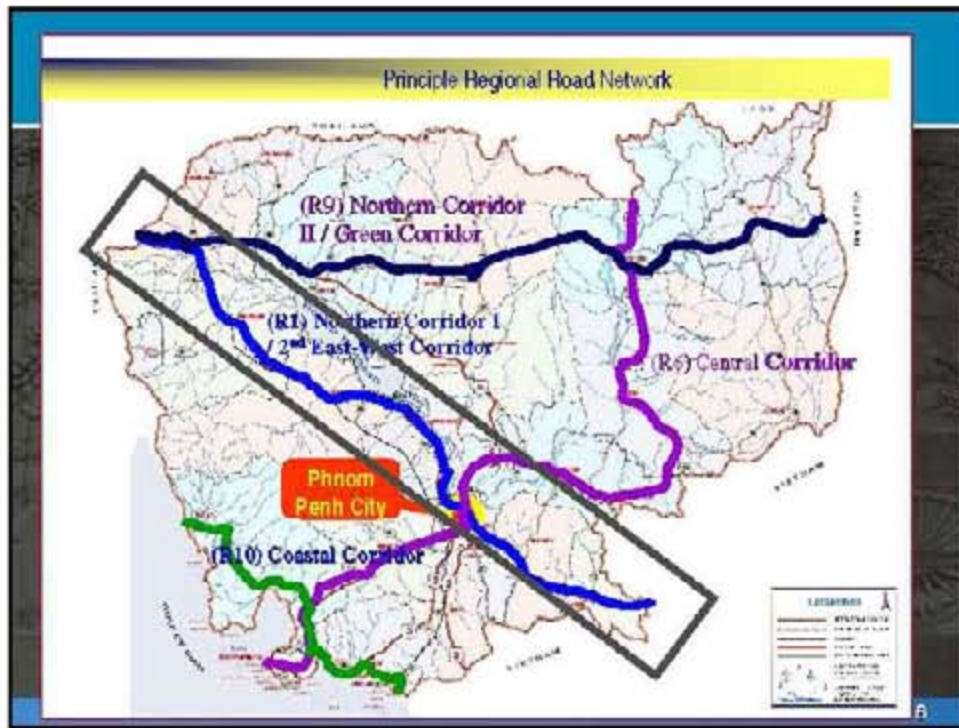


CLASSIFICATION OF INTERNATIONAL ROUTES

STATUS OF INTERNATIONAL HIGHWAY ROUTES

Route No.	Road No.	Length (km)	Class II	Class III	Below Class III
AH 1	NR1, NR5	572.4	11.2	561.2	-
AH 11	NR4, NR6, NR7	755.0	364.0	391.0	-
AH 123	NR48, NR3, NR33	163.3	2.4	8.7	152.2
GMS	NR66, NR78	464.9	-	-	464.9
Total		1,955.6	377.6 (19.3%)	960.9 (49.1%)	617.1 (31.6%)











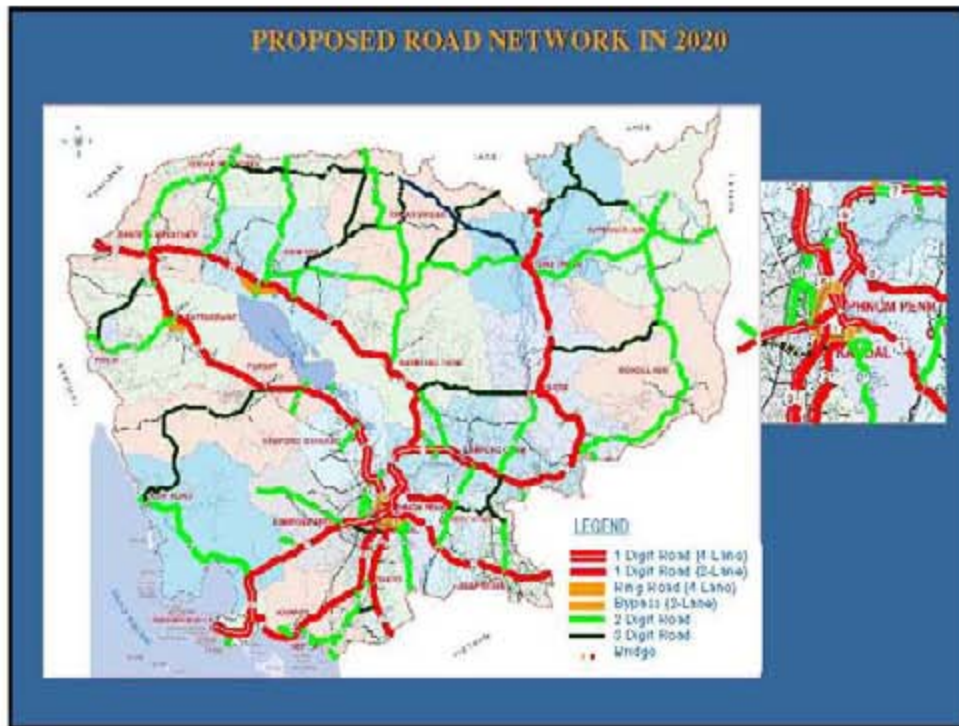


Table 5.1: 2010-2015 Investment Plan

Component	2010-2015	2010-2015	2010-2015
• Total	1,000.0 million	1,000.0 million	100%
• Government of Cambodia	100.0 million	100.0 million	10%
• Private Investment	900.0 million	900.0 million	90%

Table 5.2: Investment Plan by Sector

Sector	2010-2015	2010-2015	2010-2015
• Transport	1,000.0 million	1,000.0 million	100%
• Other	0.0 million	0.0 million	0%

Table 5.3: Investment Plan by Region

Region	2010-2015	2010-2015	2010-2015
• Phnom Penh	100.0 million	100.0 million	10%
• Other	900.0 million	900.0 million	90%

Table 5.4: Investment Plan by Project

Project	2010-2015	2010-2015	2010-2015
• Phnom Penh	100.0 million	100.0 million	10%
• Other	900.0 million	900.0 million	90%

Table 5.5: Investment Plan by Project

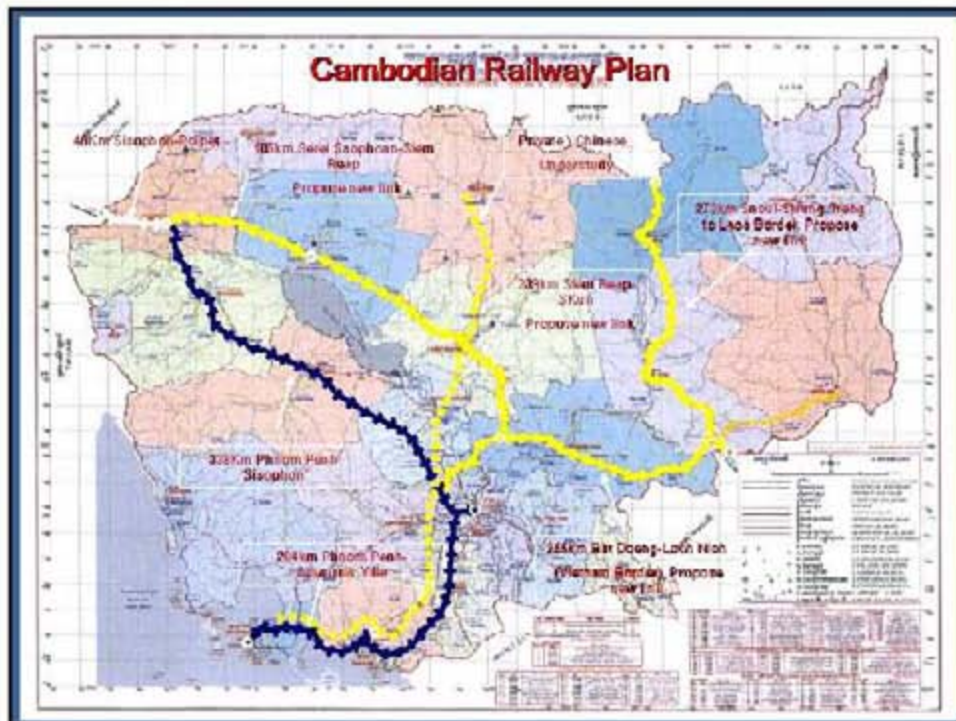
Project	2010-2015	2010-2015	2010-2015
• Phnom Penh	100.0 million	100.0 million	10%
• Other	900.0 million	900.0 million	90%

Table 5.6: Investment Plan by Project

Project	2010-2015	2010-2015	2010-2015
• Phnom Penh	100.0 million	100.0 million	10%
• Other	900.0 million	900.0 million	90%

Table 5.7: Investment Plan by Project

Project	2010-2015	2010-2015	2010-2015
• Phnom Penh	100.0 million	100.0 million	10%
• Other	900.0 million	900.0 million	90%





BUDGET FOR IWT PROJECTS

		US\$ million
Dredging:	Up to Phnom Penh, short term	8.47
	Up to Phnom Penh, medium term	2.20
	Up to Kampong Cham	0.50
Port Development:	Phnom Penh, Short term	2.21
	Re-location of Phnom Penh Port	36.69
	Kampong Cham Container Facility	1.67
	Passenger facilities, Chong Kneas	0.40
	New Chong Kneas Port	15.57
Waterway Safety:	Immediate priority measures	1.01
	Medium term	1.00
Legal:		0.35
TOTAL		US\$ 70.35 million

Source: World Bank, Cambodia Transport Sector Rehabilitation Project, 2009









Domestic Air Transports

ACTION PLANS FOR AIRPORTS

Upgrade the following airports:

- Preah Vihear
- Ratanakiri
- Stung Treng
- Koh Kong
- Kratie
- Mondulkiri

Conduct a feasibility study for a new airport in Siem Reap



OIL PORT

Three Oil Ports at Sihanoukville

- 1- Sokimex Length 200m/Depth -9.20m
- 2- Pontoon Length 110m/Depth - 6.50m
- 3- Stone Wharf Length 53m/Depth-4.20m

CONTAINER YARDS

Sihanoukville City

- Three Container Yards
- Large Container Terminal 2,000 Sqm
- Small Container Yard 35,000 Sqm
- General Container Yard 75,000 Sqm





WAREHOUSING-SIHANOUKVILLE PORT

Five units of warehouse at SHV Ville Port
Capacity: 84,000 tons / 36,000. Sqm
Logistics Provided Services:
1- Stuffing & Un-stuffing
2- Consolidation & Deconsolidation
3- Forwarder / Transportation
4- Customs Clearance
5- Transshipment
6- Single Window Service -ASYCUDA Systems
7- Container Freight Station-CFS

WAREHOUSING-PNOM PENH PORT

2 units of warehouse capacity: 900.Sqm
1 ICD 94,082,002.Sqm
1 C/Y 14,409.Sqm

Logistics Provided Services:
1- Stuffing & Un-stuffing
2- Consolidation & Deconsolidation
3- Forwarder / Transportation
4- Customs Clearance
5- Transshipment
6- Scanning – Manual customs form
7- Container Freight Station-CFS

WAREHOUSING-PNOM PENH PORT

2 units of warehouse capacity: 900.Sqm
1 ICD 94,082,002.Sqm
1 C/Y 14,409.Sqm

Logistics Provided Services:

- 1-Stuffing & Un-stuffing
- 2-Consolidation & Deconsolidation
- 3-Forwarder / Transportation
- 4-Customs Clearance
- 5-Transshipment
- 6-Scanning – Manual customs form
- 7-Container Freight Station-CFS

Dry Ports in Cambodia

Five Dry-ports

- KPM dry-port
- So Ngoun dry-port
- TWT dry-port
- Tech Srun dry-port
- Teng Lay dry-port

Facilities / Logistics Provided by 5 Dry-Ports

1-So Ngoun Dry-Port

- Two warehouses :26,000.Sqm
- Empty container Yard-25,000.Sqm

2-TWT Dry-Port

- Office/Warehouse & Yards :50,000.Sqm

3-Tech Srun Dry-Port

- NA

4- KPM Dry-Port

- NA

5- Teng Lay Dry-Port

- NA

Dry ports and Warehouse of So Ngoun Company



Dry ports and Warehouse of Tec Srun Company





Transportation to Hinterland

Phnom Penh Area
80% of Garment Factory

Road Transportation is vital to make the
Sihanoukville port competitive

Four-lane Highway
Toll-free Road

【Laden】 SV→PP \$210 (20'), 40' PP→SV
\$130 (20'), \$160 (40')

【Empty】 SV→PP \$90 (20'), \$150(40')

Toll: \$14 (20'), \$19 (40')



Distance to Gateway Sea Ports from Phnom Penh

Ho Chi Minh	246 km Road No.1	430 km Inland Waterway
(Cai Mep – Thi Vai)	335 km Road No.1	380 km Inland Waterway
Sihanoukville	230 km Road No.4	
Laem Chabang	690 km Road No 5	(410 km to Poipet)

International Container Transportation Route

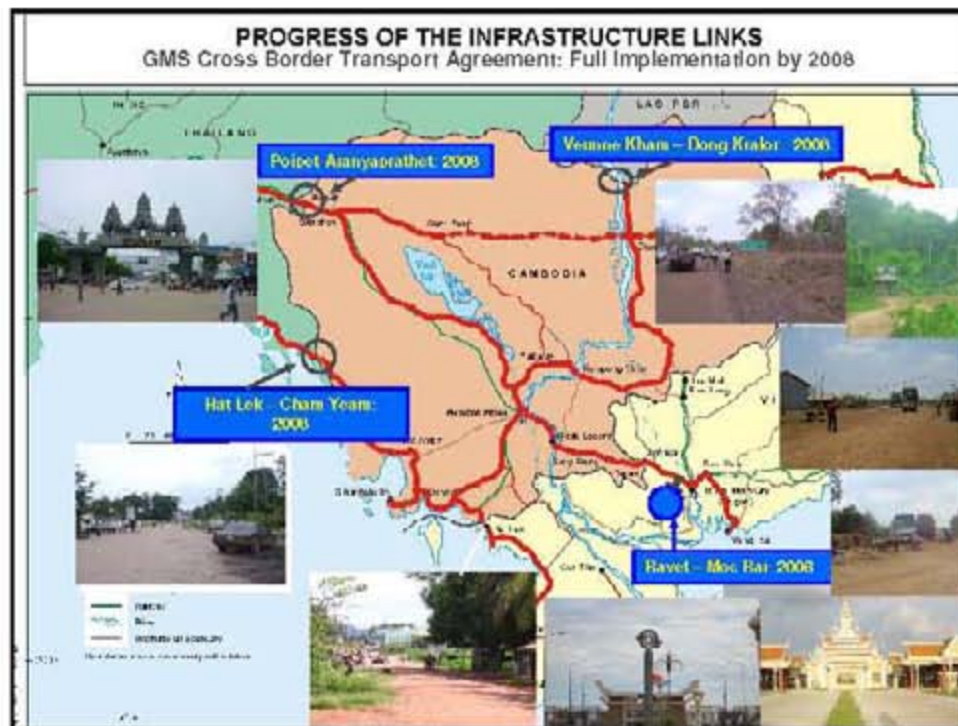
- Route 1: Sihanoukville Port (including surrounding private ports)
- Route 2: Phnom Penh Port (via the Mekong River and Ho Chi Minh Ports)
- Route 3: Vietnamese Border (Bavet) (via Ho Chi Minh Ports)
- Route 4: Thai Border (Poipet) (via Laem Chabang Port)





Cross-Border Transport Facilitation and Logistic

The slide features a dark grey background with a faint, repeating pattern of a traditional Cambodian textile motif. At the top, there is a solid blue horizontal bar. In the center, a logo consists of a series of overlapping, colorful shapes (purple, blue, green, yellow, orange) forming a stylized emblem. Below the logo, the title "Cross-Border Transport Facilitation and Logistic" is written in a bold, pink font. At the bottom right corner, the number "53" is displayed in a small white font.



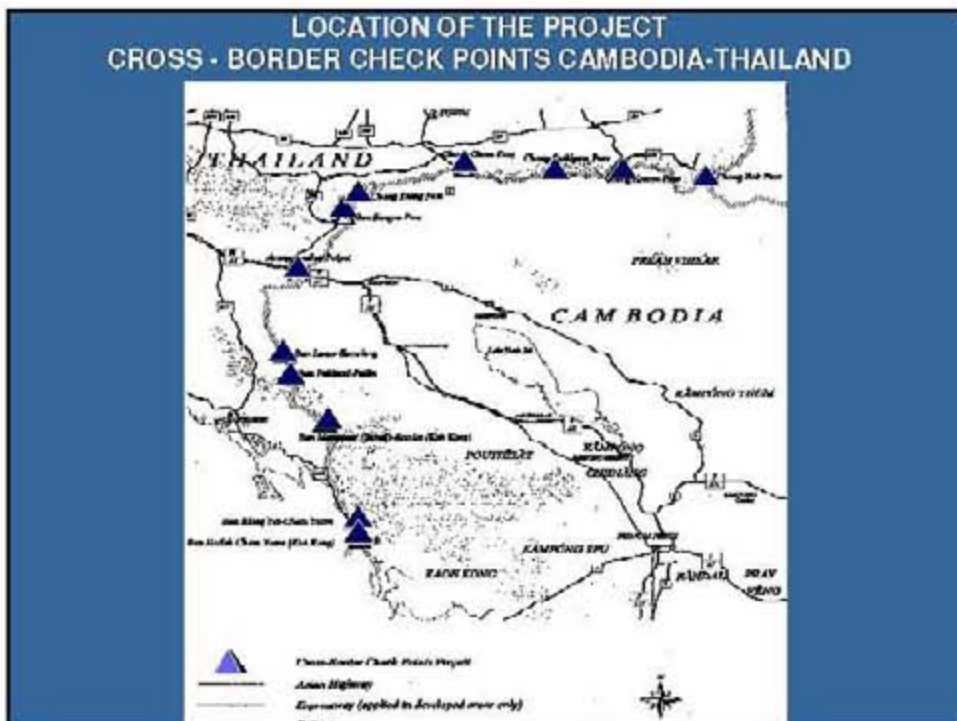
Designated Entry-Exit points for BRTA(CAM/VN) :

1	Bavet (Svay Rieng)	NR1	R22	Moc Bai (Tai Ninh)
2	Phnom Den (Takeo)	NR2	H90	Tinh Biet (An Giang)
3	Prek Chak (lok-kampot)	NR3,33	R 90	Xa Xia (Kien Giang)
4	Trapeing Plong (Kg. Cham)	NR7, 72	R22	Xa Mat (Tai Ninh)
5	Trapeing Sre (Snoul-Kratie)	NR7,74	R 13	Hoa Lu (Binh houc)
6	O Yadar (Anding pich- Ratanakiri)	NR78	R19	Le Thanh (Gia Lai)
7	O Raing (Munduliri)	NR76	R14	Bu Prang (Dac Lac)

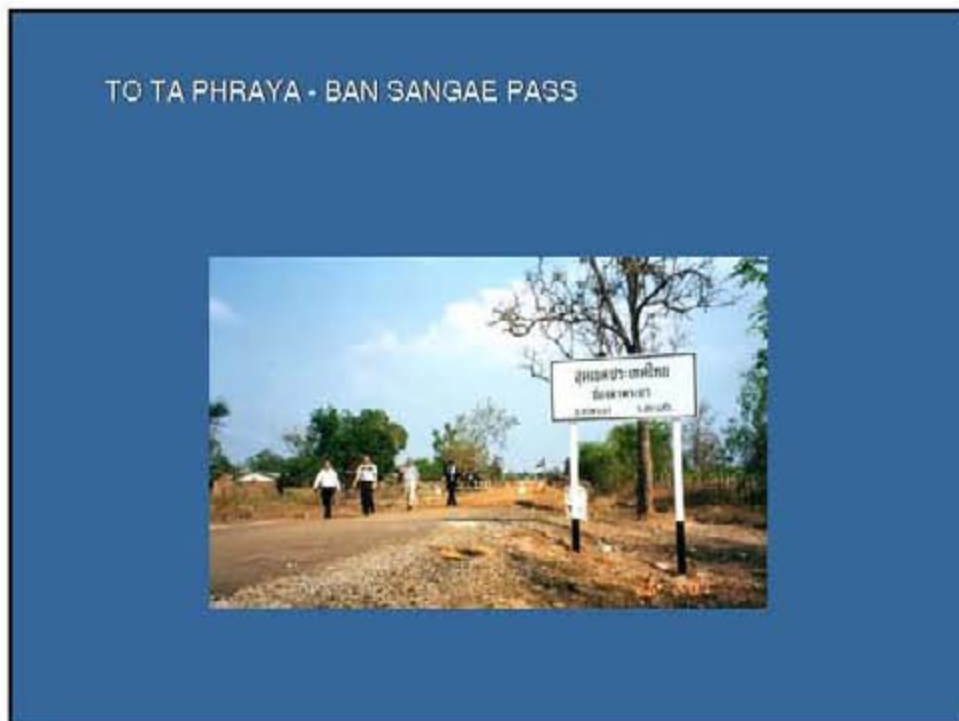
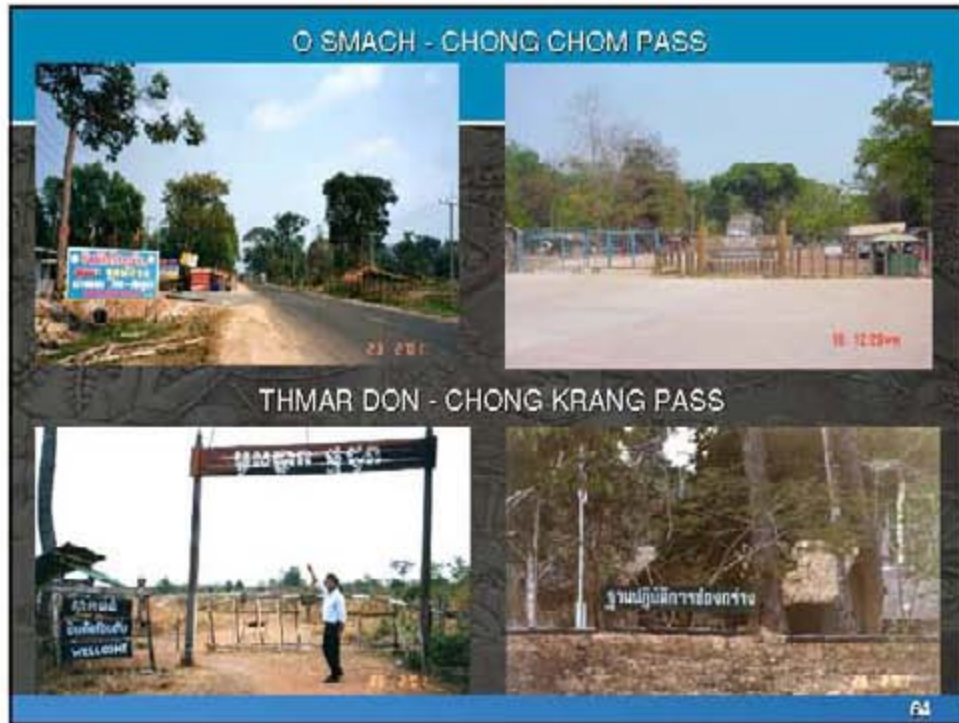
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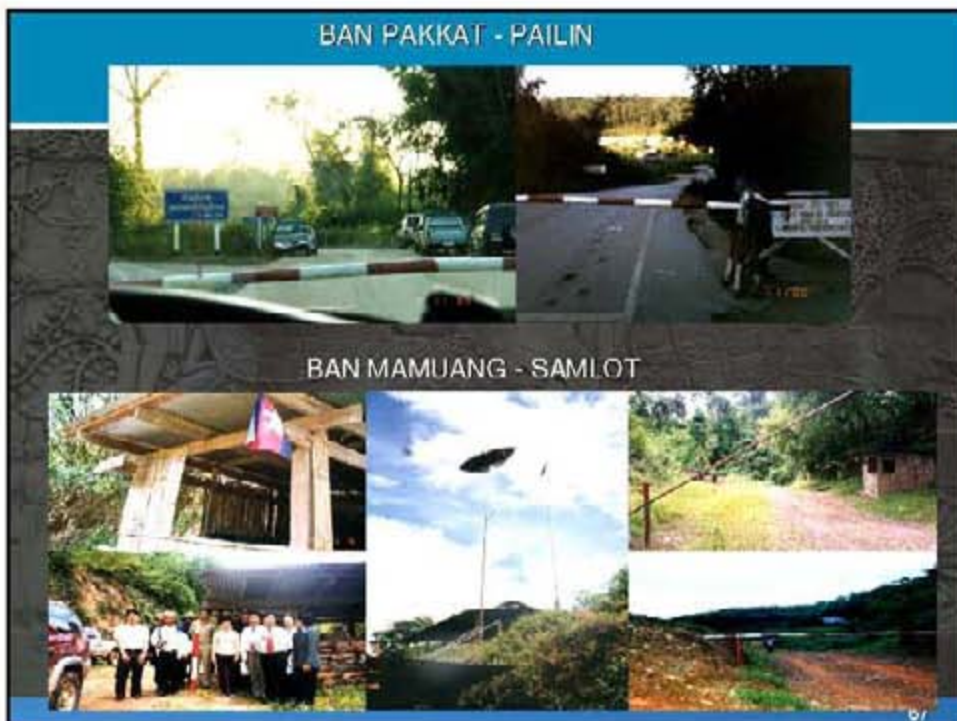
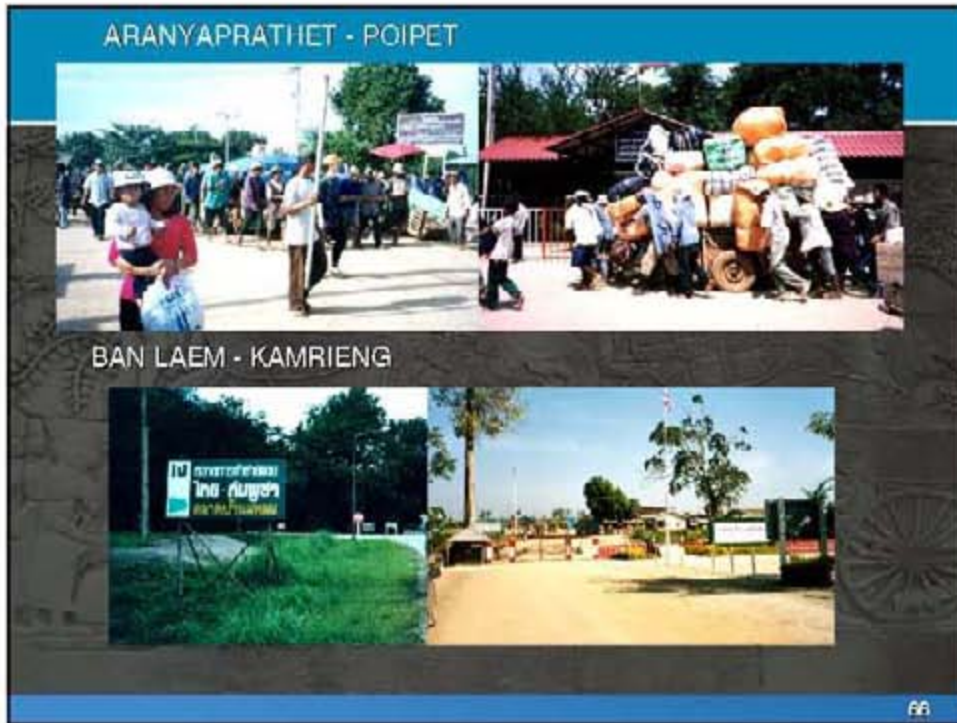












BAN KI ONG YAI - CHAM YEAM



BAN HATI EK - CHAM YEAM



6A

Transport Logistic Documentation



6B



THANK YOU
FOR YOUR KIND ATTENTION



74

Proposed Format for the Country Reports at the 12th Meeting of the GMS Subregional Transport Forum (STF-12)

Objective of the Reports:

1. To monitor the status of and progress on the projects included in the GMS Transport Sector Action Plan adopted at the 11th Meeting of the STF (STF-11, March 2007, Bangkok) and further endorsed and refined by the Third GMS Leaders' Summit (March 2008, Vientiane) under the Vientiane Plan of Action for GMS Development (2008-2012) (Vientiane POA).
2. To provide the basis for a further refined list/matrix of high priority GMS transport projects whose implementation will be closely and regularly monitored.

Key Features of the Proposed Format *(see following pages)*:

1. The format is based on the Vientiane POA, which includes only committed and high priority projects in the STF-11 Transport Sector Action Plan – projects that are for commencement of implementation within 2008-2012.
2. The proposed format has the following columns: (1) Project Name, (2) Indicative Timeline, (3) Estimated Total Project Cost, (4) Status of Financing, and (5) Status/Progress of Implementation. Indicative information available from the Vientiane POA on each country's respective projects is given in the first 4 columns of the format for each country. However, the countries are requested to revise/update the entries under these columns based on more recent developments and information.
3. The most important columns are (4) and (5), under which the countries are requested to provide the following information:
 - a. Column (4) Status of Financing: the final financing arrangements for the project, including the sources and amounts; or, if no final arrangements have been set, recent developments on arrangements being pursued.
 - b. Column (4) Status/Progress of Implementation: For projects that are already ongoing, progress of construction works (e.g., works undertaken, sections/numbers of kilometers completed, percent completion, etc.). For projects still in the project preparation stage, the extent of preparation activities undertaken (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, regulatory agency approvals). More importantly, the column should include information on the relation to and priority status of the project in national plans and programs (e.g., the project is a high priority in the current five-year socio-economic development plan, the project is needed to complete the sections of the GMS ___ Economic Corridor in the country, etc.).
4. Also provided in the format is a blank table where, if necessary, the countries may list other projects that they may consider to be of high priority.

Cambodia: Country Report on Projects Included in the Plan of Action for the GMS Transport Sector (2008-2012)

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
Group 1: Projects that are ongoing or for immediate implementation and with identified financing		<i>Please revise/update the indicative entries under columns (2)-(4) as needed</i>		<i>Please include information on: progress of construction or project preparation (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, agency approvals); relation to and priority status in national plans and programs.</i>
1.	Phnom Penh-Neak Loueng and Mekong Bridge at Neak Loueng	2008-2014	165.0	<p>Potential funding source: Japan</p> <p><u>stage1</u>: construction of 2 bridges of NR1 (completed in 2006)</p> <p><u>stage2</u>: reconstruction of 43km of NR1 from Neak Loeng to PK13 (from Phnom Penh) (95.6% completed, expected to complete in 2009)</p> <p><u>stage3</u>: reconstruction of the 13km section to Phnom Penh. Expected to start in 2009 and complete in 2010.</p> <p>Mekong Bridge at Neak Loeng: reviewing the detailed design 2008-2009. The construction is expected to start in 2010 and complete in 2015.</p>
2.	GMS Southern Coastal Corridor Project	2008-2014	18.7	<p>Financed by ADB (loan \$7 M); Australia (grant \$8 M); Government of Cambodia (\$3.7 M).</p> <p>. Under the preparation process for bidding and selecting consultant for DS & SP .</p> <ul style="list-style-type: none"> - Maintenance of 51km NR33 (Kampot -Kg.Trach); - Rehabilitation of 17Km of NR33 (

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
				Kompong Trach-PrekChak); - Upgrading the border post and facilities at Prek Chak Lok(Cam/VN) and Cham Yeam*CAM/THAI)
3.	GMS Northwestern Provincial Roads Improvement	2008-2012	55.0	To be financed by ADB (loan of \$20 M included in ADB indicative 2009 pipeline); Government \$5 M; cofinancing of \$30 M (being sought). Under the consideration for PPTA. - Rehabilitation of NR56 (114Km) from Sisophon to Samrong - Rehabilitation NR68 from Kralanh to O'Smach (79Km) and upgrading the border post; - Improving of NR72 from Krok to Trapeang Plong Pir (14Km) and upgrading the border post.
4.	Rehabilitation of the Railway in Cambodia	2006-2009	73.0	Financed by ADB (\$42 million); OPEC Fund for International Development (\$13 million); Malaysia (in kind, \$2.8 million); and Cambodian Government (\$15.2 million). <u>Rehabilitation Work</u> <ul style="list-style-type: none"> • Duration for completion of rehabilitation work: <ul style="list-style-type: none"> - Southern Line 266 Km, will be completed within 945 days (to be performed by 4 groups) - Northern Line 385 Km, will be completed within 884 days (to be performed by 5 groups) • Section Poipet-Sisophon (18Km): <ul style="list-style-type: none"> - Mine clearing at section Sisophon-Poipet 48Km have done - Site clearing work is on process until PK379+100 - Centre Line survey from Sisophon till PK365+000 is done. • Section Sisophon-Phnom Penh (338Km): <ul style="list-style-type: none"> - Detail measurement survey on resettlement is completed. • Section Phnom Penh-Sihanoukville (263Km): <ul style="list-style-type: none"> - Several meeting has been discussed with Sihanouk Ville Port Authority on rail access and siding inside the

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
				<p>port – Resettlement affected people, is on going process.</p> <ul style="list-style-type: none"> • Site inspection of structure (bridges and culverts), track, embankment, ballast on both railway lines is done. <p><u>Current Status of Railway Restructuring and Concession Agreement:</u></p> <ul style="list-style-type: none"> • In November 30, 2007 TOLL Holdings Ltd. was succeed in an International competitive bidding for Cambodia Railway Concession. • In December 4, 2007 started negotiation between Royal Government of Cambodia and TOLL Holdings Ltd on Concession Agreement: • TOLL signed an Agreement in Principal (AIP) with the Royal Government of Cambodia in December 13, 2007 • Now the negotiation on the draft of Concession Agreement is still on going process, and the Concession Agreement is expected to be signed soon.
Group 2: Projects for later implementation and/or projects requiring financing				
1.	National Road 66: Siem Reap-Stung Treng- Rattanakiri	270.0	TBD (note: This is prime tourism rote.)	Pipeline project for 2008-2011. PPTA needed
2.	Kratie Domestic Airport Improvement	2008-2011	TBD	
3.	Preah Vihear Domestic Airport Improvement	2008-2011	TBD	
4.	Mondulkiri Domestic Airport	2008-2011	TBD	

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
Improvement				
5. Channel Navigation and Port Improvements on the Mekong, Access to Port at Siem Reap and Development of Intermodal Terminal at Khone Falls	2008-2012	TBD	TBD	MRC project- seeking financing support Access to port Siem Reap:- private sector No information

Other Projects that Government May Consider as High Priority

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation

**Presentation of the P.R.China at the Twelfth Meeting of
the GMS Sub-regional Transport Forum (STF-12),
12-14 August 2008, Da Nang City, Viet Nam**

Mr. Chairman and Co-Chair,
Dear colleagues,
Ladies and Gentlemen:
Good Morning!

First of all, on behalf of the Chinese Delegation, I would like to extend our sincere gratitude to ADB for its efforts in organizing this forum in the beautiful city of Da Nang. Special thanks should go to the Vietnamese Government and its Ministry of Transport in particular for their warm hospitality and considerate arrangements rendered to us.

China has taken an active part in GMS Program since it was initiated in 1992, and will make sustained efforts in materializing the prosperity and improving people's life in this sub-region. I am pleased to report to the Meeting on the latest progress in China's transport infrastructure developments and facilitation cross-border transport, and will also make some recommendations on further strengthening in out GMS cooperation in transport sector:

Part I. Progress in Transport Infrastructure Development

A. General Introduction

Since the reform and opening up to the outside world, and particularly over the past years, infrastructure construction in China has gained rapid development. By the end of 2007, the total mileage of China's road has reached 3.584 million kilometers, of which there are 54,000 kilometers expressways; the total mileage of navigable inland waterway has reached 1.23 million kilometers; the total port throughput has amounted to 6.41 billion tons while the container throughput has reached 144.4 million TEU; there are 14 ports each with the throughput above 100 million tons. The number of airports (excluding Hongkong and Macao) open to regular flights has reached 148 while the number of cities open to regular flights has amounted to 146. The total mileage of the railway has reached 157 thousand kilometers.

In 2007 investment in transport infrastructure construction in Yunnan Province amounted to 33.976 billion yuan RMB (approximately 5 billion USD). By the end of 2007, the total mileage of road in Yunnan province has exceeded 200 thousand kilometers, of which there are 2,508 kilometers expressway and 7,263 kilometers highway of class 2 or above.

In 2007, investment in transport infrastructure construction in Guangxi Autonomous Region amounted to 20.389 billion yuan RMB (approximately 3.0 billion USD). By the end of 2007, the total mileage of road in Guangxi has reached 94.202 thousand

kilometers with 1,879 kilometers expressway and 9,939 kilometers highway of class 2 or above. Total mileage of navigable inland waterway in Guangxi has reached 5,591 kilometers while the inland port throughput in Guangxi has amounted to 37.63 million tons. There are 34 deep-water coastal berths each with the handling capacity of more than 10 thousand tons. The total of coastal port throughput in Guangxi has amounted to 68.53 million tons.

B. Progress in Road and Water Transport Infrastructure Development

(1) Kunming-Mohan(CHN)-Houayxay(LAO)-Bangkok(Thailand) Corridor

The total length of the corridor (Kunming-Yuxi-Yuanjiang-Mohei-Simao-Xiaomengyang-Mohan-Boten-Houayxay-Chiang Khong-Chiang Rai-Tak-Bangkok) is 1807 km with 688km within Yunnan Province of China. Except the road section from Mohei to Simao (under construction to expressway) and from Xiaomengyang to Mohan, the entire road section within Yunnan province has been constructed to expressway in early 2008.

(2) Kunming-Daluo-Tachilek (MYA) –Chiang Rai-Bangkok(T) Corridor

Conditions of the respective sections of the corridor (Kunming-Yuxi-Yuanjiang-Mohei-Simao-Xiaomengyang-Jinghong-Daluo-Kengtung-Tachilek-Mae Sai-Chiang Rai-Tak-Bangkok) are as follows:

- Xiaomengyang-Jinghong section is 14 km expressway;
- Jinghong-Menghun section is 63 km highway of class 2;
- Menghun-Daluo section is 65 km highway of class 2.

(3) Kunming-Hekou(CHN)-Hanoi-Haiphong(VN) Corridor

The total length of this corridor (Kunming-Mile-Xinshao-Kaiyuan-Mengzi-Hekou(CHN)-Lao Cai-Hanoi-Haiphong) is 664 km with 400 km within Yunnan province of China and 264 km within Viet Nam.

The conditions of the Kunming-Hekou section are as follows:

(i) Two expressways in Kunming-Mengzi section

One is Kunming-Shilin expressway, currently double-direction and 6-lane with a total length of 78 km. This expressway was completed and opened to traffic in 2003. Shilin-Mengzi section is currently class 2 highway with 198 km in length. It is planned to be upgraded to a 4-lane expressway.

The other is Kunming-Yuxi-Tonghai-Jianshui-Mengzi section. Except some small parts, this section has been upgraded to expressway.

(ii) Mengzi-Xinjie-Hekou expressway, currently double-direction and 4-lane with 141 km in length, will be completed and open to traffic within 2008.

(4) Kunming-Chuxiong-Dali-Baoshan-Ruili(CHN)-Muse-Lashio (MYA)

Total length of the corridor within Yunnan province is 731 km. The 497km

Kunming-Baoshan expressway has been completed. Baoshan-Longlin section (78km) is now under reconstruction to a 4-lane expressway with 250 million USD loan from ADB and 35 million Euro loan from AFD. The project started in December 2004 and will be completed within 2008.

Longlin-Ruilu section, currently 154 km class 2 highway, is planned to be upgraded to expressway. The project will commence in 2009 and will be completed in 2012.

(5) Kunming-Baise-Nanning-Youyiguan-Huu Nghi-Langson-Hanoi Corridor

The total length of this corridor is 1160 km with Nanning-Henei section of 380 km (Nanning-Youyiguan section, 210 km; Youyiguan-Henei section, 170 km). The total section within China has been upgraded to expressway.

(6) Lancang-Mekong River Navigation Channel

Since the Quartopartite Agreement on Commercial Navigation on the Lancang-Mekong River was signed by China, Laos, Myanmar and Thailand in April 2000 and particularly since the navigation channel improvement project was executed thereafter, the navigability in the regulated sections of the River has been greatly improved with rapid growth of international shipping volume. Accidents frequency has been reduced dramatically and with 30% decrease in transport cost as well. According to our statistics, by the end of 2007, export and import cargo volume on the River reached 396 thousand tons with total value of 109 million USD, an increase of 15.1% compared with that of 2006. The number of passengers carried amounted to 21 thousand, with an increase of 5.9% compared with that of 2006.

C. Progress in Railway Infrastructure Development

(1) Dali-Ruilu Railway Line

Construction of the railway line has commenced and is planned to be completed in 2014. The estimated total cost is 2161.8 million USD and is financed by the Chinese Government.

(2) Nanning-Kunming Railway Capacity Expansion

The indicative timeline for this project is 2009-2015. The estimated total cost is 11764.7 million USD and will be co-financed by ADB (loan of 300 million USD included in ADB indicative 2009 pipeline) and Chinese Government. Proposal for the project has been completed and will be submitted soon.

(3) Yuxi-Mengzhi railway line

The project is still under construction and is planned to be completed in 2009. The estimated total cost is 661.8 million USD and is financed by the Chinese Government.

(4) Mengzhi-Hekou railway line

The indicative timeline for this project is 2008-2012. The estimated total cost is 1.21 billion USD and is financed by the Chinese Government. The project will commence within 2008.

D. Progress in Air Transport Infrastructure Development

(1) Mengzhi Airport Upgrading

It has not been decided whether the Mengzhi Airport, a military airport will be reconstructed to a civil airport or a civil-and-military airport. Proposal from Yunnan provincial government is still under domestic procedure.

(2) Nanning International Airport Improvement

The estimated investment for the project is about 126.3 million USD to be co-financed by the Chinese Government and the airport authority itself.

(3) Guilin International Airport Improvement

The estimated investment for the project is about 90.7 million USD to be co-financed by the Chinese Government and the airport authority itself.

Part II. Progress in the Facilitation of Cross-border Transport

A. Cross-Border Transport Agreement (CBTA) Annexes and Protocols

Under the coordination of the ADB, representatives of the six countries signed the last 3 annexes and 1 protocol in March 2007. Up to then, all 20 annexes and protocols of CBTA have been signed. The above-mentioned 20 annexes and protocols were all accepted by the Chinese government in January 2008.

B. Memorandum of Understanding between China and Viet Nam on the Implementation of the CBTA

The Memorandum of Understanding between the Government of the People's Republic of China and the Government of the Socialist Republic of Viet Nam on the Inclusion of the Border Crossing at Youyiguan-Huu Nghi and the Related Route in Protocol 1 of the CBTA was signed during the 3rd GMS Summit in late March 2008. The signature of the MOU will help to realize facilitation of cross-border transport and promote trade development and personnel exchange between the two countries. It is of great significance to the economic cooperation in GMS countries as a whole.

C. Implementation of the CBTA and Its Annexes and Protocols

(1) Training Course for the Implementation of the CBTA

To facilitate smooth and efficient implementation of the CBTA and its annexes and protocols, the Ministry of Communications of China conducted a 7-day national training course for the implementation of the CBTA in Kunming of Yunnan province in July 2007. About 100 participants from NFTC (National Facilitation Transport Commission) member ministries, relevant agencies from Yunnan and Guangxi, and all relevant executive agencies at 7 border crossings attended the training course.

(2) CBTA Implementation Manual

To facilitate the implementation of the CBTA and its annexes and protocols, with the assistance of the ADB experts, China and Viet Nam worked out a CBTA

Implementation Manual at the border crossings of Hekou and Lao Cai in June-July 2007. The Manual are still under translation from English to Chinese and will be published in October this year.

(3) National Action Plan on the Implementation of the CBTA and its Annexes and Protocols

Under the coordination of the ADB, a joint meeting on the formulation of the National Action Plan was held in Beijing on November 12-13, 2007. Relevant agencies attended the meeting and worked out the draft National Action Plan. The draft was approved at the first China NFTC plenary meeting held in Beijing in December 2007.

(4) The First NFTC Plenary Meeting

The first NFTC plenary meeting was held in Beijing on 13 December 2007. About 50 delegates from the eight member ministries (namely the Ministry of Foreign Affairs, the National Development and Reform Commission, the Ministry of Public Security, the Ministry of Finance, the Ministry of Communications, the Ministry of Commerce, the General Administration of Customs, the General Administration of Quality Supervision, Inspection and Quarantine), the government of Yunnan Province, the government of Guangxi Autonomous Regions, and China Road Transport Association (CRTA), attended the meeting. H. E. Mr. Weng Mengyong, Vice Minister of the Ministry of Communications, delivered a report to the meeting on the achievements in the past four years after the establishment of the NFTC and put forward some specific recommendations on the future work of the NFTC. The meeting approved all recommendations and agreed to accept Yuannan, Guangxi and CRTA as members of the NFTC.

Part III. Recommendations on Further Strengthening GMS Cooperation in Transport Sector

Based on the above-mentioned progress in infrastructure development and in cross-border facilitation, and according to initiatives made by Chinese Premier Wen Jiabao and agreed upon by all other leaders at the GMS 3rd Summit, we would like to make the following recommendations in respect of infrastructure development, transport facilitation and information network in the GMS cooperation:

A. Infrastructure Development

(1) Given that the Kunming-Bangkok road was completed and opened to traffic in March 2008, we propose that the ADB continue to coordinate in initiating, as soon as possible, the construction of the Houei Sai-Chiang Khong Bridge across the Mekong River.

(2) We propose that the GMS countries should expedite the development of their relevant sections of the South-North corridor, East-West corridor, south corridor, and the related border crossings in accordance with the GMS Transport Strategy 2006-2015, thus to establish a road transport network as early as possible. We also propose that the GMS countries should create favorable investment conditions and

encourage public and private sectors to participate in GMS infrastructure construction.

(3) We propose that the ADB should strengthen its involvement in navigation channel improvement of the Lancang-Mekong River, and provide necessary financial support for the installation and maintenance of the navigation aids, and for feasibility studies on realizing the commercial navigation on the whole reaches of the Lancang-Mekong River.

B. Facilitation of Cross-border Transport

(1) In order to fully and effectively implement the CBTA and its annexes and protocols, we propose that countries having not ratified or accepted all the CBTA annexes and protocols should do so as soon as possible. We also propose that negotiations on bilateral MOU on the implementation of the CBTA and its annexes and protocols at the border crossings of Mohan (CHN)-Boten (LAO) and Ruili (CHN)-Muse (MYA) be initiated as soon as possible.

(2) At the customs transit system meeting held in Qingrai, Thailand on July 29-August 1, 2008, the delegates from GMS countries reached consensus on the pilot implementation of the GMS customs transit system on the East-West and South-North corridor, and also considered and finalized the Memorandum of Understanding between and among Customs Authorities and Issuing/Guaranteeing Organizations/Institutions from the GMS Countries on the Customs Transit and Temporary Admission System for Implementation of the CBTA. We propose that the GMS countries should complete their domestic procedures for approval as soon as possible, with a view to sign the above-mentioned MOU as scheduled in October 2008.

(3) We propose that ADB and other international financial institutions should continue to provide technical assistance as well as financial support to the GMS cooperation in respect of personnel training on the implementation of the CBTA and its annexes and protocols, especially on the implementation of the customs transit system in the GMS countries.

C. Establishment of Transport Information Network

China has developed some technology and has certain capacity in the construction of transport information network. In order to enhance cooperation in GMS region as a whole, we propose that the GMS countries should strengthen cooperation in the construction of transport information network. China would like to share its technologies and experiences in this regard.

Mr. Chairman and Co-chair, dear colleagues, ladies and gentlemen,
In conclusion, I would like to take this opportunity to express our sincere thanks to ADB and all other donors for their great contributions to our successful cooperation in

GMS program. Finally, may I wish this Forum a complete success.

Thank you very much for your kind attention!

Proposed Format for the Country Reports at the 12th Meeting of the GMS Subregional Transport Forum (STF-12)

Objective of the Reports:

1. To monitor the status of and progress on the projects included in the GMS Transport Sector Action Plan adopted at the 11th Meeting of the STF (STF-11, March 2007, Bangkok) and further endorsed and refined by the Third GMS Leaders' Summit (March 2008, Vientiane) under the Vientiane Plan of Action for GMS Development (2008-2012) (Vientiane POA).
2. To provide the basis for a further refined list/matrix of high priority GMS transport projects whose implementation will be closely and regularly monitored.

Key Features of the Proposed Format *(see following pages):*

1. The format is based on the Vientiane POA, which includes only committed and high priority projects in the STF-11 Transport Sector Action Plan – projects that are for commencement of implementation within 2008-2012.
2. The proposed format has the following columns: (1) Project Name, (2) Indicative Timeline, (3) Estimated Total Project Cost, (4) Status of Financing, and (5) Status/Progress of Implementation. Indicative information available from the Vientiane POA on each country's respective projects is given in the first 4 columns of the format for each country. However, the countries are requested to revise/update the entries under these columns based on more recent developments and information.
3. The most important columns are (4) and (5), under which the countries are requested to provide the following information:
 - a. Column (4) Status of Financing: the final financing arrangements for the project, including the sources and amounts; or, if no final arrangements have been set, recent developments on arrangements being pursued.
 - b. Column (4) Status/Progress of Implementation: For projects that are already ongoing, progress of construction works (e.g., works undertaken, sections/numbers of kilometers completed, percent completion, etc.). For projects still in the project preparation stage, the extent of preparation activities undertaken (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, regulatory agency approvals). More importantly, the column should include information on the relation to and priority status of the project in national plans and programs (e.g., the project is a high priority in the current five-year socio-economic development plan, the project is needed to complete the sections of the GMS Economic Corridor in the country, etc.).
4. Also provided in the format is a blank table where, if necessary, the countries may list other projects that they may consider to be of high priority.

People's Republic of China: Country Report on Projects Included in the Plan of Action for the GMS Transport Sector (2008-2012)

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation	
Group 1: Projects that are ongoing or for immediate implementation and with identified financing		<i>Please revise/update the indicative entries under columns (2)-(4) as needed</i>		<i>Please include information on: progress of construction or project preparation (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, agency approvals); relation to and priority status in national plans and programs.</i>	
1.	Route 3/Highway 1020: Houayxay-Chiang Khong North South Economic Corridor International Bridge	2007-2011	35.0	PRC, Lao PDR and Thailand signed MOU under which PRC and Thailand agreed to jointly finance the bridge	A pre-bid meeting on the construction of the bridge was held in June 2008. Project Working Group has received proposals from consultants. The proposals are under the procedure of evaluation and ranking.
2.	Guangxi Roads Development II	2005-2008	726.0	Financed by ADB (\$200 M); China Development Bank (\$271.4 M); and PRC Government (\$257.6 M).	Project expressway (188km-long four-lane access-control toll Nanning-Baise expressway) opened to traffic on a trial basis in December 2007, contributing to poverty reduction in the project area, as well as transport facilitation and north-south economic corridor development (NSEC) in the GMS. The Project is expected to be completed by end 2008.

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
3.	Western Guangxi Road Development: Longlin-Baise Expressway	2007-2013	1,566.0	Financed by ADB (loan of \$300 M); PRC government (\$720 M) and cofinancing (\$546 M).	Feasibility Study and Preliminary Design were approved in 2007. Civil works contracts were signed in June 2008, and construction commenced in July 2008. Project expressway (177km long four-lane access-control toll Baise-Longlin expressway) is expected to be completed by end 2010, which will provide a better access between Guangxi and Guizhou, and contribute to sustainable economic growth in poverty-stricken areas in southwestern China and northern Vietnam, as well as NSEC development designed in the GMS.
4.	Central Yunnan Roads Development: Wuding-Kunming	2008-2011	686.0	To be financed by ADB (loan of \$200 M included in ADB indicative 2008 pipeline); PRC government (\$72 M); and cofinancing (\$304 M).	The project feasibility report has been approved by the National Development and Reform Commission. The project preliminary design has been finished and submitted to the Ministry of Transport for approval. The negotiation on ADB loan issue will be held in August 2008. the project is planned to commence in September 2009.
5.	Dali-Ruili Railway Line	2007-2014	2161.8	To be financed by PRC government	Construction has commenced.

(1) Project Name		(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
6.	Nanning-Kunming Railway Capacity Expansion	2009-2015	11764.7	To be financed by ADB (loan of \$300 M included in ADB indicative 2009 pipeline) and PRC government	Project proposal will be submitted soon.
7.	Yuxi-Mengzhi railway line	2005-2009	661.8	financed by PRC government	Still under construction
8.	Western Yunnan Roads Development II	2009-2012	1426.0	To be financed by ADB (loan of \$250 M included in ADB indicative 2009 pipeline) and PRC government	The project feasibility study report has been completed and submitted to the National Development and Reform Commission for approval.
9.	Mengzhi-Hekou railway line	2008-2012	1205.9	To be financed by PRC government	The project will commence in 2008.
Group 2: Projects for later implementation and/or projects requiring financing					
1.	Mengzhi Airport Upgrading	2008-2009	15.0	Possible financing by PRC	It has not been decided that if the Mengzhi Airport, a military airport will be reconstructed to a civil airport or a civil-and-military airport. Proposal from Yunan provincial government is still under domestic procedure.
2.	Dali-Lijiang Road Upgrading	2009-2012	2377	To be financed by PRC government	The project feasibility study report was submitted to the National Development and Reform Commission for approval in 2007.

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
3.	Baise-Debao-Longbang (Viet Nam border) Expressway	2009-2012	1,016	To be financed by BOT	Feasibility Study has been completed and will be submitted for approval. The expressway to be constructed is about 130km long with four access-control lanes, and the design speed is 80km/h. The Project will help to reduce poverty and promote regional economic development in Guangxi, Yunnan and Vietnam, which is in consistent with the NSEC development strategy of GMS.
4	Yuxi-Mohan Railway Line	2010-2014	TBD	TBD	
5	Guangdong-Chuxiong-Dali Railway Capacity Enhancement Project	2010-2010	TBD	TBD	
6	Chengdu-Kunming Railway Double Tracking	2009-2011	TBD	TBD	
7	Nanning International Airport Improvement	2009-2012	126.3	To be financed by the PRC government and the airport	
8	Guilin International Airport Improvement	2009-2014	90.7	To be financed by the PRC government and the airport	

Other Projects that Government May Consider as High Priority

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
Hechi-Baise Expressway	2010-2014	2,012	Applying for ADB loans and the rest will be financed by PRC government.	Feasibility Study has been completed and will be submitted for approval. The expressway to be constructed is about 180km long with four access-control lanes, and the design speed is 80km/h. The Project will help to reduce poverty and promote economic development in northwestern Guangxi area.

COUNTRY REPORT
ON GMS TRANSPORT DEVELOPMENT ACTIVITIES IN LAO PDR

By Mr. Math Sounmala, Director General,

Department of Planning and Cooperation, Ministry of Public Works and Transport

At the Twelfth Subregional Transport Forum held in Danang, Vietnam, on 12-14 August, 2008.

Mr. Chair and Co-Chair,
Distinguished Delegates,
Ladies and Gentlemen,

First of all, on behalf of the Lao Delegation, I would like to express my sincere thanks and appreciation to the Ministry of Transport of the Government of the Socialist Republic of Vietnam for hosting the Twelfth Subregional Transport Forum in Danang and for the warm welcome and hospitality extended to us. I would like to take this opportunity to express our sincere gratitude to the Asian Development Bank for supporting and organizing today's forum.

Mr. Chair and Co-Chair,

Some of us may be well aware, the 12th STF is convened right at the starting point of the East West Economic Corridor, the city of Danang. This place has reminded me when the technical teams from the three countries, namely Laos Thailand and Vietnam, conducted a reconnaissance field trip of the East West Transport Corridor in 1995, which is already 13 years ago. Danang, during that time was not very much developed, with very few cars and few motorcycles in the narrow streets, crowded with bicycles and pedestrians. Danang today is becoming a very busy city, a modernized city, a lot of tall buildings, new and modern public infrastructure. The city environment is clean and green. I have been informed that the Vietnamese Government is planning to make Danang to become the industrial, commercial, and seaport city of the Central Region of Vietnam. Back in 1995, how to make the East West Transport Corridor into reality as we have witnessed today was rather an ambitious dream. Let alone the other sectors, just consider only the development of the major transport infrastructure along this corridor, just to name a few, like the Tien Sa Deep Seaport, the new bridge and the Danang bypass road, the Highway No.1, the Haivan Tunnel, the road 9 both in Vietnam and in Laos, the Mekong Bridge between Savannakhet and Mukdaharn, the Highways in Thailand. All these transport infrastructure needs huge investment to develop, probably in the order of not less than half a billion US Dollars. This was a 1995 estimate. Today the cost might be double. But under the spirit of regional cooperation, The GM Economic Cooperation, with the joint and concerted effort, mutual trust and confidence, and the strong political will of all parties concerned, particularly the Governments and People of the three countries and the valuable support and assistance from donors, with ADB as the prime lending agency and coordinator, the major transport infrastructure mentioned are now completed.

Mr. Chair and Co-Chair,

Concerning the development of the GMS transport activities in Lao PDR, it is my honor to inform the Forum in accordance with the recommended format as the followings:

Part I: Progress in Transport Infrastructure Development.

1. Road Transport Projects:

a) GMS road projects

i) The Transport Infrastructure along The East-West Economic Corridor:

- The rehabilitation of the whole Road No. 9 and the Second International Mekong Bridge were completed. Funding to upgrade and construct the road and the bridge was kindly assisted by ABD and Japan (through JICA and JBIC). In facilitating and enhancing the transportation along this road, there are needs to provide the transport logistics and the upgrading of the border facilities at the Dansavanh border crossing.

ii) The Transport Infrastructure along The North-South Economic Corridor:

Road R3-A

- The construction of R3 through the northern provinces of Laos was completed and official opening for the traffic was held during the GMS Summit in Vientiane last March, 2008. The completion of R3 was an important show case showing that the GMS member countries have helped each other in realizing the GMS Economic Cooperation, where the cost of the road was shared by Thailand for 85 km, Laos for 74 km, and PRC for 69 km.

The Fourth International Mekong Bridge.

The Mekong Bridge between Houei-Sai (Lao side) and Chiang Khong (Thai side) will remain to be the missing link of the R3 along the NSEC for at least another four more years. The F.S. of the bridge was completed under ADB-TA providing a solid ground to support the investment to construct the bridge. In addition, the Bank has extended its TA to assist in coordinating, facilitating, as well as helping in the procurement matters. If everything goes as planned, the construction of the bridge will commence by mid 2009 and will be completed in 2012. To date, funding has been obtained as grant 50% each from PR China and Thailand. Once completed about four years from now, the bridge will make it possible for the first time to travel by land directly from Southwestern China through Lao PDR to Thailand, opening up tremendous opportunities for the three countries concerned and expanded potential for yet further regional integration. And this has respond to our leaders' vision to move forward by "Strengthening Infrastructure Connectivity – A Key Ingredient to Improved Competitiveness" of our sub-region.

It is my honor to update the forum on the progress of the project as the followings:

- i) With the aim to expedite the project, Thailand has offered a grant to finance the detailed design of the bridge which is now substantially completed as schedule.
- ii) Preparation of bid documents both for the supervision consultants and for the contractor are in good progress with the assistance from ADB-TA consultants. Milestone for each activities have been reached during the Third Project Steering Committee meeting in Bangkok on the 19-20 June, 2008.

- iii) Arrangements, during construction, will follow, similarly, the good practices learned from the construction of the Second International Mekong Bridge at Savannakhet-Mukdaharn.
- iv) All parties have expressed their concern on the cost of the civil works as FOL and construction materials are increasing sky-high:
 - a. the cost estimate reported to the first PSC meeting in 2007 was about 41 MUSD.
 - b. the cost estimate reported to the second PSC meeting in March 2008 was about 47 MUSD (14 % increase).
 - c. the cost estimate reported to the third PSC meeting in June 2008 was about 59 MUSD (44% increase). Please note that only in three month gap the cost increase is 12 MUSD.
 - d. With the decreasing of the value of the USD currency, and the uncontrolled of the fuel price, by the time the civil works contract is let, according to my guesstimate, the cost would be not less than 70 MUSD(94% increase).

b) Other road projects that support or impact on GMS transport sector development

i) National Road 13 South (Southern Lao PDR)

Under the grant assistance from PR China, the construction to connect Lao NR 13S to Cambodian NR 7 was substantially completed in May this year. The location of the BCF and CCA to support the CBTA at the International Nongnokkiane-Tranpengkian border crossings between Laos and Cambodia have been jointly agreed by both sides. Funding to construct both the BCF and CCA is being sought by both parties.

ii) National Road 18A.

This road, assisted under the special soft loan of Vietnam was completed in mid 2006. This road has provided an access for the Lao Southern Provinces, such as Champassak, Saravane, Sekong, and Attapeu provinces, to the Vietnam seaports as well as to support the economic activities in the Development Triangle (Lao PDR, Cambodia, and Vietnam).

iii) National Road 2 (Portion of R9).

The Government of Thailand has extended a soft loan to construct a missing link NR2 (Portion of R9) from Muong Ngeun to Pakbeng with an amount of approximately 20 MUSD. The civil works of the project are progressing satisfactorily. The section from Pakbeng to Muong Khoa, have been rehabilitated by using the World Bank Fund. The section from Muong Khoa to Taichang will be upgraded with the special assistance from the Government of Vietnam. The technical teams of both side have agreed on the detailed engineering design of all the road and bridges component. Both parties are very much in deep concern as the cost of the civil works keep moving almost every day. Once the whole stretch is completed, it will facilitate the land transportation between the Northern Part of Thailand to the Northern Part of Vietnam, in particular with Dien Bien Phou and Hanoi, as well as it can link to Myanmar via Luang Namtha to Xiengkok to Kaeng Lap and Meitila inside the Union of Myanmar, which will open

up tremendous opportunities for the countries concerned and expanded potential for yet further regional integration.

2) Rail Transport Project:

The extension of the railway about 3.5 Km from the center of the Friendship Bridge to Thanaleng Customs Depot in Lao PDR, with the assistance from Thailand, is now substantially completed. Both sides have agreed to operate Joint Traffic Management of Railway Transport between the two countries. Train test running cum operation and management have been jointly conducted by the officials of the two authorities. The official opening of the train traffic will be scheduled soon.

With the assistance from Agence Francaise de Development-AFD, the FS of the extension of railway from Thanaleng to Vientiane Capital is in good progress. France and Thailand have indicated their interest to support in financing the cost of the civil works.

3) Water Transport

Upper Lancang-Mekong River Navigation Project-W1

The water transport on the Upper Lancang-Mekong River is increasing progressively. To facilitate the movement of goods and people in this sector along this portion of the river, there is a need to upgrade two important river ports namely Xieng Kok port in Luangnamtha Province and Ban Mom port in Bokeo Province. These two ports are not met the minimum standards for CIQ checking.

4) Air Transport

- Air transport plays an important role in the social-economic development of the country, even though the share is substantially small. There are regular flight schedules to and from our capital city Vientiane connected with almost all GMS capital cities.
- We would like to inform the forum that The Government of Thailand has extended a soft loan to upgrade the Pakse Airport to accommodate Boeing 737 Aircraft. The upgrading of this airport will be completed in the year 2009.
- Our Lao Airline Company will resume its regular flight from Vientiane to Savannakhet , starting from 15 August, 2008. Negotiation with Thai concerned authorities will be conducted for the right to fly from Savannakhet to Bangkok. In the future, this connection may extended to connect with Danang. But all this will be determined by the market. Therefore upgrading Savannakhet airport to an ICQ standard is very necessary.

Part II: Development in Transport-Related issues

2.1 New GMS Flagship Road Project (National Road 4)

The NR 4 starts from Ban Nakha to Nam Heuang Lao-Thai Friendship Bridge through Paklay-Sayaboury and connects with Luang Prabang about 360 Km. It will become an important link which enables the connection with the EWEC and NSEC by passing via Luang Prabang and Oudomxay Provinces which are the cross roads to Southern Yunnan Province, Northern Vietnam and Eastern Myanmar. After the completion of the F.S. financed by the ADB TA, and with the recommendations from the consultants, it is agreed that the civil works to upgrade this road will be carry out on a Design and

Build Method. Funding, approximately 90 MUSD has been concluded assisted, as grants from ADB and AusAid, as soft loans from OPEC and EDCF (Korea), and the

counterpart fund from the Lao Government. We would like to commend ADB for its remarkable coordination work to invite donors on board to realize this project

2.2 Improvement of Luang Prabang Airport

Luang Prabang, the former royal capital of Laos and the world heritage town, is becoming an important tourist attraction site. The existing airport had been upgraded with the grant assistance from Thailand and is able to accommodate only small sized aircraft. There is a need to extend the existing runway about 300 meters to accommodate the medium size aircraft, improve the airport terminal and to provide some safety instruments. With the soft loan from China Exim Bank, the extension of this airport will commence in the year 2009, as to date the Chinese consultant is carrying the detailed design of the extension works. In addition, ADB has extended its TA to carry out the feasibility of the whole complex of the improvement of air transportation in Luang Prabang. We find that the study is not in any way duplicated with the Chinese assistance. In fact, the study provides us an argument to leverage with the Chinese, and a guideline to improve the whole complex of air transport to support tourism of Luang Prabang.

2.3 Improvement of Pakse Airport

We would like to inform the forum that The Government of Thailand has extended a soft loan to upgrade the Pakse Airport to accommodate Boeing 737 Aircraft. The upgrading of this airport will be completed in the year 2009. This airport which will gradually be upgraded to an international airport which will support tourism in the southern provinces

2.4 Border Crossing issues

After all the hard works and excellent cooperation of all parties concerned together with the tireless support and assistance from the Bank, for about 10 years, the GMS Framework Agreement for Facilitation of CBTA together with its Annexes and Protocols has been completed and ratified by all parties concerned. Pilot or the Initial Implementation of the CBTA has been tested at agreed border crossing points between the country pairs, namely Dansavanh-Lao Bao (Lao PDR and Vietnam) and Savannakhet-Mukdahan (Lao PDR and Thailand). The result of the implementation has been very encouraging, and member countries are moving forward in the preparation to full implementation of the CBTA. The preparation includes, among others, training of personnel to be posted at the borders, preparation of uniform forms on immigration, customs and permits, improvement of ICT, upgrading border facilities and infrastructure, the modification of the internal laws, rules and regulations to be in line with the CBTA, improving the transport operators.

In realizing the overarching goal to transform its landlocked state into land bridge as well as to support our leaders' vision in "Strengthening Infrastructure Connectivity—A Key Ingredient to Improved Competitiveness" of our sub-region, the Lao delegation would like to propose the forum to consider to expand the implementation of CBTA at the following border crossings:

- | | | |
|------------------------------|-------------------|-----------------|
| 1. Botene-Mohan | Laos and China | along GMS R3 |
| 2. Houei Sai-Chiangkhong | Laos and Thailand | along GMS R3 |
| 3. Thananleng-Nongkai | Laos and Thailand | along VT A1 |
| 4. Vangtao-Chongmek | Laos and Thailand | along Lao NR16A |
| 5. Nongnökkiane-Trapengkiane | Laos and Cambodia | along Lao NR13S |

6. Namphao-Cau Treo

Laos and Vietnam along Lao NR8

Mr. Chair and Co-Chair
Distinguished Delegates,
Ladies and Gentlemen,

Please accept my apology for taking so much time of the forum.
In conclusion, once again, I would like to express my sincere gratitude to the Bank for its active support and efficient coordination in all GMS activities, particularly in the transport sector. I would like also to extend our thanks and gratitude to all donors who contribute their valuable assistance toward the implementation of the GMS projects in our country. Last, but not least, I would like to thank the host for the warm hospitality, the excellent arrangement and preparation made for the forum. May I wish the forum every success.

Thank you very much for your kind attention.

Lao PDR Country Report on progress of GMS projects presented at the 12th STF in Danang

Lao PDR: Country Report on Projects Included in the Plan of Action for the GMS Transport Sector (2008-2012)

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation	
Group 1: Projects that are ongoing or for immediate implementation and with identified financing		<i>Please revise/update the indicative entries under columns (2)-(4) as needed</i>		<i>Please include information on: progress of construction or project preparation (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, agency approvals).</i>	
1.	Route 3/Highway 1020: Houayxay-Chiang Khong North South Economic Corridor International Mekong Bridge. This bridge will be the fourth International Mekong Bridge	2007-2011	35.0 (June 2008 estimate 59 MUSD)	<p>PRC, Laos and Thailand signed MOU under which PRC and Thailand agreed to jointly finance the bridge 50% each as grant.</p> <p>-Cost estimate in 2007 was 41 MUSD. In March 2008, the cost was 47 MUSD. In June 2008, the cost was 59 MUSD.</p>	<p>-Detail design substantially completed and land acquisition is progressing well.</p> <p>-Lao Project management team established</p> <p>-PSC and Procurement have been established.</p> <p>-Recruitment of Supervision consultants will be finalized by 2008.</p> <p>-Civil works will commence in June, 2009.</p> <p>-Completion is targeted by 2012.</p> <p>-Project arrangement and coordination during construction will follow similar practices as of Savannakhet –Mukdaharn Bridge</p>

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
2.	Thakhek-Nakhon Phanom Mekong Bridge. This bridge will be the Third International Mekong Bridge	2008-2012	38.0	<p>-To be financed as a grant by Thailand under ACMECS.</p> <p>-Funding had been approved by Thai Parliament but could not implemented due to the cost increase of FOL and construction materials. DOH will resubmit a new cost estimate to the Parliament for approval.</p> <p>The new cost estimate will not be less than 55\$M.</p>	<p>-Lao and Thai sides agreed on the bridge location.</p> <p>-Detail design completed and approved by both authorities.</p> <p>-MOU for the construction of the Bridge was signed by both representatives of the two Governments, providing legal framework, among other areas, the establishment of Free Construction Zone, the Project Management Committee-PMC and Bridge Management Committee-BMC, as well as the tax and duty exemption, the immigration issues.</p> <p>-Open Tender for the construction had been called, but no contractors submitted their bids due to the low project cost estimate.</p> <p>-Both sides are working on land acquisition and the preparation for the Ground Breaking Ceremony to be ready when time has come.</p>
3.	Second GMS Northern Transport Network Improvement (Lao section)	2008-2012	40.0	To be financed by ADB (loan of \$20); Lao PDR (\$2 M); and cofinancing (\$18 M).	<p>-Second GMS Northern Transport Network Improvement (Lao section) is locally known as ADB12 Project. The project roads are mostly in Houaphanh Province(Roads 6, 6A, and 6B)</p> <p>-Field reconnaissance had been conducted by ADB and Lao Officials. Project formulation is being carried out by SEID of ADB.</p> <p>-This project is listed as very high priority of the Lao Government as it provides access for the northern provinces to Vietnam for export as well as for poverty reduction campaign.</p>

(1) Project Name		(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
4.	Thanaleng-Nong Khai Railway Extension	2008-2010	5	Thailand through NEDA has assisted a 30/70 grant cum soft loan in Thai Baht 98 Millions towards the cost of the first 3.5 from the middle of the Friendship Bridge to Thanalaeng.	<ul style="list-style-type: none"> -The extension of the First 3.5 km across the border between Thailand and Lao PDR was completed recently. -Train test running had been conducted for two weeks. -Official Hand-Over and normal train transport operation will soon be opened. -The Agreement on Joint Traffic Working over Railway between Laos and Thailand signed at the sideline of the 3rd GMS Summit in Vientiane on the 30th March 2008. -Two Lao and Thai Railway Authorities are now discussing on the implementation rules and regulations based on the agreement.
5.	Savannakhet Airport Improvement	2008- 2011	17 (preliminary)	TBD	<ul style="list-style-type: none"> -Lao Airline will resume its regular flight from Vientiane to Savannakhet starting 15 Aug. 2008. -Upgrading the Passenger Terminal and some necessary equipment are needed. -There is a plan to connect Savannakhet with Suvannaphoum Airport in Bangkok. -Other Airlines are welcome, but this airport only can accommodate small aircrafts, similar to ATR 72, not more. -This is to support trade, investment and tourism along the EWEC and Savan-Seno Special Economic Zone.

(1) Project Name		(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
6.	Northern GMS Transport Network Improvement	2007-2013	88.5	Financed by ADB (\$27 M); OPEC Fund for International Development-OFID (\$11 M); Australia AusAid (\$14.5 M); Korea KOICA (\$22.4 M); and Lao government (\$13.6 M).	<p>-This road starts from Lao-Thai Nam Heuang Friendship Bridge across Sayabouly Province to Luang Prabang with a total length of approx. 300km. There will be a Mekong Bridge at Tha Deua and Pakhone. This road will enable the connection between NSEC and EWEC as well as promote tourism of the World Heritage City-Luang Prabang.</p> <p>-Funding is now secured, our deep gratitude to ADB for its outstanding coordination with several donors to support the investment for this road.</p> <p>-To date, the project is on tendering process and civil works will start by the upcoming dry season,</p>
Group 2: Projects for later implementation and/or projects requiring financing					
7.	GMS East-West Corridor II (Lao section)	2012-2015	23.0	Included in ADB indicative pipeline for 2011- \$20M; Lao government \$1M; cofinancing \$2 M	

(1) Project Name		(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
8.	Route 14A: Junction Route 16 – Lao PDR/Cambodian border	TBD	33.0	TBD	-This road portion had been identified as high priority by the Japanese Study on the Southern Road Network funded by JICA. This road will promote tourism to the World Heritage site Wat Phou Champassak. -To date, no progress on the improvement of the road as there is no funding.
9.	Route 16A:Junction Route 16 - Junction Route 11	TBD	34.0	TBD	-This road portion had been identified as high priority by the Japanese Study on the Southern Road Network funded by JICA. - This road is an active candidate for grant/soft loan assistance in the upcoming support from Japan.
10.	Thanaleng-Vientiane Railway	2008-2010	TBD	TBD	
11.	Bridge over Mekong between Xieng Kok and Kyaing Lap including Access Road from Tarlay-Kyainglap	TBD	34.0	TBD	
12.					

Other Projects that Government May Consider as High Priority

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation

GREATER MEKONG SUBREGION

**TWELFTH MEETING OF THE SUBREGIONAL
TRANSPORT FORUM**

(STF-12)

DA NANG , VIETNAM

12-14 AUGUST , 2008

COUNTRY PAPER

PRESENTED

BY

MYANMAR DELEGATION

Economic Cooperation Program in GMS Region Progress on Transport Infrastructure Improvement in Myanmar

1. Introduction

Economic Cooperation Program in GMS Region includes the countries Cambodia, Lao PDR , Myanmar, Thailand, Vietnam and China(Yunnan Province),situated along the Mekong river basin. About 320 million populations are residing in the region with the Gross Domestic Product of about US \$ 190 billion. This program was started in 1992 by ADB as the leading organization and its financial support, with the objective to eradicate poverty of the people and promote sustainable development in the GMS region.

2. Transport Sectors related to Myanmar

The Third GMS Ministerial Conference held at Hanoi in 1993 had laid down economic development programmes for the priority sectors . The development programmes for Transport sector which related to Myanmar are as follows;

(a) Roadways

- (i) R₃ Chaing Rai-Kunming Road Improvement Project via Myanmar and Lao PDR
- (ii) R₄ Kunming-Lashio Road Improvement Project
- (iii) R₇ Lashio-Loilem-Kyaington Road Improvement Project
- (iv) RS₁ Cross-Border Movement of Goods & People in the GMS Subregion

(b) Railways

- (i) R_{w1} Yunnan Province-Thailand Railway Project in Myanmar or Lao PDR

- (ii) RW₅ Yunnan Province-Myanmar Railway Project
- (iii) RW₈ Thailand- Myanmar Railway Project

(c) **Airways**

- (i) A₃ Myanmar Airports Improvement Project (Yangon, Bago, Bagan)
- (ii) A₆ Establishment of new Sub regional Air Routes (All GMS countries)

(d) **Waterways**

- (i) W₁ Upper Lancang Mekong River, Navigation Improvement Project (Yunnan Province, Myanmar, Lao PDR and Thailand)
- (ii) W₁₀ Yangon-Thilawa ports Improvement, Development Projects

(e) **GMS Economic Corridors**

A study team from ADB introduced Economic Corridors in 1999 by linking up the national roads in the GMS countries for efficient and more beneficial economic development in the region.

The GMS Economic Corridors are:-

- (i) East-West Economic Corridor (Mawlamyine –Danang)
- (ii) North-South Economic Corridor (Kunming – Bangkok)
- (iii) Southern Economic Corridor (Dawei–Quy Nhon /Vung Tau)

(f) **Additional GMS Economic Corridors**

A study team from ADB proposed(6) new additional GMS Economic Corridors during the meeting for 10th STF held in March 2006. These are :-

- (1) Northern Corridor (Fangcheng –Tamu)
- (2) Western Corridor (Tamu – Mawlamyine)
- (3) Eastern Corridor (Kunming – Ho Chi Minh City)
- (4) Central Corridor (Kunming – Sihanoukville/Sattahip)
- (5) Southern Coastal Corridor (Bangkok –NamCan)
- (6) Eastern Corridor (Nanning –Bangkok/ Lanem Chabang)

3. Progress on Road Infrastructure Improvement in Myanmar

(a) **R₃ Tachileik–Kyaington –Mongla Road (256 Km)**

It is a part of GMS North – South Economic corridor as well as a part of ASIAN and ASEAN Highways in Myanmar, linking with China(Jinhong–Kunming) to the north and Thailand (Ching Rai) to the south . Mongla – Kyaington section (93 Km) was upgraded to two lane bituminous road , but curvatures and gradients are still under standard in some mountainous terrain. It was funded by our own Government and regional authority. Most of the traffic operating on that road section are light to medium trucks and passenger cars. The travel time is about (2^{1/2}-3) hours.The section between Kyaington and Tachileik of about (163 Km)was upgraded to ASEAN road class III standard with bituminous pavement and operated by the private sector

as Build, Operate and Transfer(B.O.T) scheme. Construction of 2nd friendship bridge across Maesai river between Tachileik , Myanmar and Maesai , Thailand was completed with the grant aid of Thai Government including infrastructures for cross border movement facilities.

(b) R₄ Lashio–Muse Road (176 Km)

GMS route R₄ Lashio – Muse section in Myanmar is linking with China and is also a part of ASIAN and ASEAN Highway route No14.It is two lane bituminous paved road with the ASEAN highway design standard of class III. It is operated by private sector as B.O.T basis and major trade route from China to Myanmar and India.

(c) R₇ Lashio–Thibaw–Loilem–Kyaington Road (666 Km)

GMS route R₇ Lashio – Kyaington section is linking R₄ in Northern Shan State and R₃ in Southern Shan State .The road section between Lashio and Thibaw on AH14 of about (70Km) is two lane bituminous paved road and is operated by private sector as B.O.T scheme. It is a part of major trade route carrying high traffic volume of more than 1000 vehicles per day (vpd).The road section between Thibaw and Loilem of about (240 Km) is single lane bituminous road , carrying very low traffic volume of about 100 vpd . It is still needed to upgrade to two lane paved road .The road section between Loilem and Kyaington of about (356 Km) is single lane bituminous paved road . It is a part of ASIAN and ASEAN Highway route No2,

and is one of the major trade route between Myanmar and Thailand , carrying traffic volume of about 500 vpd . It is under upgrading and maintenance to get two lane bituminous paved road with the available government budget .Although the upgrading of that road section started since about 1974 , for more than 30 years ,the road condition not yet satisfactorily upgraded because of limited resources.

(d) **East –West Economic Corridor Road (200 Km)**

The East – West Economic Corridor in Myanmar cover from Myawady to Mawlamyaing via Eindu village with of about 200 Km . The section , Myawady to Eindu village of about 160 Km is a part of ASIAN and ASEAN route No.1,as well as a part of India–Myanmar–Thai trilateral highway.Upgrading of the first (18 Km) section of Maesot/ Myawady to Thingannyinaung in Myanmar, with grant aid of Thai Government, was completed in June 2006.The construction on the new alignment between Thingannyinaung and Kawkareik is also in the pipe line with the grant aid of Thai Government and is now under surveying for detailed project report .There is a need to develop the 40 Km road section and two major suspension bridges between Eindu and Mawlamyaing to provide the link to the western terminus of the EWEC .Construction of a rail-cum-road bridge for more than (3Km) length crossing over river Thanlwin in Myanmar , financed by the government was completed in December 2004 and under operation for highway route .It is an important and major bridge on AH 112 and SKRL spur link in Myanmar for the economic development in GMS area.

The rehabilitation of the remaining road section in Myanmar and upgrading of the port or development of a deep sea port at the western end of the EWEC in Greater Mawlamyaing area needs financing to complete the EWEC transport corridor.

(e) **North-South Economic Corridor Road (256 Km)**

It is the road section R₃ between Tachileik and Mongla in Myanmar connecting to Kunming via Jinghong in China and Bangkok via ChaingRai in Thailand. It is operational as transit transport route if the facilitations for cross-border movements are provided at the borders.

(f) **Construction of Lao-Myanmar Friendship Bridge across Mekong River**

Construction of suspension bridge has been proposed after preliminary Engineering studies such as site section, topographic and geological surveys. Lao PDR and Myanmar are seeking for financial assistance for implementation. It is now included in the list of ADB's (10)years (2006-2015) investment plan as No.D19. The access road for about (60Km) from Tarlay on R₃ to Kyainglap is under construction in Myanmar side and the access road for about (16Km) from Xiengkok to the bridge site in Lao PDR side is also under construction.

4. RS₁ Facilitation of Cross Border Transport of Goods and People

Myanmar had signed the Framework Agreement for the facilitation of the Cross Border Transport of Goods and People in the GMS at the 12th GMS ministerial meeting held in Dali,China on 19th September 2003.Under that agreement , there are 17 annexes and 3 protocols , all annexes had been signed.

Necessary measures are being taken for ratifying all annexes and protocols.

Within the GMS region ,border crossing points in Myanmar for Initial Implementation of Cross-Border Transport Agreement are:

- (a) Myawaddy – Mae Sot
- (b) Tachileik – Mae Sai
- (c) Ruili – Muse

The Myanmar National Transport Facilitation Committee had been formed with the Deputy Minister for Rail Transportation as Chairman and the Director General of the Transport Planning Department as Secretary . Measures are also being taken for Myanmar to sign the Seven UN Conventions.

5. Implementation of Single Stop Customs Inspection in Myanmar

In order to effectively carry out the implementation of Single Stop Customs Inspection in Myanmar , the infrastructures and facilities need to be installed at the border inspection points are as follows:

- (i) Vehicle repair and maintenance services, fuel station ,parking lot
- (ii) Warehousing facilities ,storage room ,container depot ,facilities for quarantine purposes, facilities for live animals.
- (iii) Communication center, police forces, qualified personnel with

English Language proficiency, weight bridge of weighting machines.

- (iv) Availability of necessary machines and equipments for the cross-border movement.

6. Rail Transport Networks

In the last fiscal year 2007-2008, Myanmar Railways has transported 3412.499 million passenger miles and 569.782 million freight miles .The average number of freight trains per day is 17 and passenger trains per day is 387 numbers.

Before 1988 there exists a rail network of 1976.35 route miles. This had risen 3186.86 route miles as of March 2008.The extension and construction of infrastructures in Myanmar Rail Transportation are as follows:

	Status in 1988	Extension and construction between 1989 and 2008	Total
Track(miles)	2793.86	1478.04	4271.90
Route(miles)	1976.35	1210.51	3186.86
Bridges(No)	5650	4552	10202
Station(No)	487	325	812

7. Trans-Asian Railways and Myanmar

The rail links between Myanmar and neighbouring countries are as follows:

- (a) Thanbyuzayat-Three Pagoda Pass (border with Thailand)
(110km left for new construction)
- (b) Lashio-Muse/Ruili (border with China)
(232km left for new construction)

An agreement had already been signed between Myanmar and China to send a Chinese team to conduct a feasibility study.

- (c) Chaung Oo-Pakokku-Kalay-Tamu (border with India) Tamu to Kalay is a missing link of 135 km between the section of Kalay to Kyaw of 210.14 km stretch .The construction of 1.7 km tunnel was of completed between this section . The feasibility study had been conducted by a consulting team of RITESCo, from India for the implementation of the project.

8. Myanmar Railways in the GMS Transport Projects:

- (a) RW₅ :Yunnan province – Myanmar Railways Project .In this project the missing section in Myanmar is Lashio to Muse (border with China).It was about 232 km .Chinese Government grant of Yuan 4 million to be used for the feasibility study of Lashio-Muse Railway Project. A study team from Chendu ,No 2 Railway Design Institute of China arrived Yangon and conducted feasibility study visiting Mandalay , Lashio and Muse areas.
- (b) RW₈ : Thailand – Myanmar Railways Projects There is an alignment of the railway lines built by the Japanese Army during World War II between Thanbyuzayat and Three Pagoda Pass at Myanmar – Thai border with a total length of 110 km .This section is also a part of Singapore – Kunming Rail Link Project.Republic of Korea agreed to finance 830,000 US\$ for the feasibility study of missing links and spur lines in CLMV countries. In line with this ,the study team from The Republic of Korea visited Myanmar on 10th June,2004,for reconnaissance survey. The study team from The Republic of Korea visited Myanmar again in March 2005 and conducted detailed study between Mawlamyaing and Thanbyuzayat

for inception report. The study team is now preparing a feasibility study report on the SKRL project.

9. Ports and Inland Water Transport

(a) Ports

Myanmar has a total coastline of 2832 km : western coastline by bay of Bengal and southern coastline by Andaman Sea. Myanmar Port Authority (MPA), Ministry of Transport is operating port services with one major port in Yangon and eight out ports, i.e.: Sittway, Kyaukphyu, Thandwe in the Rakhine State; Patheingyi in the Ayeyarwady Division; Mawlamyaing Port in the Mon State; Dawei, Myeik, Kawthaung in the Tanintharyi Division. MPA is upgrading and implementing the ports development at Yangon and Thilawa areas in accordance with national plan and BOT system by inviting local and foreign investors. The Yangon Port is accessible to vessels of 167m LOA, 9m draft, 15000DWT and Thilawa port is accessible up to vessels of 200m LOA, 9m draft 20000 DWT.

For long term requirement, if economic situation of the country and regional demanded traffic of larger vessels are required, the development of deep sea ports will have to be implemented. Ministry of Transport has planned to observe the deep sea ports which will be able to accommodate 40000 to 50000 DWT vessels. The potential areas such as Kyaukphyu, Kalegawk, Dawei and Bokpyin are feasible for development of deep sea ports based on preliminary study.

Deep Sea Port Projects

Myanmar Port Authority having realized the need of the deep sea ports for the future trade of the country and region demands has long time been thinking to develop deep sea ports and the preliminary efforts have been made in search of a suitable such deep sea ports. Based on preliminary study on sites selection conducted and taking into consideration of natural and technical, the following sites are earmarked for development of Deep Sea Commercial Ports along the coast of Myanmar such as Kyaukpyu at western coast and Kalegawk, Dawei and Bokpyin at eastern coast of Myanmar.

Kyaukpyu Deep Sea Port Project: Located in Kyaukpyu region in Rakhine State which was identified and selected for future Deep Sea Port development of the country. By hydrographic charts and preliminary investigations, the approach navigation channel has the least available depth (LAD) of 24m and the harbour area has LAD of 20m with sea-room of 1000m 1600m. The tidal range is 2-2.7m. The harbour is sheltered and not in the common routes of tropical cyclonic storm. Linkages of near by ports and prospects include Sittwe-Kaladan Project, Thandwe Tourism and Fisheries Industries. The expected capacity of the vessels to accommodate will be 40000 DWTGC and 5000TEUs containers.

Kalegawk Deep Sea Port Project: Located between Mawlamyine and Ye township in Mon State. The approach navigation channel has the LAD of 15m and the harbour area has LAD of 18m with searoom of 4.8km. The tidal range is 3-5m. The site is sheltered between the kalegawk Island and the coastline. The port will be able to

accommodate 40000 to 50000 DWT vessels. The prospect of the port comprises industries, fisheries, domestic and international wharves.

Dwei Deep Sea Ports Project: Located near Dawei in Tanintharyi Division. The approach navigation channel has LAD of 12m and harbour area has LAD of 15m with searoom of 3.2km and 5m tidal range. Final selection of the sites shall have to be decided among the several possible port sites. The deep sea port will be beneficial for reducing the cost and saving the sailing distance of GMS and intra-BIMSTEC countries' sea borne trade. The port is planned for 50000 DWT vessels to call. The scope of the project will comprise deep sea port, cross border highways and establishment of industrial complexes.

Bokpyin Deep Sea Port Project: Located between Myeik and Kawthoung in Tanintharyi Division. The approach navigation channel has LAD of 30m and harbour area has LAD of 20m with searoom of 3.2km and 3m tidal range. The scope of the project will include two deep sea ports, one at Bokpyin and the other at Bang Saphan in Thailand, cross border highway and natural gas pipe lines, two industrial cities focused on heavy industries such as steel, petrochemicals and power etc. The port shall consist of commercial berths to accommodate 65000DWT vessels and crude received offshore berth on 200000 DWT capacities.

The implementations of the projects are still subject to the finding of the feasibility study and the results of negotiations between the investors and the authorities concerned of Myanmar.

(b) Inland Water Transport: Inland Water Transport is one of the state owned transport enterprises under the Ministry of Transport. The

Inland Water Transport (IWT) has a fleet of 506 comprising 308 powered vessels, 152 dump barges and 46 stations pontoons. IWT is operating its fleet to carry out the transportation of passenger and freight along the navigable waterway of Ayeyawady, Chindwin river and other rivers in the Delta areas, Rakhine, Mon, Kayin State. IWT is performing its services in the entire country by establishing six divisional office and head office in Yangon.

10. Air Transport

Myanmar has concluded Air Transport Agreements with all the other countries of the East- West Economic Corridor and the status of the respective air services are as follows:

1. Myanmar-Lao PDR

- (a) Myanmar and Lao PDR had signed a bilateral Air Transport Agreement on 12 March 1991.
- (b) Lao Aviation operated once weekly services on the Vientiane-Yangon-Vientiane route from 21 December 1995 to 26 July 1996. Myanmar Airlines have not yet operated to Lao PDR.
- (c) The routes and traffic rights between Myanmar and Lao PDR are now according to the CLMV Multilateral Agreement which has come into effect from 23 April 2007.

2. Myanmar-Viet Nam

- (a) Myanmar and Viet Nam had signed a bilateral Air Transport Agreement on 13 October 1995.
- (b) There are no services between Myanmar and Viet Nam

up to now.

- (c) The routes and traffic rights between Myanmar and Viet Nam are now according to the CLMV Multilateral Agreement which came into effect from 23 April 2007.
- (d) Viet Nam Airline is now carrying out a study and making plans to operate from Viet Nam to Myanmar, possibly starting in the Winter Schedule 2007-2008.

3. Myanmar-China

- (a) The Air Services Agreement between Myanmar and China was signed on 8 November 1995. The new Air Services Agreement was signed on 14 February 1996.
- (b) There are no restrictions on the frequency, capacity or aircraft type that the airlines of both countries may operate on routes between Myanmar and China.
- (c) The airlines of both sides could operate from any point in their respective countries to any point in the other country.
- (d) At present Myanmar designated airline does not operate but China designated airline operate on agreed services. Air China operates 3 weekly services on the Kunming-Yangon-Kunming route using B737 aircraft type, China southern Airlines operating 2 weekly services on the GuangZhou-Yangon- GuangZhou route using A319, A320 and B757 aircrafts and China Eastern Airlines operates 4 weekly services on the Kunming-Mandalay-Kunming route using B737 and B733 aircrafts.

- 4. The CLMV Multilateral Agreement on Air Services**
- (a) The CLMV Multilateral Agreement on Air Services was signed on 4 December 2004 and has entered into force on 23 April 2007 after ratification by all four CLMV member countries.
- (b) The points in Lao PDR, Myanmar and Viet Nam that may be operated by the designated airlines of each country are as follows:
- (1) Lao PDR
- Vientiane/Wattay International Airport
 - Luang Phabang International Airport
 - Pakse International Airport
- (2) Myanmar
- Yangon International Airport
 - Mandalay International Airport
- (3) Viet Nam
- Noi Bai International Airport
 - Da Nang International Airport
 - Tan Son Nhat International Airport
 - Dien Bien Phu Airport
 - Phu Bai Airport
 - Cat Bi Airport
 - Lien Khuong Airport
- (c) More than one airline may be designated by each member country to operate air services between the above points.
- (d) The designated airlines could operate freely between the designated points without any restrictions on frequency, capacity or aircraft type.

5. Myanmar-Thailand

- (a) The Air Transport Agreement between Myanmar and Thailand was signed on 15 August 1969.
- (b) There are no restrictions on frequency , capacity or aircraft type that the airlines of both countries may operate on routes between Myanmar and Thailand.
- (c) The airlines of both sides could operate from any point in their respective countries to any point in the other country.
- (d) At present Myanmar Airways International operates 4 weekly services on the Yangon-Bangkok-Yangon route using F100 aircraft type. Air Mandalay operates one weekly service on the Yangon-Chiang Mai-Mandalay route using ATR 42 and ATR 72 aircrafts.
- (e) At present Thai Airways International operates 14 weekly services on the Bangkok-Yangon- Bangkok route using A300-600, A330 and B737-400 aircrafts, Bangkok Airways operates 3 weekly services on the Bangkok-Yangon- Bangkok route using B717-200,A320 and A319 aircrafts and Thai Air Asia operates 3 weekly services on the Bangkok-Yangon- Bangkok route using B737 aircraft.

11. Upper Mekong River Navigation Agreement

Myanmar has participated Navigation Channel Improvement Project (NCIP) of Upper Mekong River. The following 3 activities are completed between Myanmar-China Boundary Pillar No.248 and Ban Huei Sai City Lao PDR:-

- (a) Improvement of navigable waterways
- (b) Installation of navigation marks

(c) Hydrographic survey for navigation route map

The following two river ports in Myanmar side have been completed-

(a) Wanpung Port (Ramp type Jetty)

(1)Length -170m

(2)Lowest water level in dry season-3m

(3)300Tons vessels can berth

(4)Port Charges and inspection fees

=US\$=50/vessel(above 50 Tons)

(b) Soploi Port (Ramp type Jetty)

(1)Length-200m

(2) Lowest water level in dry season-3m

(3) 300Tons vessels can berth

(4)Port Charges and inspection fees

=US\$=50/vessels[above 50 Tons]

US\$=40/vessel(under 50-Tons)

12. Conclusion

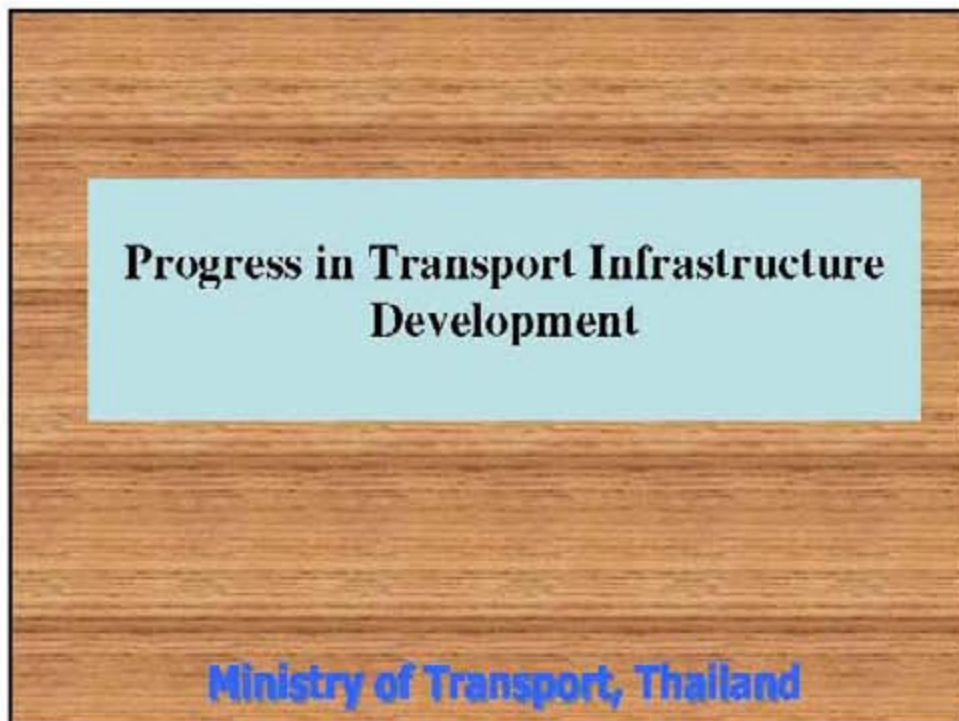
On behalf of Myanmar delegation I would like to express sincere thanks and deep appreciation to the Government of Viet Nam and the Asian Development Bank for organizing this Forum and warm hospitality extended to us.

Myanmar has given great emphasis on transport sector development, strengthening basic infrastructure in the whole country and actively participating in regional cooperation such as GMS, ASEAN, BIMSTEC, ACMECS, etc, in order to promote the social and economic life of its people . At the present situation Myanmar is trying to develop the transport related infrastructures mostly with its own financial resources. Myanmar is participating in many Bilateral,

Trilateral or other Transport Agreement and is also trying to promote the transport linkages with neighbouring countries , for the development of economy in the region.

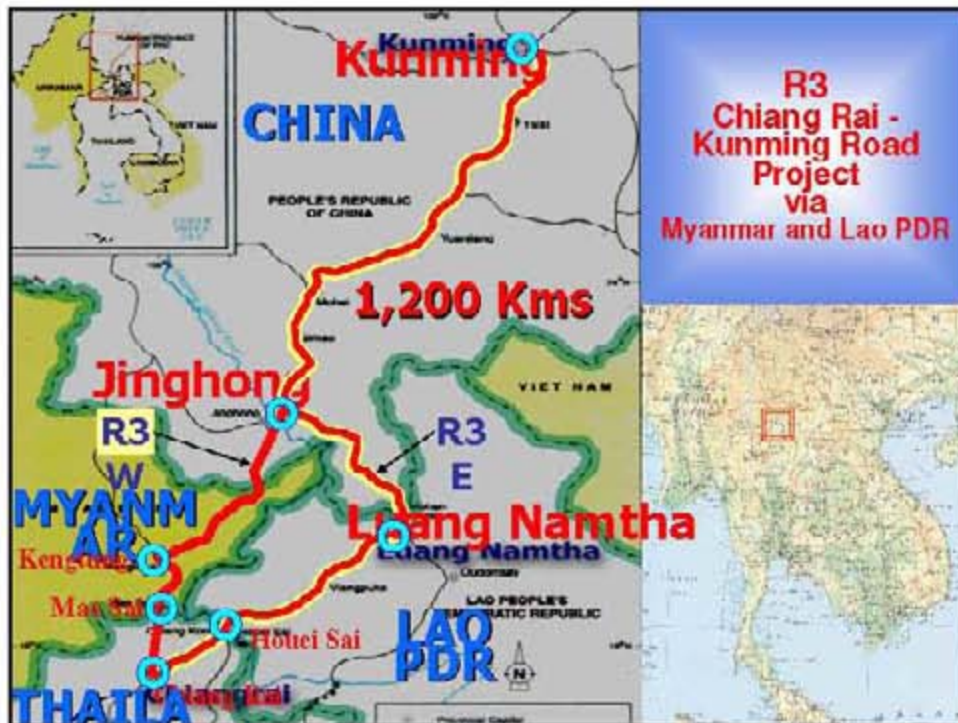
If required funding and technical assistances are provided Myanmar would improve more in upgrading her transport routes infrastructure in the GMS region.

Thank You

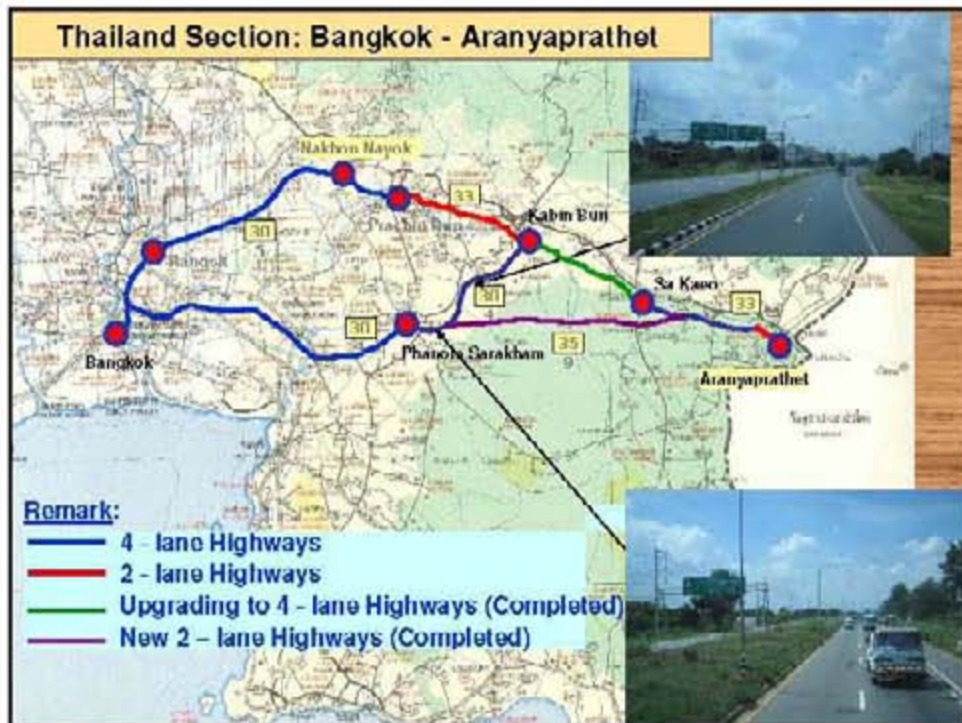


Road Transport





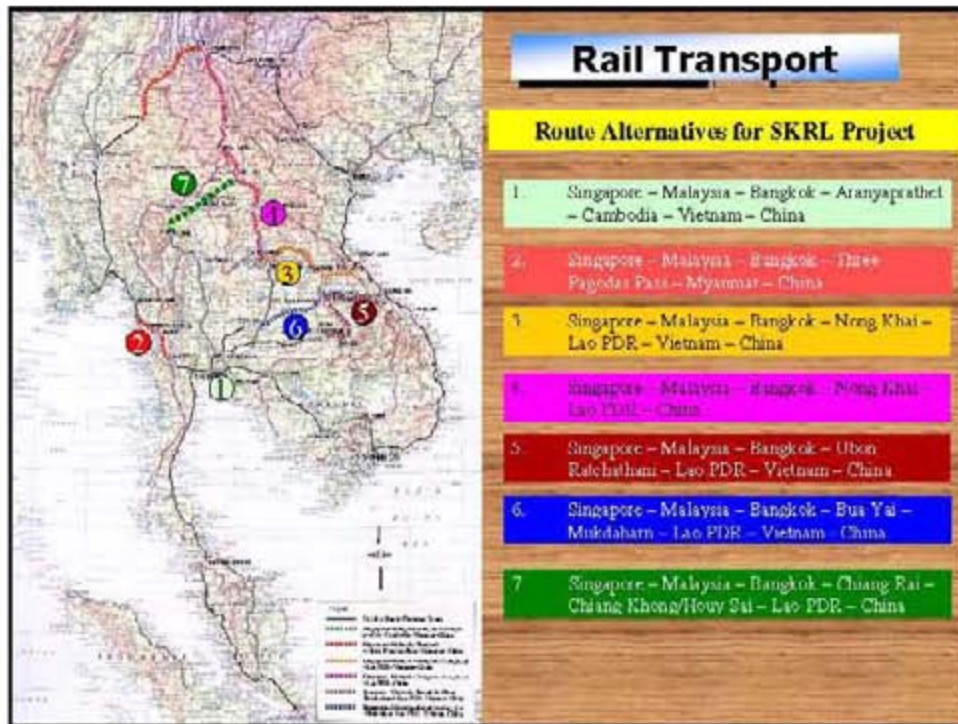


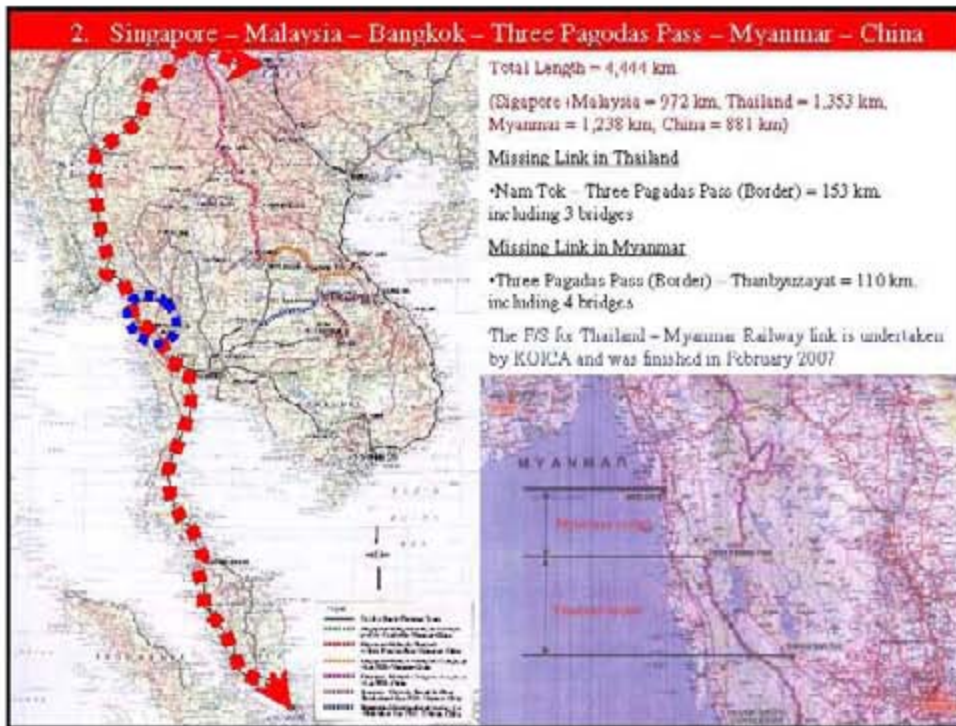






Rail Transport





Water Transport



Chiang Saen Port (Phase 1)

- Completed construction in 2003 by Marine Department
- Accommodate 8 vessels of 25-meter long simultaneously
- Managed by the Port Authority of Thailand

Location of Chiang Saen II Port





Laem Chabang Port Operation Programme for Phase 2 D

Stage	Terminal	Function	Berth Length (m)	Operation Year
1	C3	Container Terminal	500	2004
2	C0	Passenger Terminal	400	2006
2	C1+C2	Container Terminal	700+500	2007
3	D1+D2+D3	Container Terminal	700+ 500+ 500	October 2011

MOU between Thailand and Myanmar on the Development of Dawei Deep Seaport and Road link to Bangkok

(signed on 19 May 2008 at Singapore)

- Construction of Dawei Deep Seaport
- Establishment of road link from Dawei to Bangkok
- Establishment of Dawei – Bangkok link border crossing point



Air Transport





Proposed Format for the Country Reports at the 12th Meeting of the GMS Subregional Transport Forum (STF-12)

Objective of the Reports:

1. To monitor the status of and progress on the projects included in the GMS Transport Sector Action Plan adopted at the 11th Meeting of the STF (STF-11, March 2007, Bangkok) and further endorsed and refined by the Third GMS Leaders' Summit (March 2008, Vientiane) under the Vientiane Plan of Action for GMS Development (2008-2012) (Vientiane POA).
2. To provide the basis for a further refined list/matrix of high priority GMS transport projects whose implementation will be closely and regularly monitored.

Key Features of the Proposed Format *(see following pages):*

1. The format is based on the Vientiane POA, which includes only committed and high priority projects in the STF-11 Transport Sector Action Plan – projects that are for commencement of implementation within 2008-2012.
2. The proposed format has the following columns: (1) Project Name, (2) Indicative Timeline, (3) Estimated Total Project Cost, (4) Status of Financing, and (5) Status/Progress of Implementation. Indicative information available from the Vientiane POA on each country's respective projects is given in the first 4 columns of the format for each country. However, the countries are requested to revise/update the entries under these columns based on more recent developments and information.
3. The most important columns are (4) and (5), under which the countries are requested to provide the following information:
 - a. Column (4) Status of Financing: the final financing arrangements for the project, including the sources and amounts; or, if no final arrangements have been set, recent developments on arrangements being pursued.
 - b. Column (5) Status/Progress of Implementation: For projects that are already ongoing, progress of construction works (e.g., works undertaken, sections/numbers of kilometers completed, percent completion, etc.). For projects still in the project preparation stage, the extent of preparation activities undertaken (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, regulatory agency approvals). More importantly, the column should include information on the relation to and priority status of the project in national plans and programs (e.g., the project is a high priority in the current five-year socio-economic development plan, the project is needed to complete the sections of the GMS ___ Economic Corridor in the country, etc.).
4. Also provided in the format is a blank table where, if necessary, the countries may list other projects that they may consider to be of high priority.

Thailand: Country Report on Projects Included in the Plan of Action for the GMS Transport Sector (2008-2012)

(1) Project Name	(2) Indicative Timeline	(3) Estimate d Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation	
Group 1: Projects that are ongoing or for immediate implementation and with identified financing		<i>Please revise/update the indicative entries under columns (2)-(4) as needed</i>		<i>Please include information on: progress of construction or project preparation (e.g., conduct and key results of pre-FS, technical/ engineering studies, FS, agency approvals); relation to and priority status in national plans and programs.</i>	
1.	Houayxay-Chiang Khong North South Economic Corridor International Bridge (R3E)	2008-2011	59.4	MOU for implementation signed by Thailand-Lao-PRC at 14 th GMS Ministerial Meeting in June 2007 under which PRC and Thailand agreed to jointly finance the bridge.	Completed detailed design (DD) in June 2008 with a grant from Thailand about \$1.2 M.
2.	Highway 1020, 1152 : Chiang Khong-Chiang Rai	2009-2011	15.0	Cost estimate covers only 15 km, which will be undertaken and financed by Thailand in 2009; the remaining 100 km still requires financing.	Budget request in 2009 under consideration by the parliament.
3.	Khammouan -Nakhon Phanom Mekong Bridge	2009-2011	45.0	To be financed by Government of Thailand under ACMECS	Completed FS and DD in 2007 with Thailand's grant about \$1.6 M. Budget request for construction in 2009 under consideration by the cabinet.

(1) Project Name		(2) Indicative Timeline	(3) Estimate d Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
4.	Mae Sot-Mukdahan Upgrading	2009-2011	160.0	Total km to be upgraded is 465 km, cost estimate only covers 220 km. Thailand is financing the upgrading of 62 km costing \$35 M. The remaining 403 km is included in Thailand's 3-year plan (2009-2011) and 11 th Highway Development Plan (2012-2016).	On-going upgrading projects are: <ul style="list-style-type: none"> • Tak – Sukhothal section 2 (26 km) 83% progress, • Nong Rua – Chumpae – Konsarn section 1 (24 km) 98% progress, and • Tak – Mae Sot section 1 (12 km) under construction mobilization.
5.	Thanaleng-Nong Khai Railway Extension	2008-2010	TBD	First 3.5 km funded by Government of Thailand (30% grant/ 70% soft loan)	First 3.5 km on the border between Thailand and Lao PDR will be opened recently.
6.	Savannakhet Airport Improvement	2008- 2011	17.0 (preliminary)	TBD	In the process of drafting MOU between Thailand-Lao PDR on Savannakhet Airport Joint Utilization, expected to be signed in November 2008 at Vietnam (ACMECS Summit)
7.	GMS Highway Expansion Project	2009-2013	230.0	To be financed by ADB (Indicative loan of \$80 M included in the pipeline) and Government of Thailand (\$150 M).	Proposed budget and use of foreign loan for this project is under cabinet consideration.

	(1) Project Name	(2) Indicative Timeline	(3) Estimate d Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
8.	Laem Chabang Port-Phase 2, Construction of Container Terminals	Completing in 2011		Construction of three remaining container terminals will be financed by private sector.	The C1 and C2 Terminal already operated since 2007. The D1, D2 and D3 Terminal will be completed by October 2011.
9.	Chiang Saen Kok/Mekong Rivers: Construction of Second Port	2008-2010	50 (Baht 1,546.4)	To be financed by Government of Thailand	The environmental impact assessment has been approved. The construction is expected to commence by 2008. (the fiscal year 2009)
Group 2: Projects for later implementation and/or projects requiring financing					
10.	Dawei Deep Seaport and Road Link to Thailand				Thailand and Myanmar signed the MOU on the Development of Dawei Deep Seaport and Road Link to Bangkok on 19 May 2008 at Singapore. Need detailed discussions and contracts concluded before implement the MOU.

Other Projects that Government May Consider as High Priority

(1) Project Name		(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
1.	Highway 1016: Mae Chan – Chiang Saen (including Chiang Saen By-pass)	2009-2011	22	Cost estimate covers only 37 km, which will be undertaken and financed by Government of Thailand in 2009.	Budget request in 2009 under consideration by the parliament.
2.	Highway 1290: Mae Sai – Chiang Saen	2009-2011	20	Cost estimate covers only 36 km, which will be undertaken and financed by Government of Thailand in 2009.	Budget request in 2009 under consideration by the parliament.
3.	(D-21) Upper and Lower Langcang-Mekong Navigation Channel Improvement and Maintenance Project	2006-2010	30-35		*Proposed by PRC and Thailand supported since STF-10 and appeared in STF-11 but missing from Vientiane POA (2008-2012).

Viet Nam Country Report
STF-12
August 12-14, 2008
Danang, Vietnam

Presenter: Nguyen Van Thach
Ministry of Transport, Viet Nam

Content

- 1. Transport infrastructure projects in the North**
- 2. Transport infrastructure projects in the South**

Kunming – Ha Noi- Haiphong Corridor (Road)

Ha Noi -Lao Cai Expressway

- Length: 264 km
- Road: 4-6 lanes
- Design speed: 80-100 km/h
- Total investment: 1.249 Million USD
- Financing: OCR and soft loan from ADB and counter funding from the Government of Vietnam
- Detailed design is conducted
- Construction period: 2008- 2012

NOI BAI – LAO CAI EXPRESSWAY



Kunming – Ha Noi- Haiphong Corridor (Road)

Ha Noi - Hai Phong Expressway

- Length: 105 km
- Road: 4-6 lanes
- Form: BOT by Vietnamese Companies
- Total investment: 1 Billion USD
- Construction work started: May 2008
- Construction period: 2008- 2012

Kunming – Ha Noi- Haiphong Corridor (Road)

- The project on improvement of HW 2 & 70
 - Length: 287 km
 - (i) Noi Bai – Yen Bai: one section upgraded to road class I under (BOT form) and one section upgraded to class III (Government source)
 - (ii) Yen Bai- Lao Cai: 173 km under improvement to class IV
 - Financing source from the Government
 - The whole project will be completed in 2009.

Kunming-Ha Noi- Hai Phong Corridor (Railway)

Upgrading Yen Vien – Lao Cai Railway:

- Length: 285 km, gauge 1 m
- Estimated cost: 160 mil USD, Co-financing from France, ADB and counterpart fund;
- Scope: enhancing traffic capacity up to 4mil tones/year
- Construction period: 2008 - 2012

Construction of Yen Vien – Cai Lan railway

- Length: 129 km (Standard gauge) including new building of 38km
- Estimated cost: 480 Million USD, using Government Bond.
- Construction period: 2004-2009

Kunming-Ha Noi - Hai Phong Corridor (Port)

Lach Huyen Port (Hai Phong):

Phase 1: building 2 terminals

- Investment: 430 Million USD
- Construction period: 2010-2014
- Throughput: 6 mil tones/year
- The port can accommodate ships up to 30.000 DWT.

Kunming-Ha Noi - Hai Phong Corridor (Port)

Cai Lan Port:

- Throughput: 4 mil tones/year (first phase)
- The port can accommodate ships up to 40.000 DWT
- Up to 2010 with 7 terminals in operation, throughput capacity 17 mil tones/year

Second Northern Economic Corridor

- Upgrading HW 217: Thanh Hoa - Xam Nua (Lao border)
 - In Viet Nam this section is 194 km
 - Estimated cost: 95 Million USD
 - The project is in the list to be financed by ADB in 2009 pipeline; Vietnamese government: 20 Million USD
 - Progress: VN, Lao & ADB signed MOU on receiving TA
 - Expected: TA approved by ADB first week of August 2008



Southern Corridor upcoming projects

Railway: Sai Gon - Loc Ninh Railway

- Length: 133 km
- Single track, 1000mm gauge
- Fund is being sought
- Viet Nam and Cambodia agreed on Final Draft Agreement on Railway connecting point

Southern Coastal Corridor Highway 80 & 63

- Length: 224 km will be upgraded to road class III
- Total investment: 328 million USD
- Financing sources: ADB, Korea and Australia
- Consultant service will be mobilized by October, 2008
- Steering Committee has been established to speed up project
- Construction period: 2008 - 2012

HW1: Can Tho – Nam Can Rehabilitation

- Ongoing project financed by WB
- Can Tho – Ca Mau section completed
- Ca Mau – Nam Can road completed, Ganh Hao bridge and 58 km provincial road are under construction
- Total investment: 210 Million USD
- Construction period: 2005-2010

Can Tho Bridge

- Ongoing project, financed by JBIC
- Total investment: 300 Million USD
- Construction period: 2005-2008
- It is expected that project re-started by the end of August

HCM – LONG THANH – DAU GIAY



HCM – LONG THANH – DAU GIAY

Ho Chi Minh - Long Thanh section:

- **Class:** Expressway A.
- **Design speed:** 120 Km/h.
- **Lane:** 6-8 lanes.
- **Width:** 42,5 m

Long Thanh – Dau Giay Section:

- **Class:** Expressway A.
- **Design speed:** 120 Km/h.
- **Lanes:** 4-6 lanes.
- **Width:** 35 m

Total length: 55 Km

- **Financing Sources:** JBIC and OCR from ADB
- **Proposed construction period** 2010 -2014.

HCM – LONG THANH – DAU GIAY

An Phu Junction



Ha Noi – Lang Son Expressway

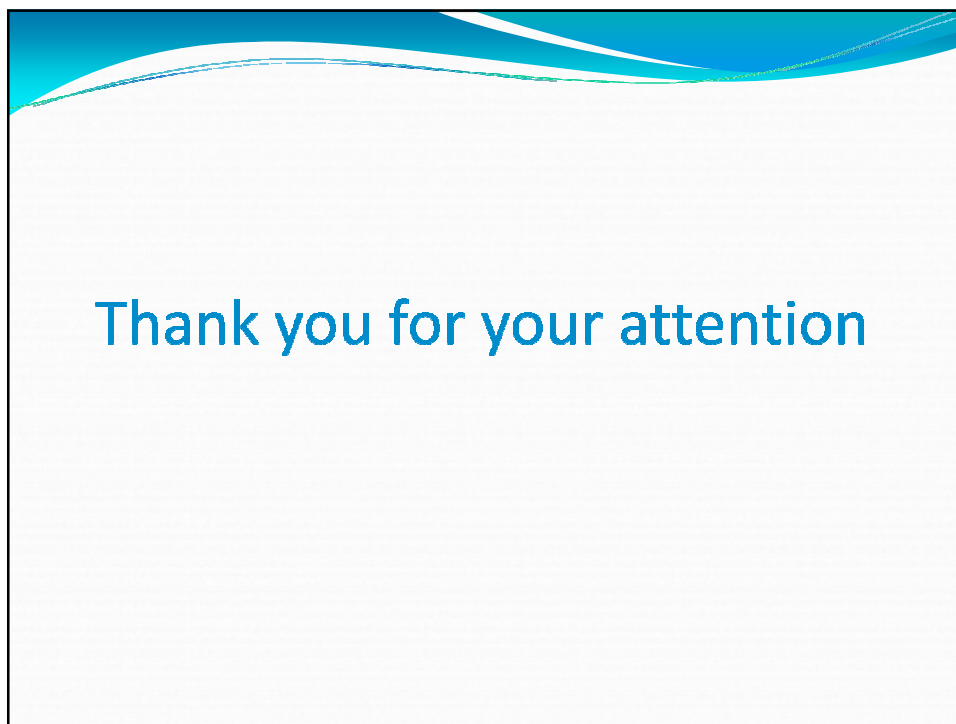
- Investment: 900 Million USD
- Financing Sources: ADB 500 Million (2010 pipeline), Government of Vietnam 100 Million, cofinancing is being sought 300 Million
- Construction period 2011-2015

Ha Long – Mong Cai Expressway

- Total investment : 1000 million USD
- Financing Source: ADB, government of Vietnam and Co-financing 500 Million is being Sought
- Construction period: 2012-2016

Projects request for financing

- **Bien Hoa – Vung Tau Expressway**
 - Investment 679 Million USD,
 - Period 2008-2011
 - F/S is conducting, Proposed BOT Scheme
- **Dau Giay – Lien Khuong**
 - Investment: 1,2 Billion USD,
 - Period 2011-2015
 - Pre F/S: approved
 - F/S under preparation



Proposed Format for the Country Reports at the 12th Meeting of the GMS Subregional Transport Forum (STF-12)

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Viet Nam: Country Report on Projects Included in the Plan of Action for the GMS Transport Sector (2008-2012)

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
Group 1: Projects that are ongoing or for immediate implementation and with identified financing				
1.	Noi Bai to Lao Cai Highways 2/70	2005-2010	200.0	Financed partly by Viet Nam and partly through BOT. The upgrading and rehabilitation of HW 70 have been in process.
2.	GMS Kunming-Haiphong Transport Corridor – Noi Bai-Lao Cai Highway	2008-2012	1,249.0	Financed by ADB (896M), The loan being negotiated. Loan Agreement is expected to be signed on mid if September Short list of consultant services for detail designs of several civil contracts have been approved by MOT. It is expected to start construction by December 2008.
3.	GMS Southern Coastal Corridor Project	2008-2012	328	<p>Financed by ADB (loan \$75 M); Korea and Australia (\$175 M); and Government of Viet Nam (\$78 M).</p> <ul style="list-style-type: none"> • For ADB & Australia' funded components, consultant service of detail design and supervision shall be negotiated, signed and mobilized by end of October 2008; • For 2 EDCF' funded components (Korea) consultant services of detail design and supervision shall be negotiated, signed and mobilized by end of September and October 2008 respectively. • To accelerate the progress of this

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
					project, MOT has established the Steering Committee with representatives of central government agencies and provinces to enhance coordination, implementation and supervision of this project.
4.	Highway 1: Can Tho-Nam Can Reconstruction;	2005-2008 extended to 31/12/2010	Total: 210 Original: 60; Add: 150	Ongoing, financed by WB	<ul style="list-style-type: none"> • For Can Tho- Ca Mau section: road and bridges completed; • Nam Can - Ca Mau: (l) road complicated. For bridges, addition funds from WB to build Ganh Hao Bridge in Ca Mau province and 58km provincial roads to enhance connectivity with national road network.
5.	Can Tho Bridge Construction	2005-2008	300.0	Ongoing, financed by JBIC	<ul style="list-style-type: none"> • For Can Tho Bridge: it is expected to be re-constructed soon.
6.	Second GMS Northern Transport Network Improvement: Luangprabang-Thanh Hoa	2009-2013	95.0	To be financed by ADB (in indicative 2009 pipeline); Vietnamese government (\$20 M).	<ul style="list-style-type: none"> • TA fact finding mission conducted the trip to Lao and Viet Nam on January 2008; • Viet Nam , Lao & ADB have been signed MOU on receiving TA; • It is expected that TA will be approved by ADB on 1st week of August
7.	GMS Kunming-Haiphong Transport Corridor: Yen Vien-Lao Cai Railway Upgrading	2006-2012	600.0	Ongoing; financed by ADB (loan of \$60 million); France (\$77.5 million); and	Consultant service for detail design and supervision selection have been in process

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
				Vietnamese Government (\$22.5 million).	
8.	Central Mekong Delta Transport connectivity	2009-2013	560	To be financed by ADB (in indicative 2009 pipeline); Vietnamese government (\$100 M).	<ul style="list-style-type: none"> • TA Grant have been approved by the ADB on December 2007; • Short list of consultant service for carrying out TA have been proceeded by ADB. This project would be carried out under EDC model. Contract negotiation would be carried out soon.
<p style="color: red;">For three below projects, TA grants + hardterm loan with total amount of 30 mil USD shall be included as one piggy TA. It is expected the TA loan Agreement would be negotiated on October 2008;</p>					
9.	GMS Benluc – Longthanh Expressway	2010-2014	900	To be financed by ADB -300M (in indicative 2010 pipeline); Vietnamese government (\$100 M) and cofinancing being sought 500 M.	NA
10.	GMS Hanoi – Langson Expressway	2011-2015	900	To be financed by ADB -500M (in indicative 2010 pipeline); Vietnamese government (\$100 M) and cofinancing being sought 300 M.	NA
11.	GMS: Ha Long-Mong Cai	2012-2016	1000	Included in the	NA

	(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
	Expressway			expanded ADB indicative pipeline for 2009-2012; Government (\$100 M); cofinancing being sought \$500	
Group 2: Projects for later implementation and/or projects requiring financing					
1.	Bien Hoa-Vung Tau Expressway	2008-2011	679.0	TBD	Under preparation of F/S. Proposed applying BOT scheme. Calling for investors
2.	Dau Giay-Lien Khuong Expressway	2011-2015	1,2 USD	TBD	PFS approved. The F/S has been carried out by Viet Nam Road Administration.
3.	GMS Southern Coastal Road Corridor Phase II	2012-2016	140.0	Included in the expanded ADB indicative pipeline for 2009-2012 (loan of \$100 M); Government (\$10 M); cofinancing being sought \$30 M.	NA
4.	GMS East-West Corridor II	2012-15	140.0	Included in the expanded ADB indicative pipeline for 2011 (loan of \$100 M); Government (\$10 M); cofinancing being sought \$30	NA

Other Projects that Government May Consider as High Priority

(1) Project Name	(2) Indicative Timeline	(3) Estimated Total Cost (\$M)	(4) Status of Financing	(5) Status/Progress of Implementation
<p>The list of key Transport Infrastructure Projects for period upto 2020 has been approved by the Prime Minister under the decision No 412/QD-TTG dated 11, April 2007. For more information, please contact Ministry of Transport of Viet Nam, focal points: International Cooperation Dept., and Planning and Investment Dept., fax: +84-4-9421436/9423291.</p>				

Thoughts on the Emerging GMS Railway Network

12th Meeting of the Subregional Transport
Forum

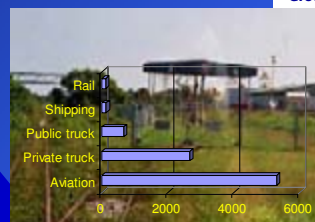
Da Nang City
12-14 August 2008

Peter Broch
Transport/Project Economist, Infrastructure Division,
Southeast Asia Department, ADB



Why do it?

- To facilitate economic development
- To reduce congestion and negative social impacts of transport
- To reduce fuel dependency and CO₂ emissions



What needs to be done?



- Establish a coherent GMS railway network to enable efficient cross-border multimodal traffic
- Reform and modernize the railways to secure their financial sustainability and continued relevance for the users
- Involve the private sector to mobilize additional investment and increase efficiency



ADB

Railway Network Development

Planned and proposed development:

- Existing
- Ongoing
- Planned in GMS TSSS
- Other Plans/Proposals



Reform and modernization...1

Best practices:

- Separation of government regulation (safety, tariffs, access etc.) from operations and infrastructure provision. Typically, separation of infrastructure and operations as well.
- Opening of the railway system to qualified transport operators using common access charges for all operators, inclusive of the incumbent.
- Preparing the incumbent to operate in a competitive environment. Typically involving corporatization, upgrade of its accounts system to international corporate standards and (protracted) internal reform.



ADB

Reform and modernization...2

Some examples in the GMS:

- Cambodia is in the process of separating infrastructure and operations.
- Thailand is in the process of separating infrastructure and operations, and considers opening the railway system to private train operators.
- Viet Nam has corporatized Viet Nam Railways (VNR), separated infrastructure and regulation from operations, and has enabled private train operation and infrastructure provision. VNR's accounting systems are being modernized and upgraded to corporate standards.



ADB

Opening the railway system

Examples in the GMS:

- Cambodia negotiating a 30 year concession to operate a rehabilitated railway system on commercial conditions. The Government undertakes to rehabilitate the railway's infrastructure.
- In Viet Nam, several traffic operators operate (i) container trains between Haiphong Port and Lao Cai on the border with China and (ii) high class (tourist) passenger trains between Hanoi and Ho Lao Cai, primarily serving traffic to and from Sapa Resort.



ADB

Thank You



ADB

The Emerging Expressway Network in Viet Nam as part of the GMS Transport Network

12th Meeting of the Subregional Transport Forum

Da Nang City
12-14 August 2008

Peter Broch
Transport/Project Economist, Infrastructure Division,
Southeast Asia Department, ADB



ADB

The Case for Expressways

- Rapid economic growth doubles traffic volumes in Viet Nam every 7-8 years
- Shifting from motorcycle to passenger car is accelerating, especially in urban areas
- Traffic congestion and deterioration of roadside and urban environment is spreading
- The number of traffic fatalities remains very high, about 12,000-13,000 per year since 2002



ADB

Vietnam Expressway Corporation

- VEC was established in Oct 2004 as a state-owned enterprise to develop expressways in Viet Nam.
- Pursuant to the Law on State Enterprises, VEC is to be converted into a shareholding company by 2010.
- VEC has a small staff of about 100, most of which are transport sector specialists.
- VEC lacks capacity in financial management, social and environmental safeguard planning and implementation, project management and procurement.
- VEC is executing agency for the Cau Gie-Ninh Binh and Noi Bai-Lao Cai expressway projects; and prepares the HCMC-Long Thanh-Dau Guay, Ben Luc-Long Thanh, Ha Noi-Lang Son and Ha Long-Mong Cai expressway projects.



ADB

Expressway Master Plan

Term	Length (km)	Estimated Cost* (\$ million)
Short term (2006-2015)	1,968	11,556
Medium term (2016-2025)	875	5,238
Long term (2026-onwards)	1,969	10,804
Total	4,812	27,598

* Estimated cost is based on 2007 Price.



ADB

Expressway Network to be Constructed by 2015

- Northern Region
 - Ha Noi-Lang Son
 - Ha Noi-Lao Cai, Hai Phong
 - Ha Noi-Ha Long-Mong Cai
 - Ha Noi-Thai Nguyen, Vinh
- Central Region
 - Da Nang-Guang Ngai
- Southern Region
 - HCMC Urban
 - HCMC-Nha Thang
 - HCMC-Can Tho-Ha Tien, etc.
 - HCMC-Vung Tau



Relation with the GMS Transport Network

- Eastern Corridor
 - Ha Noi-Lang Son
 - Ha Noi-Lao Cai
 - Ha Noi-Hai Phong-Mong Cai
 - Ha Noi-Vinh
 - Da Nang-Quang Ngai
 - HCMC-Nha Trang
 - HCMC-Ca Mau
- Southern Corridor
 - HCMC-Vung Tau
- Southern Coastal Corridor
 - Ha Tien-Ca Mau



Cross-Border Operation

Cross-border operation continues to be the main bottleneck to efficient international freight transport

Nanning-Ha Noi Section	Distance	Travel Time
Nanning-Youyiguan Expressway	179 km	2 hours
Youyiguan-Lang Son (Huu Nghi) border crossing	-	> 48 hours
Lang Son-Ha Noi Highway (Future expressway)*	161 km (about 125 km)	3 hours (1.5 hours)
Total	340 km	> 53 hours (> 51.5 hours)

* The expressway opens in 2015 at an estimated cost of about \$750 million.



Thank You



HIV, Human Trafficking and Transport in the GMS: Programming for Risk Mitigation

Lisa Studdert

Health Specialist, Social Sector Division
Southeast Asia Department
Asian Development Bank
GMS Transport Forum, 12 August 2008



HIV Risk in Infrastructure Projects

**Mobile Men
with Money**
(construction
workers, truck
drivers)

Local
communities

**HIV-Trafficking Risk
At the cross-roads**

A large yellow 'X' shape composed of four arrows pointing towards the center, positioned behind the text 'HIV-Trafficking Risk At the cross-roads'.

Other migrant
and mobile
populations

Commercial and
entertainment
establishments

Regional Agreements on HIV

1. Chiang Rai Recommendation, 1999

- Contractors, commercial developers and investors in major construction companies should fund HIV prevention programs in their activities as a precondition for project approval

2. MOU for Joint Action to Reduce HIV Vulnerability Related to Population Movement, GMS Cluster of ASEAN, 2001 and 2005

- Large infrastructure projects that do not adequately address HIV-related issues during project preparation and/or earmark specific funding for HIV programming should allocate 1% of construction costs to fund HIV prevention initiatives

ADB

Regional Agreements on Trafficking

COMMIT (Coordinated Mekong Ministerial Initiative against Trafficking), 2004

- 6 countries signed MOU
- Subregional plans of actions implemented
- ADB is now working on developing a strategy on human trafficking specific to ADB-assisted GMS operations that is consistent with COMMIT process

ADB

Country responses

- HIV Policies/action plans of MOTs
 - Cambodia (signed 2006)
 - Lao PDR (planned)
 - Viet Nam (planned) – official letter
- Anti-Trafficking Acts, laws, action plans...
- Gender policies and strategies

ADB

Development partner coordination

- In 2006 ADB, AfDB, DFID, JBIC, KfW, and WB signed a joint Initiative to mitigate the spread of HIV/AIDS in infrastructure sectors. Designed to:
 - Coordinate mainstreaming activities
 - Mitigate impact
 - Take opportunities for implementing further countermeasures against HIV
 - Contribute to strengthening the HIV strategies of partner countries

ADB

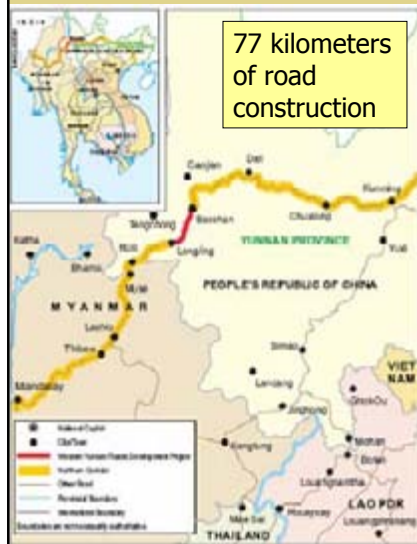
GMS HIV/AIDS Strategic Directions

GMS Program Area	HIV Actions for GMS
Physical Infrastructure	→ 1. Mitigate the risk
Policy and Institutional Initiatives	→ 2. Build multisectoral capacity
Common Social Development Concerns	→ 3. Support health and education systems

Review of Experience in the Greater Mekong Subregion

- **February–July 2007:** Case study review of HIV experience in 4 transport loan projects
- **Objective:** To identify outcomes and lessons to improve practices
- **Methodology:** Document reviews, field visits, and consultations (interviews and focus group discussions) with key stakeholders

PRC: Western Yunnan Roads Development



- 2005–2007 (ongoing)
 - \$582 million loan
- HIV activity:
- Stand-alone parallel project
 - \$1 million budget (including \$800,000 grant financing additional to loan)
 - International NGO (MSI Australia) contracted for implementation

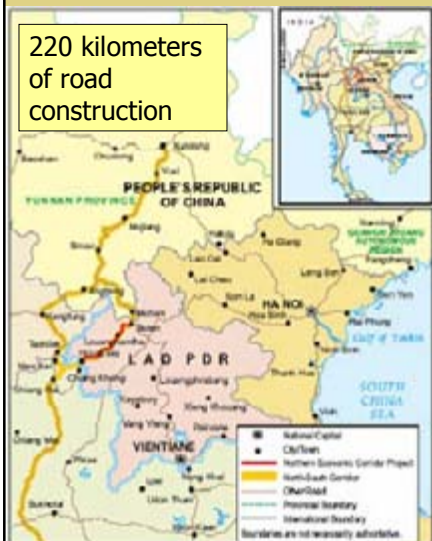
Western Yunnan Roads Development: Highlights



- Adopted a holistic 'settings' approach that focuses on the interconnectedness of target groups
- Independent case-control monitoring showed positive impact on behavior change among target groups

Lao PDR: Northern Economic Corridor

220 kilometers
of road
construction



- 2003–2007 (ongoing)
- \$95.8 million loan (three financiers – ADB, PRC and Thailand)

HIV Activity:

- \$340,000 (0.35% of total loan funds)
- Local NGO (Lao Red Cross) contracted for implementation

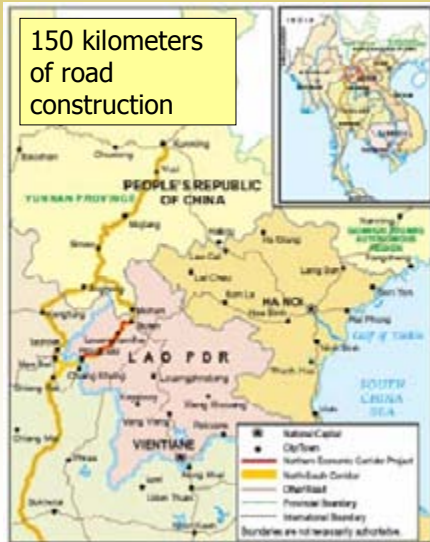
Northern Economic Corridor Highlights



- Also addressed drug and human trafficking
- Took a comprehensive approach—provided services to affected villages, sex workers, and construction workforce
- Strengthened the capacity of local health providers

Cambodia Roads Improvement

150 kilometers
of road
construction



- 2003–2009 (ongoing)
- \$77.5 million loan

HIV Activity:

- \$368,000 (0.47% of loan)
- 2 programs
 - For affected communities
 - For construction workforce
- 2 local organizations contracted for implementation

Cambodia Roads Improvement Highlights



- Also addressed drug and human trafficking
- Local NGO conducting HIV awareness and life-skills training to construction workers on a weekly basis (2,500 in first year)
- Village meetings held regularly with affected communities

Lao PDR and Viet Nam: East-West Corridor



- 2000–2006 (completed)
- Lao PDR (\$40 million loan)
- Viet Nam (\$36 million loan)

HIV Activity:

- LAO PDR - Implemented with local resources
- Viet Nam - Loan funds of \$30,000 (0.08% of loan)
- Local government health agencies contracted for implementation

East-West Corridor Highlights

In Lao PDR

- HIV awareness programs for >800 construction workers and community members
- Engaged provincial and district AIDS committees

In Viet Nam

- Awareness campaigns and condom distribution
- Engaged provincial health department
- Integrated with broader occupation health and safety messaging including malaria and safety awareness



Case Studies: Key Findings

- Funding and implementing arrangements for the HIV component should be specific to the infrastructure project
- Collaborate with local AIDS authorities in designing and implementing activities
- Include gender and ethnic minority-specific initiatives

ADB

Case Study: Key Findings

- Scale-up HIV activities during peak construction periods
- Ensure condom availability during and after construction



ADB

Ethnographic Study

- **June-October 2007:** Northern Economic Corridor (Route 3), Northwestern Lao PDR
- **Objectives:** To assess the dynamics of change among communities affected by large infrastructure projects at pre-, during and post-construction stages
- **Methodology:** Document reviews, field visits, and consultations (interviews and focus group discussions) with key stakeholders

ADB



Key Recommendations

- Post-construction intervention (2 years minimum)
- Prepare for the likelihood of the growth in commercial sex and sexual exploitation
- Target both local communities and road users
- Promote safe sexual behavior, especially among local young women

ADB

Institutional Capacity Building

- Supporting Ministries of Transport (or equivalent) to develop and operationalize HIV/AIDS and Trafficking Action Plans
- Addressing HIV and human trafficking in the GMS Cross-Border Trade Agreement

ADB

Synergies for maximizing impact

- HIV, Gender and Trafficking has all direct link to transport sector projects
- Joint assessments, programs and M&E systems will maximize impact
- Effective partnerships between MOT's, development partners and civil society can make a change

ADB

Samples of project activities

HIV Prevention

- Several HIV prevention components in transport projects
- RETA 6321/Subproject 3, \$1.15 million
- RETA 6467, US\$6 million (AusAID), 2008-2011

Human Trafficking

- RETA 6190 supported development of COMMIT, targeted research and community-based monitoring
- RETA 6448- targeted training on trafficking, GMS HRD working group capacity building

Gender

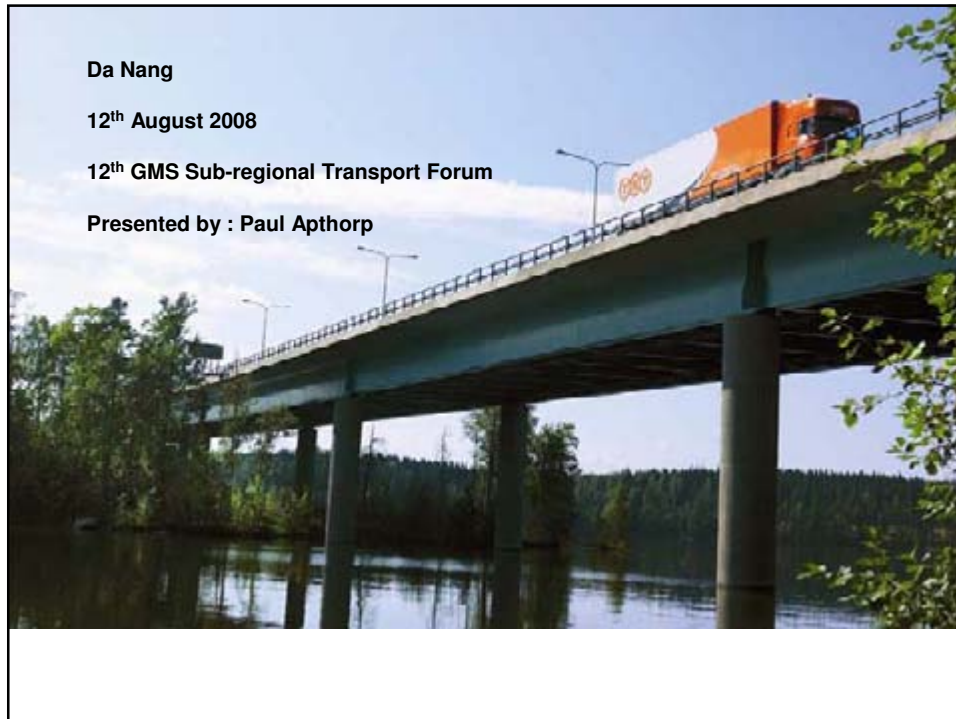
- HIV prevention in Asia/Pacific: Increasing the Gender Focus of ADB operations

ADB

Thank you

www.adb.org/GMS

ADB



Recommendations of the Business Investment Dialogue

- 1 Active and Committed Participation of the Private Sector is Imperative if the CBTA is to be Implemented Effectively
- 2 Efforts must be directed at organizing and institutionalizing the participation of Private Sector enterprises involved in the CBTA
- 3 Transport Association to play the role of harmonizing the accreditation and licensing of Transport Operators... based on Uniform and strictly enforced region wide standards. ..Facilitate access to international insurance and customs guarantee schemes to enhance cross border trade and transport flows .



The Current Situation

- Cross Border Transport Agreement (CBTA) signed
 - Being slowly implemented
- Major Hurdle to Implementation
 - One country's Trucks are not allowed to enter another country
 - Considered unsafe ...poor driving ..badly maintained
- Governments Admit Low Standards
 - Asking for help to improve standards by training
- Transit countries see benefits of corridors going to other countries
 - Therefore won't easy restrictions on transit traffic



Current Situation..... effects

- Slow implementation of CBTA ..sighting poor standards in other countries
- Costly border delays and transshipment
- Restricting investment in the transport sector
- Keeping transport costs high ...slowing development



“Did You Bring Any Help” ?



Transshipment -Costing Time and Money



Security and Load protection issues !



Expensive & Un-necessary Border Transshipment

Also effects.....Transit Guarantee Scheme

- Scheme built around CBTA
- Recognition of companies “Good Standing”
- Access to Insurance Guarantees
- Insurance underwriters are risk adverse
 - They are looking for accreditation of carriers
 - Where someone else has done the benchmarking



Cross Border Transport Agreement (CBTA)

- Not trusted in many Quarters
- The fear of competition ... from “them”
- They will take our work !!
- Their trucks are poor quality and overloaded



Cross Border Transport Agreement (CBTA)

- Annex 9: Criteria for Licensing of Transport Operators for Cross Border Transport Operations
 - Article 2 Basic Eligibility
 - Article 4 Reliability
 - Article 5 Professional Competence



How do we establish trust In ‘them’

- Establish Mutually Acceptable Industry Standards
- Establish a forum for Transport Industry Issues
 - A forum to Promote Cross Border transport and trade
 - Instead of trying to slow the implementation of the CBTA
- Promote a level playing field for competition
 - Competition that will reduce costs to all
 - Competition that will allow the cake to grow
 - Increasing opportunities for all sectors



Principles of Good Standing

- A Professional Road Transport Operators should satisfy 3 main criteria:
 - Good repute ... usually taken to mean no criminal record
 - Sound Financial Standing
 - Professional Competence ..must have a licensed manager



The Certainties in Transportation

- Handling Costs Money
 - Every time you stop, offload or Transship it costs money
- Handling Facilities have to be paid for !
 - Cranes, Warehouses and Labour cost money
- The costs are passed on to the Customers !
 - They go to the Cost Of Goods Sold !!
 - Affecting the competitiveness of goods, imports or inputs



Improving Transport Standards in GMS

- To encourage investment in better equipment
 - Improve asset utilization to justify investment
- Higher capacity with less environmental damage
 - More axles ... less damage to roads and bridges
- Better vehicles burn less fuel
 - Less emissions for “carbon neutral” ambition for corridors



The Certainties in Transportation

- Handling Costs Money
 - Every time you stop, offload or Transship it costs money
- Handling Facilities have to be paid for !
 - Cranes, Warehouses and Labour cost money
- The costs are passed on to the Customers !
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 - Affecting the competitiveness of goods, imports or inputs



Benefits of Improved Transport Standards

- Better equipment means
 - Higher capacity per vehicle
 - Lower cost per kilo of freight
- Lower cost per kilo means
 - Lower costs for export
 - Lower costs for importers and local populations
- Building a cost logistics system
 - To encourage regional investment



GMS Freight Transport Association

- No Current Industry body for self regulation
- No Freight industry body to represent interests
- National bodies are not pushing GMS wide agenda



GMS Freight Transport Association

- GMS-FTA to be set up under the GMS-BF (NGO).
- National Transport organizations are members of their respective Chambers of Commerce.
- GMS-BF is the body representing National Chambers at a GMS level.
- Good Standing criteria will be part of GMS-FTA membership.



GMS Freight Transport Association

- Bringing together regional transport industry.
- Acting as the regional licensing body for the industry.
- Issuing certificate of standard compliance.
- Membership being an acceptable criteria to obtain guarantee or insurance for transit cargo ... taxes and duty .



Bringing the Transport Industry Together....

- Bring down Transport costs
- Build a regional logistics industry... with jobs !
- Encouraging manufacturing and local employment
- Help the environment



*The future of road transportation in
Asia
From this....*



*The future of road transportation in
Asia
From this....*

To this...



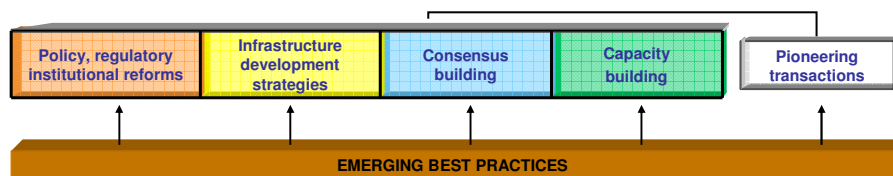
Don't waste the investment






Overview of PPIAF

- PPIAF is a multi-donor technical assistance facility
 - **Grants** not loans
- Helps developing countries improve the quality of infrastructure
- Supports efforts of governments to realise the full potential of private sector involvement in infrastructure
- Can finance a range of advisory and related activities in a single country or across multiple countries



KENYA-UGANDA: Rail Concession



- Rail link lost \$15m per year
- PPIAF-funded activity developed regulatory strategy, built consensus and drafted legislation for rail concession
- 25-year joint concession between Uganda and Kenya was approved and signed in 2006
- Concession was awarded to Rift Valley Railways (RVR) and became operational in October 2006.
- Annual fees = \$10m
- Investment = \$322m
- Euromoney “Deal of the Year”

VIETNAM: Private Sector Participation in Urban Bus Services in Hanoi





- Hanoi had 41 bus routes, about 350 million passenger trips per year; efficiency and subsidy issues
- PPIAF grant presented alternative PSP model with subsidy elements
- Hanoi adopted PSP approach – first set of 6 routes awarded
- Incorporated institutional developments – both structural and capacity related (e.g. contract oversight)
- Success of project led to another PPIAF grant in 2005 for similar work in Ho Chi Minh City

AFRICA (Mtwara): Malawi, Zambia, Mozambique


- Mtwara Development Corridor Program, a regional development initiative involving four co-sponsoring countries: Malawi, Mozambique, Zambia and Tanzania
- Key infrastructure projects identified: bridges, ports, toll roads, power plants
- Advisors already helping Tanzania with project appraisal, legal & institutional reform
- PPIAF activities currently helping Malawi, Zambia, Mozambique in assessing projects potentially appropriate for private sector participation and how they might be best structured

PHILIPPINES: Small Power Utilities Group Privatisation



- Objective to improve reliability and reduce cost in three remote off-grid islands: Marinduque, Tablas & Romblon
- IFC managed – competitively bid for 15 year PSAs
- Full cost recovery through an affordable tariff and a government-funded subsidy (funding from nationwide levy on electricity users)
- Consensus building for rural electricity co-ops (the purchasers of power) to explain PSA
- Contracts award in September 2005
- Further 8 first-wave SPUG areas successfully tendered, tenders for the remaining three areas currently underway
- Increased investment: \$28 million
- Government savings: \$6 million pa




EAP: Performance Based Contracts (PBCs) in Road Maintenance




- Move to engage private sector to undertake maintenance and rehabilitation of roads for extended periods, with payment based on asset performance rather than inputs/outputs
- Training module developed and delivered in Thailand and China during the first half of 2005 – regional attendance
- Similar training undertaken for Indonesia, Cambodia and the Philippines in 2006 – all looking to include PBCs in their national roads programs
- PBC pilots underway or planned in China, Thailand and Indonesia

VIETNAM: Ho Chi Minh City Non-Revenue Water Reduction PSP



- NRW a major issue for water utilities in developing nations
- High NRW levels (av. 35%) affect financial viability of utilities
- PPIAF support to identify options for reducing NRW in HCMC
 - Developed performance based contract (PBC) to reduce water loss by 10% or 125,000 m³ in six years
 - Overall utility management to remain with Saigon Water Company (SAWACO)
- Follow-on activity to help SAWACO evaluate bids for PBC
 - Capacity building for SAWACO to ensure selects most cost effective bidder with required technical capacity
 - Competitive bidding with Manila Water successful (July 2008)
- Similar NRW reduction study now underway for Hanoi



GLOBAL: Urban Bus Toolkit

- Provides tools and options for reforming urban bus systems
- Active dissemination and training seminars bringing knowledge to practitioners and policy-makers
- Expert-designed country/city specific course material on practical aspects of implementing public bus and BRT services
- Translation of material into local languages (French, Chinese)
- Global delivery with presentations in 5 different regions
 - Manila
 - Bogota (Colombia)
 - Rabat (Morocco)
 - Washington, DC
 - Ghana

GLOBAL: Knowledge Products

GRIDLINE: Worldwide trends in private participation in roads



- After a decline in late 1990s, private participation in roads revived strongly in developing countries in 2005-06
 - Mostly in greenfield projects and in Asia and Latin America
- Reasons for revival:
 - Rising demand for transport infrastructure, driven in turn by strong economic growth in many developing countries
 - Willingness of governments to provide support needed to attract the private sector
- But governments need to be vigilant:
 - Potential costs and risks of such support (such as contingent liabilities)
 - Given monopolistic features of road projects, need to ensure good governance so that the public reaps the full benefits of the private sector's involvement



**PPIAF Regional Office for
East Asia & Pacific (Manila):**

manilarco@ppiaf.org



www.ppiaf.org



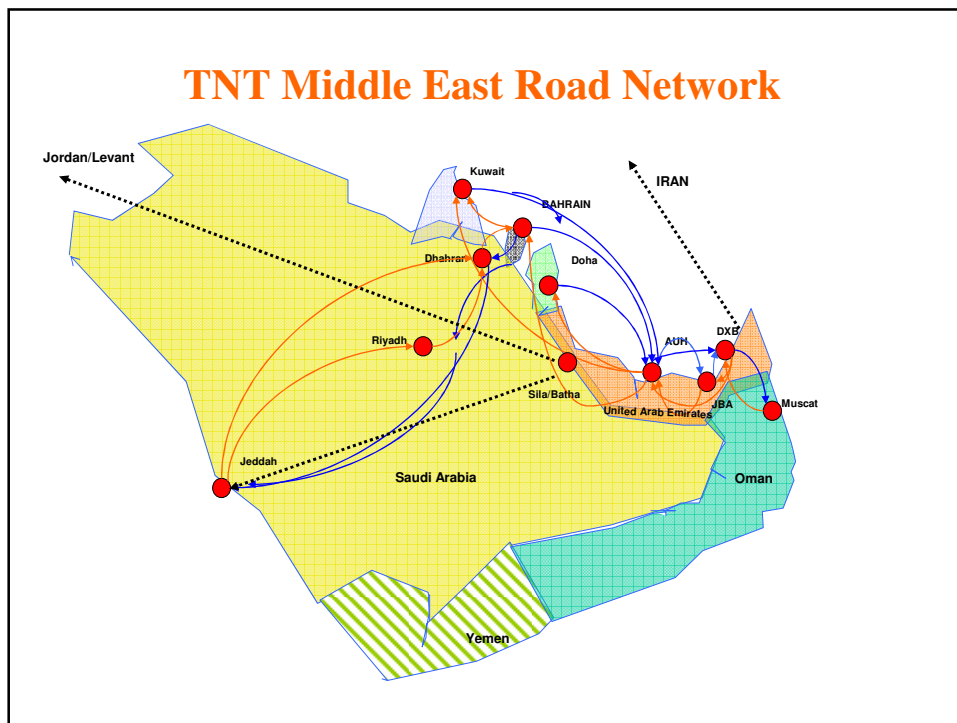
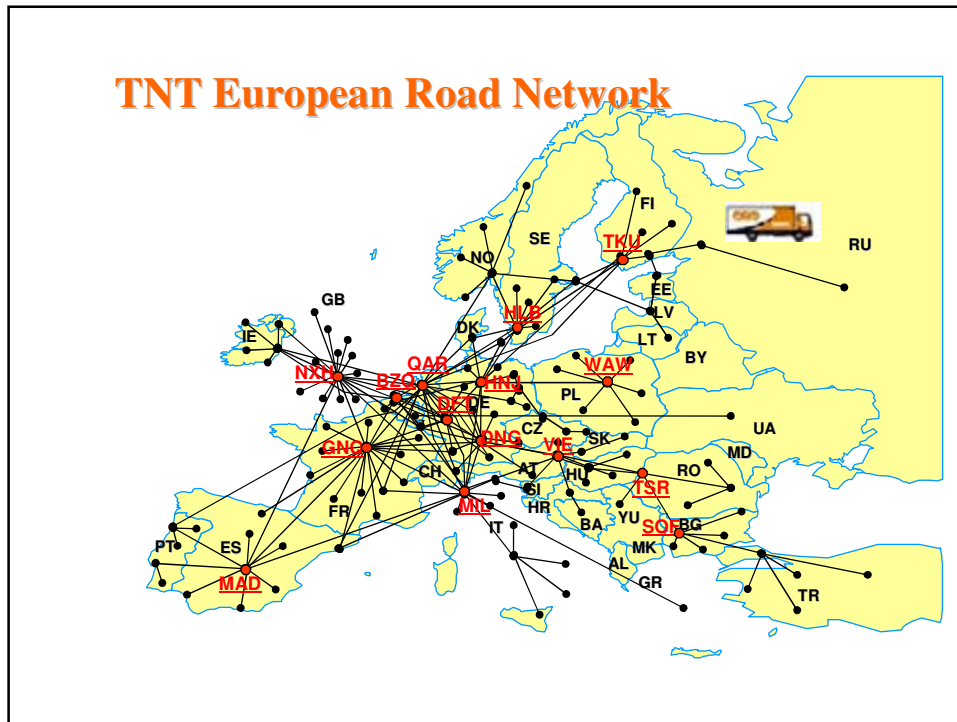
Asian Road Network

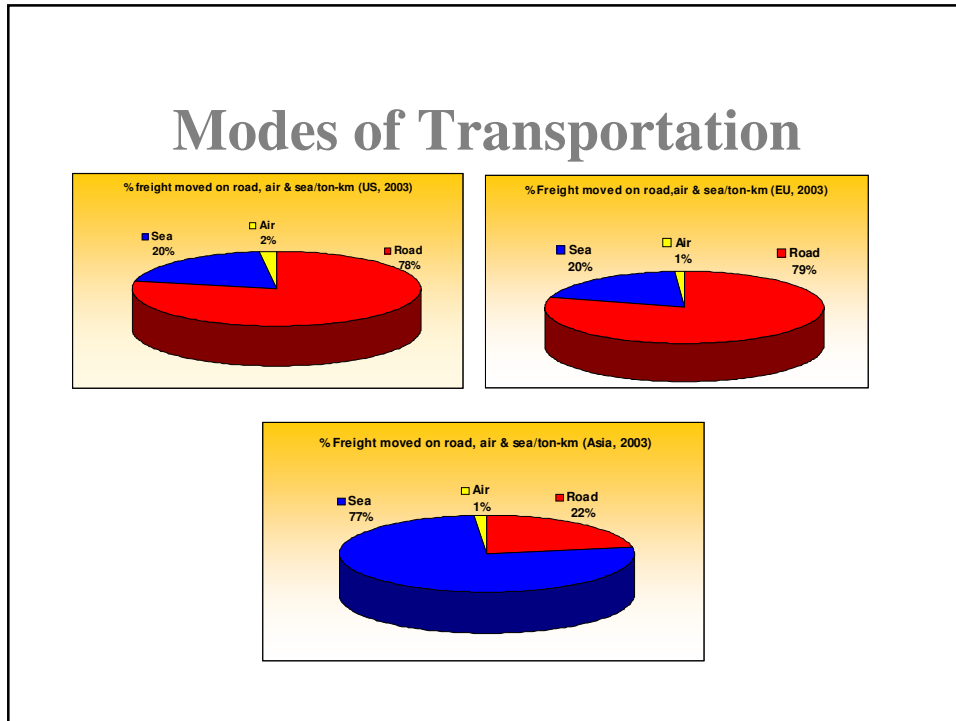
Da Nang 13th August 2008



TNT - Road Network Development







ARN Development

The ARN is being developed in three implementation phases:

- | | | | |
|----|-----------|------------------------------------|-----------|
| 1. | Phase I | Singapore, Malaysia & Thailand | Completed |
| | Expansion | (Singapore – Penang – Thailand) | Completed |
| | Expansion | (Singapore – Johor Bahru – Melaka) | Q3 2008 |
| | Expansion | (Bangkok – Chiang Mai) | Q3 2008 |
| 2. | Phase II | Vietnam & Laos | Completed |
| 3. | Phase III | China | Q1 2008 |
| | | Cambodia | Q3 2008 |

ARN Phase I

Launched
December 2005

Sectors
SIN – KUL – BKK (daily schedule)

Extra capacity added in first year



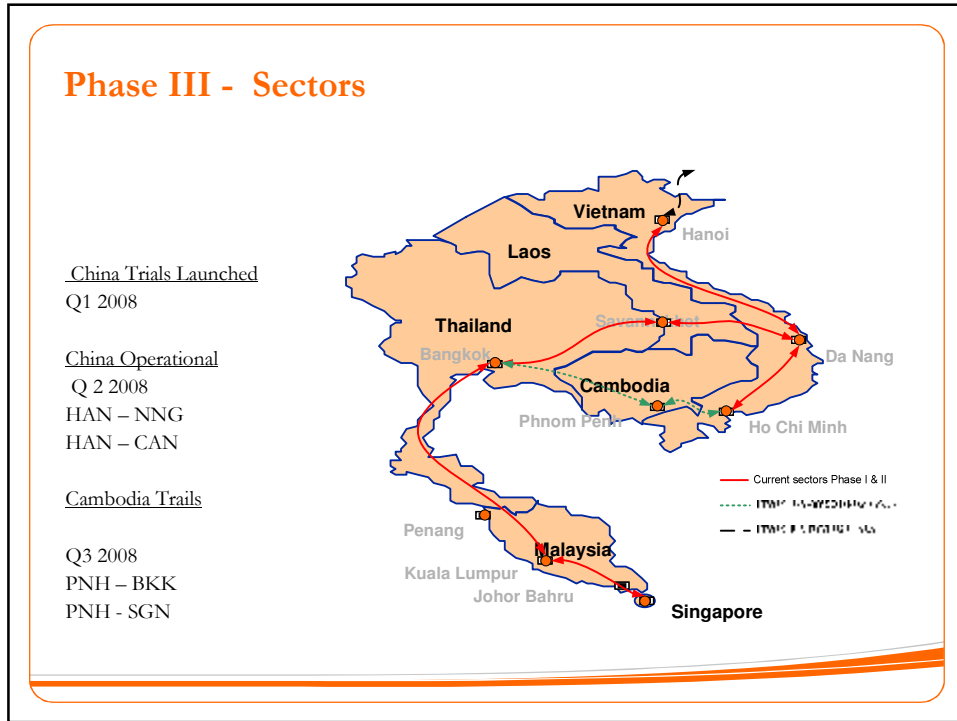
Phase I & II

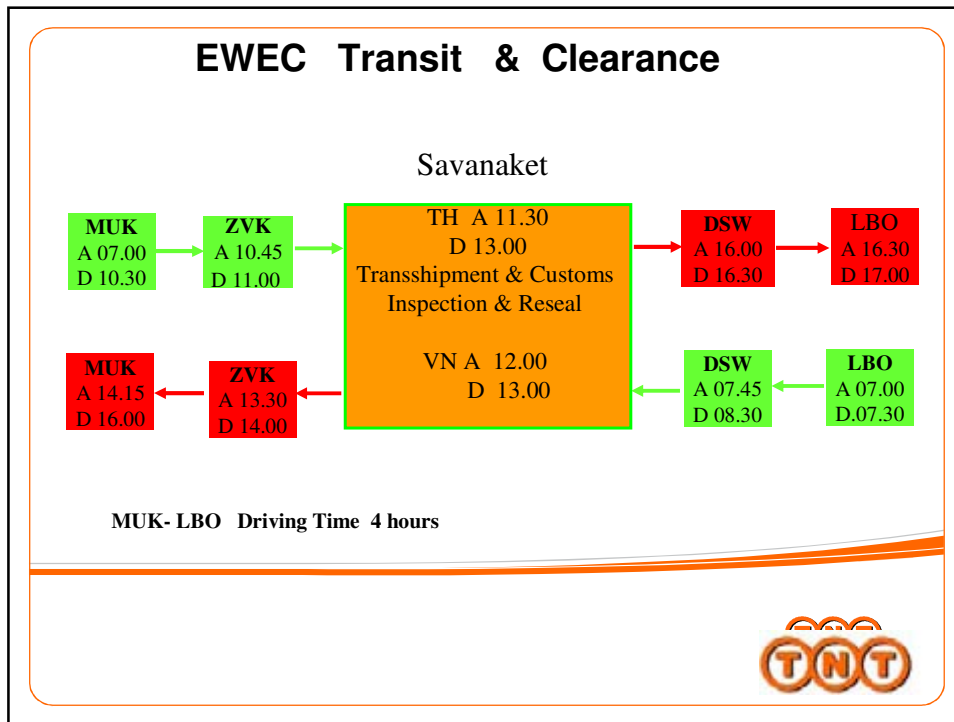
Trial runs (build capacity)
from September 2006

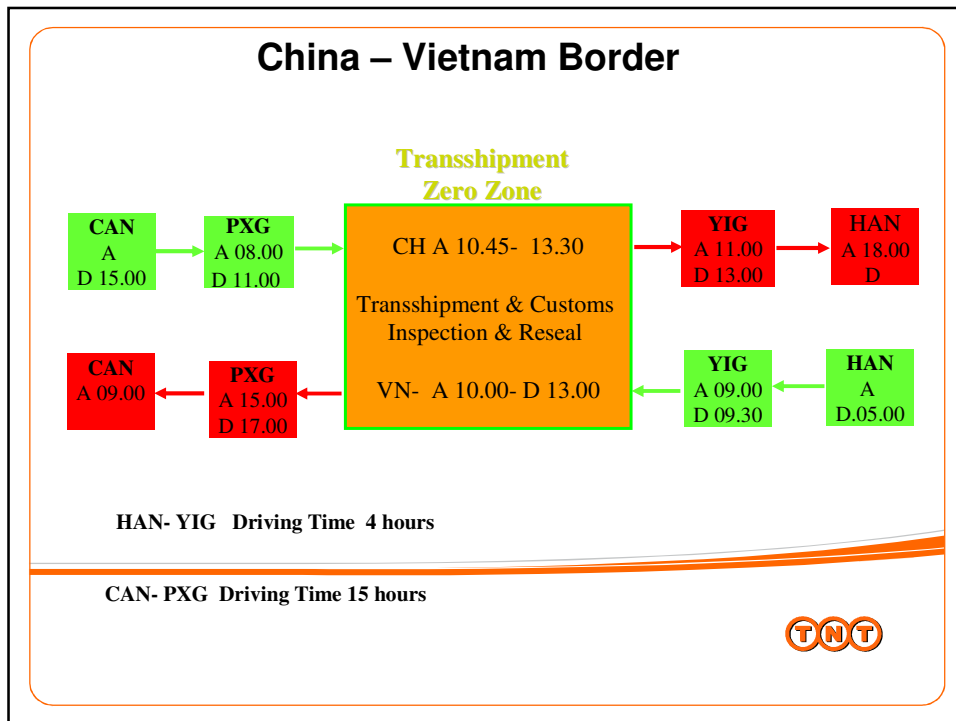
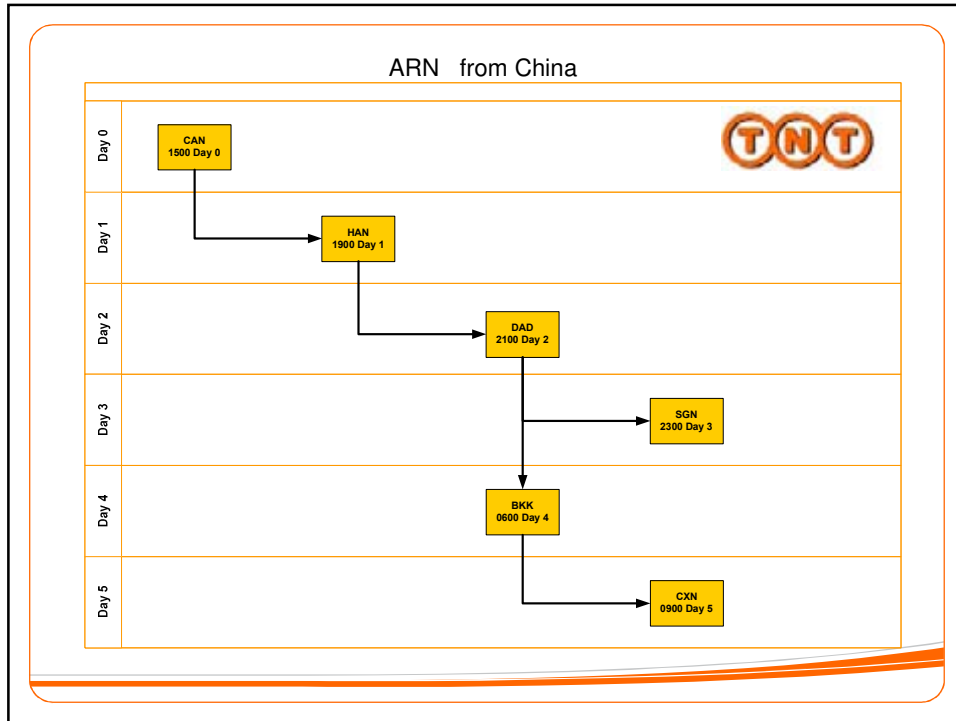
Operational
Q 1 2007

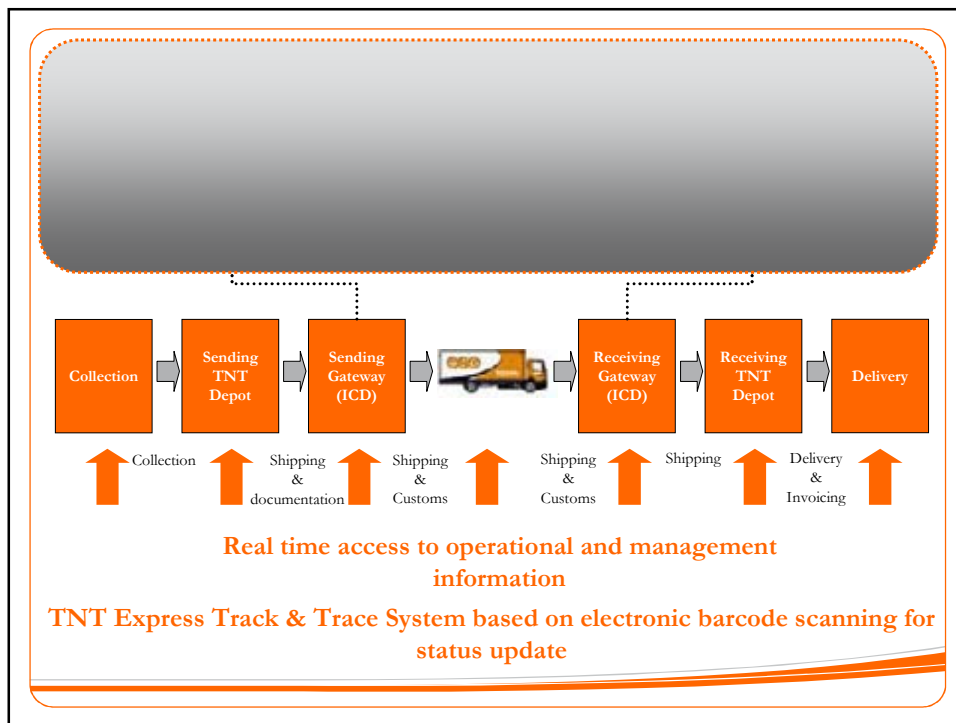
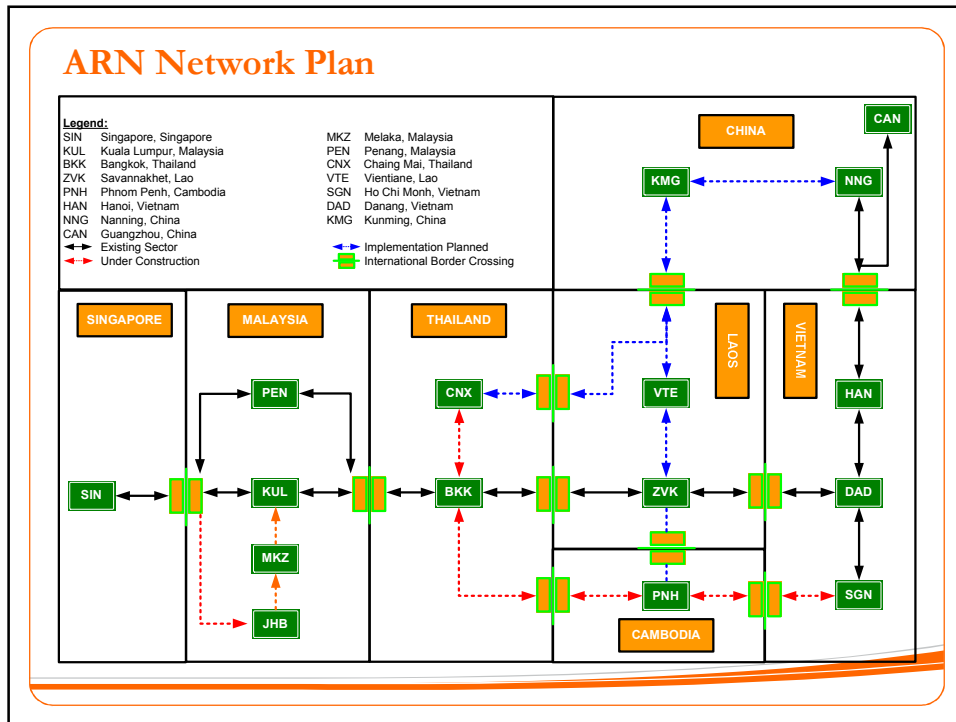
Sectors
BKK – ZVK - DAD – SGN & HAN















Security

- World Class Security Command & Control Center (SCCC) operational 24/7
- TAPA Accredited – Truck Security Regulations Guidelines
- Global Positioning Satellite (GPS) installed in both the tractor and trailer of all vehicles
- Two drivers operation for all sectors at all times
- Trunk radio station to link SCCC with trucks for constant communication
- Drivers' personal records reviewed and kept by TNT Regional Security Manager
- Security training undertaken by all drivers
- Trucks will operate on a direct point to point schedule



Security Measures

Systems

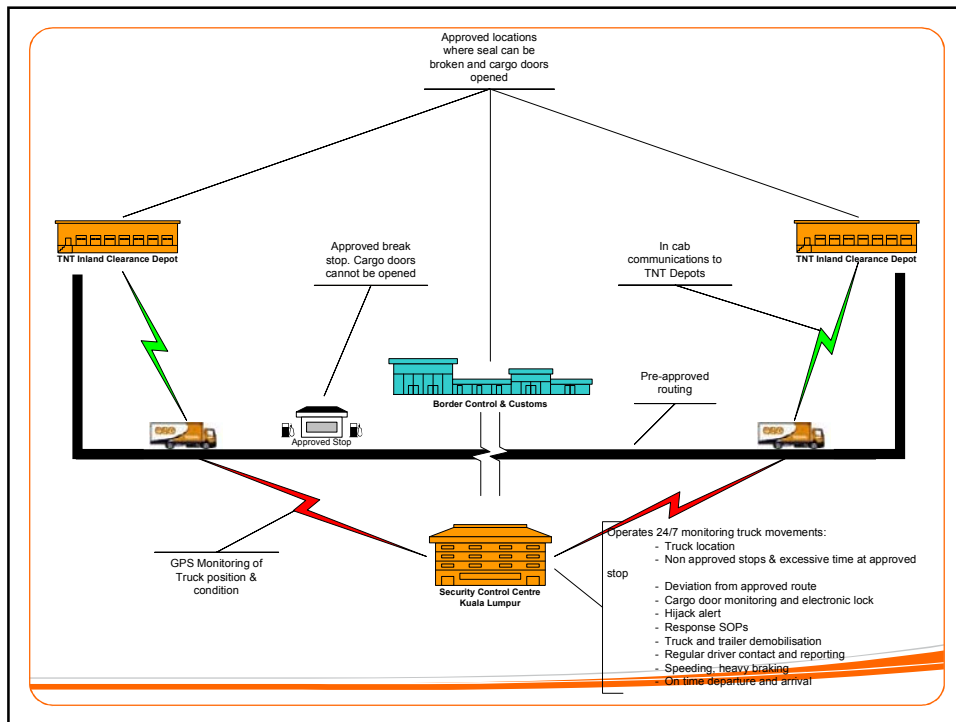
- Security control systems are based on Technology Asset Protection Association's (TAPA) freight security requirements, an industry standard that provides TNT Express customers with the confidence that the company has the established freight requirements in place to ensure a secure network.
- Live Security Command & Control Centre (SCCC) operational 24/7

Trucks

- GPS (Global Position System) are installed both in the tractor and in the trailer of all ARN vehicles with Trunk radio station to link SCCC with trucks for constant communication..
- Trucks will be operated on a direct point-to-point schedule with stopovers only allowed at assigned breaks.
- TNT armed escort car can be arranged as value added service to special customer request.

Drivers

- Two drivers operation for all sectors from point to point. At any time, one driver must be inside the driver's cabin with door locked.
- Drivers' personal records will be reviewed and kept by Regional Security Manager.
- Stopover can only be allowed for assigned breaks (e.g. toilet/lunch breaks) at specific assigned time and locations along the highway.



Please move the Water Buffalo

!



GMS Transport forum in Danang, Vietnam

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Facilitating Trade and Enhancing Security for Cross Border by the development of Standardization technology of RFID/ICtag from GMS perspective

August, 2008

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Background and Introduction

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Supply chain security initiatives related to International Transport



■ **Governmental initiatives**

- The Customs-Trade Partnership Against Terrorism (C-TPAT) , The Container Security Initiative (CSI) by U.S. Department of Homeland Security (DHS)
- Ship and Port Facility Security Code (ISPS Code) is ratified by International Maritime Organization (IMO)
- The Framework of Standards to Secure and Facilitate Global Trade, The Authorized Economic Operator (AEO) by the World Customs Organization (WCO)

■ **Private Initiatives**

- Mega – retailer such as Wal-Mart, Best Buy and target request manufacturer, suppliers to slap tags with their product instead of Bar Code in order to increase inventory accuracy, decrease shrinkage and reduce miss-handling of goods/cargo

■ **Government and private collaborative initiatives**

- Smart Lane initiative, Green Lane Initiative for both enhance visibility, increase productivity and strengthen goods/cargo security

These initiatives accelerate International standard developments for RFID



■ **ISO : International Organization for Standard**

- ISO TC8 Maritime technology
- ISO TC104 Freight Container
 - SC4 WG2 international standard of RFIDs for container
- ISO TC204 Intelligent Transport Systems
 - WG7 Commercial Freight Management

■ **GS1 : Global Standard 1 (previous EAN/UCCFamous for Bar Code)**

- User Group of Industries
 - Retail (Wal-Mart, Best Buy, Target, Metro,)
 - Pharmacy (Johnson & Johnson, Protector & Gamble)
 - Consumer Electronic (Sony, Toshiba, Hitachi, Canon, Phillips, Samsung)
 - Chemical (Dou chemical)
 - Aero-Space (Boeing)
 - Transport and Logistics (Maersk, DHL, NYK, Schneider, Shienker)

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Security Frameworks launched



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Three tags - different purposes Standardized by ISO TC104



Supply Chain Tag - ISO 17363

Electronic Seal - ISO 18185

Container ID Tag - ISO 10891 (see ISO 10374.2)

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What RFID can do ?

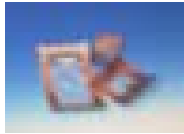
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IC tags/RFID: What is it ?

- **RFID (Radio Frequency Identification)**
 - ✓ Simultaneous readings of multiple items. Long read range.
 - ✓ Remote Control is also possible.
 - ✓ Temperature, moisture and shock can be recorded.
 - ✓ Expandable data capacity.
 - ✓ Improved security, reduced loss of goods.
 - ✓ Work history can be recorded (where telephone lines are not connected).
- **is an advanced automatic identification technology**





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Physical Cargo movement !

Visibility into the Physical World

Head Office (Manufacturing) Head Office (Transportation) Head Office (Retail)

On-site (Manufacturing) On-site (Transportation) On-site (Retailer's distribution Center)

...leads to new benefits

Improved customer availability, response to demand, ability to track and trace
Reduced inventory, counterfeits, cost to manage returnable assets
Control of shrinkage,

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How to Identify visibility(1/2)

Envision cargo in layers.

RF Tag

Transporter (Layer 5)	
Ocean container (Layer 4)	
Pallet (Layer 3)	
Case (Layer 2)	
Package (Layer 1)	
Item (Layer 0)	

Vehicle

Container

Pallet

Plastic Container

Packing

Item

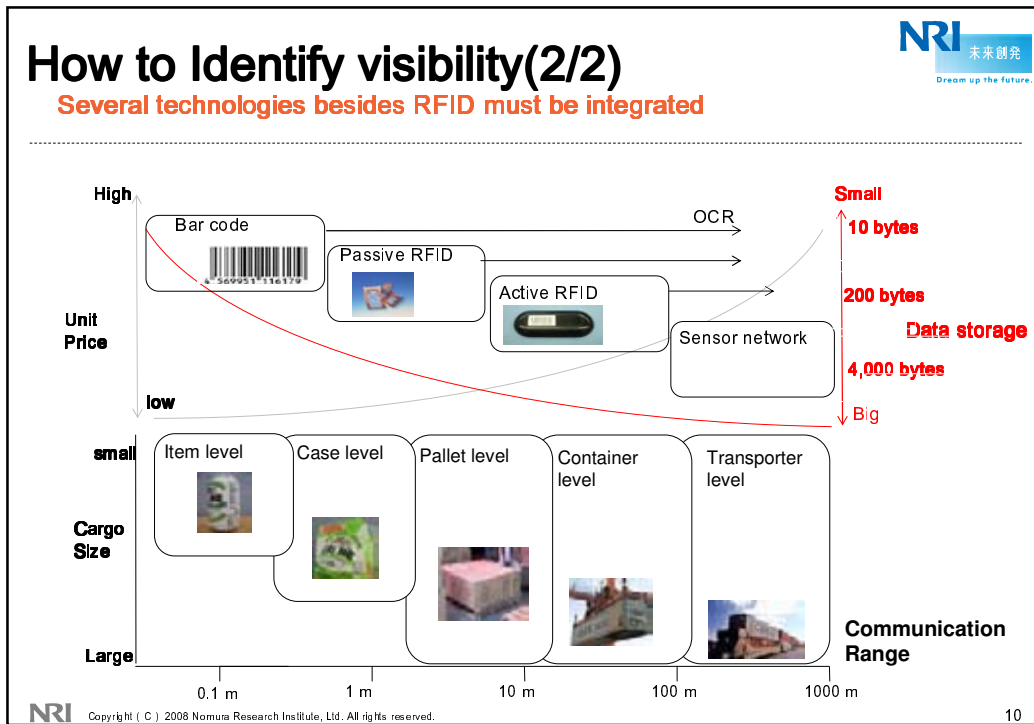
Unit Load

Transport Unit

Packing

Item


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What are the Benefits?

- Reduce complexity
 - Within and between organizations
 - For H/W and S/W production and purchase decisions
- Reduce cost
 - Implementation
 - H/W, S/W and integration
- Potential to transform business processes and commercial relationships
 - Bar code replacement alone will not deliver ROI
- Focus on how to use versus how to get information
- Facilitate collaboration
- Supply chain visibility
- The power of event data
 - Improved customer availability
 - Demand driven supply chain
 - Reduced inventory
 - Reduced counterfeit
 - Improved track and trace
 - Shrinkage
 - Returnable assets


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Issue for GMS

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Why GMS ? Why now?

- **Cost of RFID is getting appropriate for introduction**

For example, a piece of active RFID with full function (GPS, large memory, data protection, anti-tampering, shock absorber, long battery etc) was more than \$US200. But now user can select the product from user perspective. Port of Shanghai International Port Group Port Authority of Shanghai is now proposing, US\$ 7 active tag for international container in ISO TC104
- **GMS has many advantages for using RFID technology**

GMS has also a large number of international trade by land transport. The CBTA is now formally known as The Agreement between and among the Governments of the Kingdom of Cambodia, the People's Republic of China, the Lao People's Democratic Republic, the Union of Myanmar, the Kingdom of Thailand, and the Socialist Republic of Viet Nam for the Facilitation of Cross-Border Transport of Goods and People.

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What can we do by RFID? How can we use?

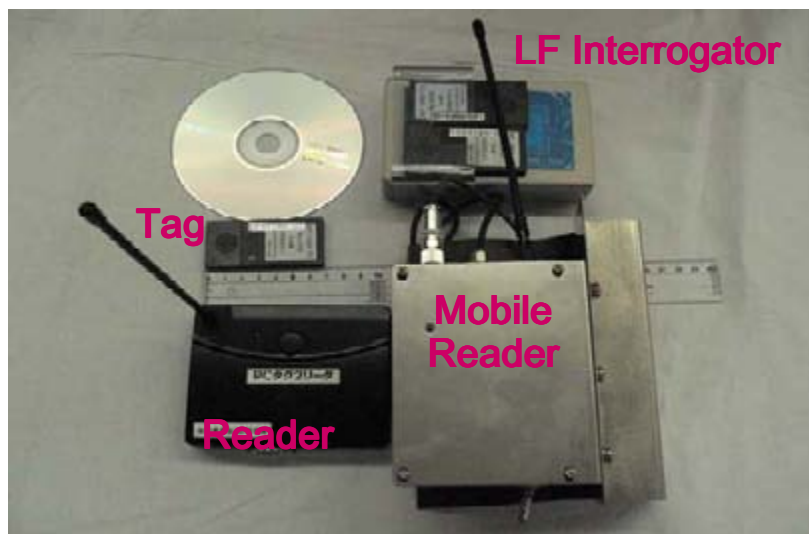
- Can obtain Vehicle movement at Cross-Border Area for accurate statistics, security enhancement
- It is a good example that the combination of Pre-notification, pre submission and physical inspection by RFID
- May possible future simplification of the procedure both user and authority
- Linkage with existing EDI such as customs clearance system will be powerful system for facilitation and security
- RFID, ICtags can identify the vehicle and cargo movement for supply chain entities

How to put it forward ? ---- General Idea

- **Step 1 Identifying Issue and Set up Target**
 - Identify issues for Cross-Border container and truck trade in GMS
 - Review CBTA details related to physical cargo movement.
- **Step 2 Establish promotional organization**
 - Developing Standard frame work for GMS
 - Harmonizing Regulatory Frame (Common Frequency allocation for RFID, international transportation rule for driver license and vehicle)
- **Step 3 Pilot Trial and develop GMS standard**
 - The Pilot Execution
 - Involvement of not only governmental agencies but private companies such as shipper/manufacturers, transportation companies, Information and Communication Technology companies etc.)
 - Proposal for international standardization body

RFID products (example)
For your reference

SIO tags and readers



Active Tag & Reader (Example)



Passive Tag Reader (Example)



**Greater Mekong Subregion Economic Cooperation Program
12th Meeting of the Subregional Transport Forum
Agreed Priority GMS Transport Projects
(as of 13 August 2008)**

Project Name	Country(ies) Geographically Involved
Road Transport Subsector	
1. GMS Cambodia Northwest Provincial Road Improvement Project	Cambodia
2. Border Crossing Facility at the Cambodia/Lao PDR Border (road linking National Road 7 in Cambodia and National Road 13 in Lao PDR)	Cambodia, Lao PDR
3. Phnom Penh-Neak Loueng Road and Mekong Bridge at Neak Loueng	Cambodia
4. Nakhon Phanom-Khammouane Mekong Bridge	Lao PDR and Thailand
5. Highway 1020, 1152: Chiang Khong-Chiang Rai	Thailand
6. North-South Economic Corridor International Mekong River Bridge (with financial assistance from the People's Republic of China)	Lao PDR and Thailand
7. Highway 1016: Mae Chan-Chiang Saen (including Chiang Saen bypass)	Thailand
8. Highway 1290: Mae Sai-Chiang Saen	Thailand
9. GMS Hanoi-Lang Son Expressway Project	Viet Nam
10. GMS Ha Long-Mong Cai Expressway Project	Viet Nam
11. Second GMS Northern Transport Network Improvement: Louangphrabang-Thanh Hoa	Lao PDR and Viet Nam
12. Western Yunnan Roads Development Project II	People's Republic of China (PRC)
13. GMS Ben Luc-Longthanh Expressway	Viet Nam
14. GMS Southern Coastal Corridor, Phase II (extend the Vietnamese section of the GMS Southern Coastal Corridor to Ca Mau province and beyond)	Viet Nam
15. GMS East-West Corridor II (improve two sections of the transport network in central Viet Nam and southern Lao PDR to complete the highway network connecting Pakse and Da Nang in Viet Nam.)	Lao PDR and Viet Nam
16. Central Mekong Region Transport Connectivity	Viet Nam
17. Dali-Lijiang Road Upgrading	PRC
18. Baise-Debao-Longbang Expressway	PRC
19. Hechi-Baise Expressway	PRC
20. Route 14A: Junction Route 16-Lao PDR/Cambodian Border	Lao PDR
21. Route 16A: Junction Route 16-Junction Route 11	Lao PDR
22. East-West Corridor: Thingannyinaung-Kawkareik (with financial assistance from Thailand)	Myanmar
23. Mae Sot-Mukdahan Upgrading	Thailand
24. GMS Highway Expansion Project (sections of East-West and Southern Corridors in Thailand)	Thailand

Project Name	Country(ies) Geographically Involved
25. Bridge over Mekong between Xieng Kok and Kyaing Lap including Access Road from Tarlay-Kyainglap	Lao PDR and Myanmar
26. Bien Hoa-Vung Tau Expressway	Viet Nam
27. Dau Giay-Lien Khuong Expressway	Viet Nam
Rail Transport Subsector	
1. Nanning-Kunming Railway Capacity Expansion	PRC
2. Thanaleng-Nong Khai Railway Extension to Vientiane	Lao PDR and Thailand
3. Dali-Ruili Railway Line	PRC
4. Mengzhi-Hekou Railway Line	PRC
5. Hanoi-Haiphong Railway	Viet Nam
Air Transport Subsector	
1. Kratie Domestic Airport Improvement	Cambodia
2. Savannakhet Airport Improvement	Lao PDR and Thailand
3. Mengzhi Airport Upgrading	PRC
4. Nanning International Airport Improvement	PRC
5. Guilin International Airport Improvement	PRC
Water Transport Subsector	
1. Chiang Saen Kok/Mekong Rivers: Construction of Second Port	Thailand
2. Dawei Deep Sea Port and Road Link to Thailand	Myanmar and Thailand
3. Da Nang Port Upgrading, Phase 2	Viet Nam
4. Improvement and Maintenance of Navigation Channels along the Lancang-Mekong River	All GMS Countries
5. Xiengkong River Port Improvement	Lao PDR
Soft Subsectors (Policy, Capacity and Institutional Development)	
1. Implementing the GMS Cross-Border Transport Agreement (including capacity building on priority areas)	All GMS Countries
2. Strategic Environmental Assessments of GMS Economic Corridors	All GMS Countries
3. Integrating HIV/AIDS in Transport along GMS Corridors	All GMS Countries
4. Updating the GMS Transport Sector Strategy Study (Railway and Transport Information Network)	All GMS Countries