



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

“A Way forward for Trade and Transport Facilitation in the GMS”

John Quarmby
International Resource Person
to the GMS-BF

Bangkok November 2012

Third CAREC Federation of Carrier and
Freight Forwarder Organisations
(CFCA) Annual Meeting
4-5 December 2012
Bangkok, Thailand



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

From its inception in 1992 the Greater Mekong Sub-region, supported by the Asia Development Bank has emphasized the importance of Facilitation of Trade and Transport between the 6 member countries through :

- An infrastructure improvement program to remove physical obstacles to trade and
- A Cross-Border Transport Agreement, signed in 2002 to remove administrative obstacles to trade

Facilitation efforts were focused on certain corridors.



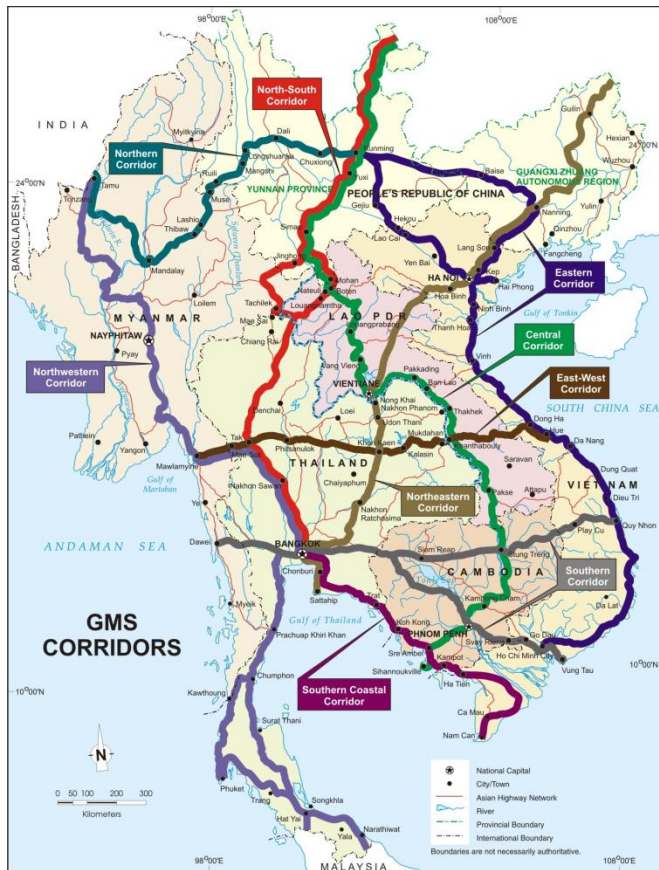
GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Corridors

The concept of the Transport Corridor which becomes a Development corridor has been central to thinking on GMS Trade and Transport Facilitation since the beginning.

In practice there are sometimes differences of opinion about the relative importance of the corridors and the detailed routing of many





GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Trade facilitation through Infrastructure Development is, (except in Myanmar), like this bridge over the Mekong, nearly finished.





GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Trade Facilitation through Administrative Reform (CBTA)
is, like this customs inspection, still a work in progress





GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

By 2008 it was generally recognised that the CBTA was an excellent document but was not being implemented.

Practice on the ground had changed very little in 6 years so the GMS-BF decided to form an action group, the Leaders of the GMS countries agreed and...



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Establishment



GMS-FRETA was officially established at the 4th GMS Summit in Nay Pyi Taw on December 19th 2011



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Structure





GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Appointment of the Board of Directors of GMS-FRETA
Vientiane 30 October 2012



Chairman Dr. Tanit Sorat, Federation of Thai Industry
Vice chairman Mr. Paul Apthorp UPS-TNT Route Development Director
Treasurer Mr. Somphone Phrasavath Lao Freight Forwarders Co.
Auditor Ms Ge Min All China Federation of Industry and Commerce
Secretary General Mr. Oudet Souvannapong GMS Business Forum



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Moving towards implementation of the Cross Border Transport Agreement Medium term action areas for GMS-FRETA

- Reduction of transport costs, esp. costs without receipt
- Mutual recognition of standards and laws
- Improvement and certification of corporate governance
- Capacity building /Training
- Access to Finance for fleet upgrade
- Trade and transport database network
- Multi-model development - Ro-Ro services
- Multi-model development - Rail services
- Flexible operations – Trailer swapping

Our emphasis is pragmatic...

“Whatever gets the goods moving quickly, economically, and safely whilst respecting the environment”.



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Towards the Cross Border Transport Agreement

First  small steps to gain credibility
2013 Action Plan

- Identify operational improvements specific for each border crossing
- Identify satellite offices in each major city and data collection points at each border
- Set up database on website
- Prepare financing proposals for development partners
- Expand membership
- Identify service providers and agree curricula for professional training
- Complete recruitment process



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

Thank you for your attention



GMS-FRETA

FREIGHT TRANSPORT ASSOCIATION

- In the GMS we dropped the idea of a shared customs transit system though the original idea had been to introduce something similar to the European “TIR”. Did CAREC go through with the TIR concept and what was your experience ?
- Did CAREC succeed in agreeing a distinct and separate set of vehicle specifications and capacities for internationally operating trucks ? Or did you, as in GMS, go for mutual recognition of existing national standards ?