



# GMS Project and OSS

## in Thailand

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**July 27-29, 2005**

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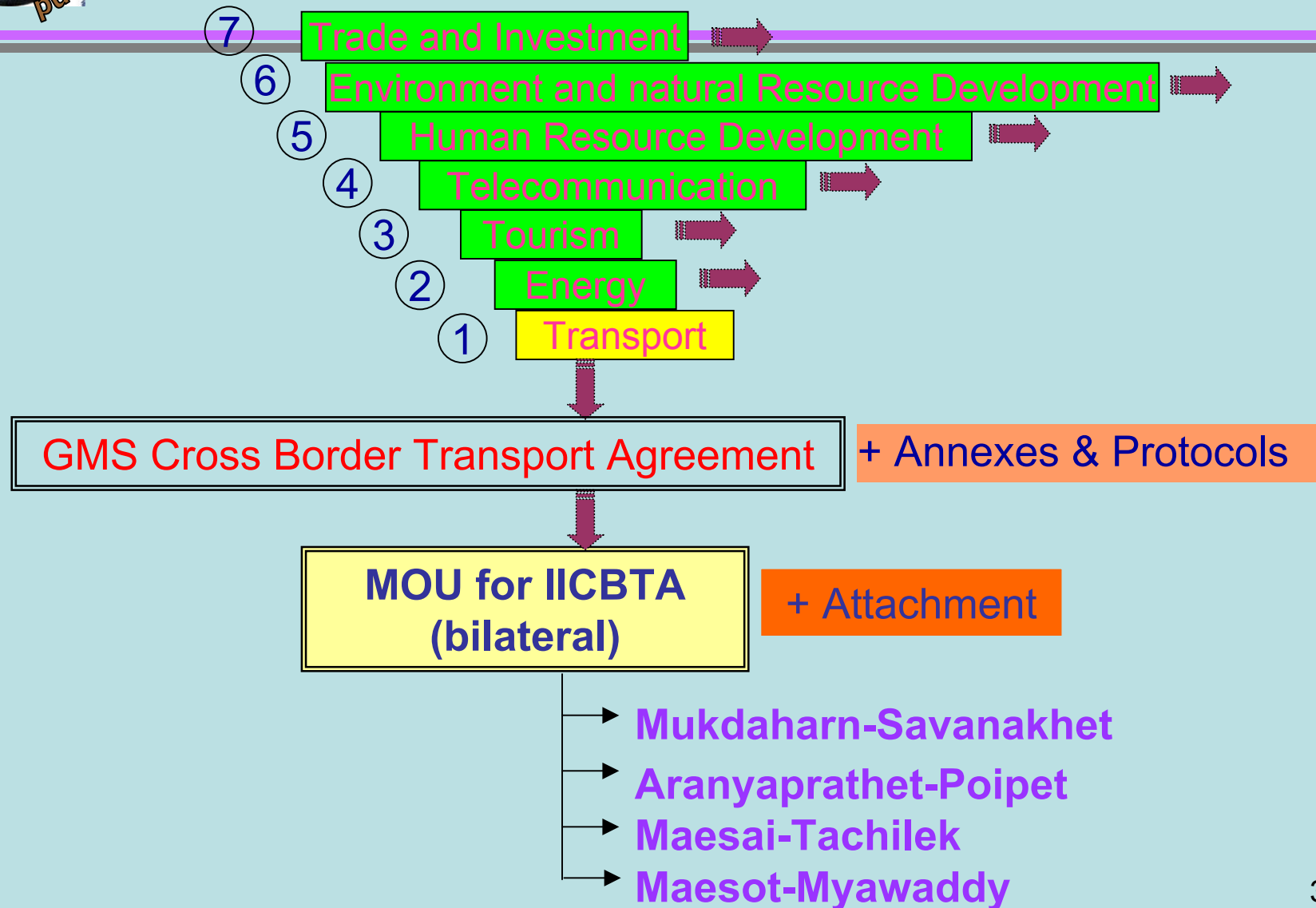
# **Greater Mekong Subregion Economic Cooperation : GMS-EC**

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- **Initiated in 1992**
- **Fundamental coordinated by ADB**
- **6 Contracting parties : Cambodia, China (yunnan), Lao PDR, Myanmar, Thai and Cambodia**
- **Jointy development of 7 economic branches i.g., transport, energy, trade and investment etc.**



# GMS-EC





# **Annexes and Protocols of the GMS Cross-Border Transport Agreement**

First Step (signed on 30 Apr 2004)

- Annex 2      Registration of Vehicles in International Traffic
- **Annex 4**      **Facilitation of Frontier Crossing Formalities**
- Annex 7      Road Traffic Regulation and Signage
- Annex 11      Road and Bridge Design and Construction Standards and Specification
- Annex 12      Border Crossing and Transit Facilities and Services
- Annex 13a      Multimodal Transport Liability Regime
- Annex 15      Commodity Classification System
- Protocol 1      Designation of corridors, Routes, and Points of Entry And Exit (Border Crossings)



# **Annexes and Protocols of the GMS Cross-Border Transport Agreement**

## Second Step (signed on 16 Dec 2004)

- Annex 1      Carriage of Dangerous Goods
- Annex 9      Criteria for Licensing of Transport Operators  
                    for Cross-Border Transport Operations
- Annex 13b   Criteria for Licensing of Multimodal  
                    Transport Operators for Cross-Border  
                    Transport Operations
- Annex 16      Criteria for Driving Licenses



# **Annexes and Protocols of the GMS Cross-Border Transport Agreement**

## Third Step

signed on 4-5 Jul 2005

- Annex 3 Carriage of Perishable Goods
- Annex 5 Cross-Border Movement of People
- Annex 10 Conditions of Transport
- Protocol 2 Charges Concerning Transit Traffic

## Ongoing

- Annex 6 Transit and Inland Clearance Customs Regime
- Annex 8 Temporary Importation of Motor Vehicles
- Annex 14 Container Customs Regime
- Protocol 3 Frequency and Capacity of Services and Issuance of Quotas and Permits



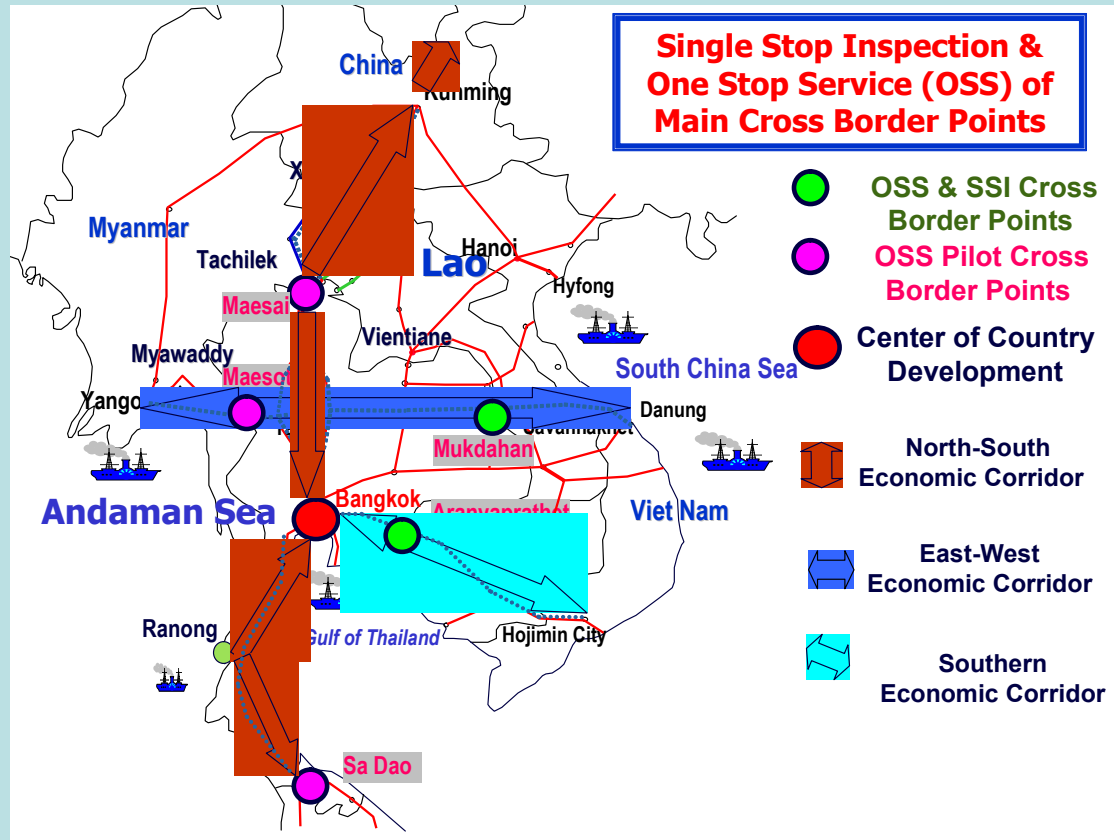
# One Stop Service (OSS)







# Economic Corridor Route





# Background

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- *The GMS countries should take measures to achieve*
  - *“one stop clearance under joint supervision”,*
  - *“application through one window”, and*
  - *“customs documents in accordance with international standards and procedures”*



# Background (Continue)

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*For the implementation of the Agreement,*

- *the GMS countries have selected four customs houses on the borders of Thailand, Cambodia, Laos, and Vietnam*

*as the pilot sites for one stop Customs clearance*



## **Background (Continue)**

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- *Chinese government has also selected the Hekou (Yunnan, China)*
- *Lao Cai (Vietnam) Customs for the experiment of one stop clearance*
- *The negotiations between relevant authorities of China and Vietnam have already been launched*



# One Stop Service to Support SWI

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- **Thai Customs have implemented One Stop Service : OSS Plan for the main cross-border points since December 2004 . There are**
  - **Maesai Customs House (N-S Eco Corridor)**
  - **Maesot Customs House (E-W Eco Corridor)**
  - **Aranyaprathet Customs House\* (S-Eco Corridor)**
  - **Mukdaharn Customs House \* (E-W Eco Corridor)**
  - **Sadao Customs House (N-S Eco Corridor)**
- \* agreed cross border regarding to the MOU for the IICBTA**



# Objective of OSS

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- Integrated Services online
- Integrated Office



# Integrated Services online

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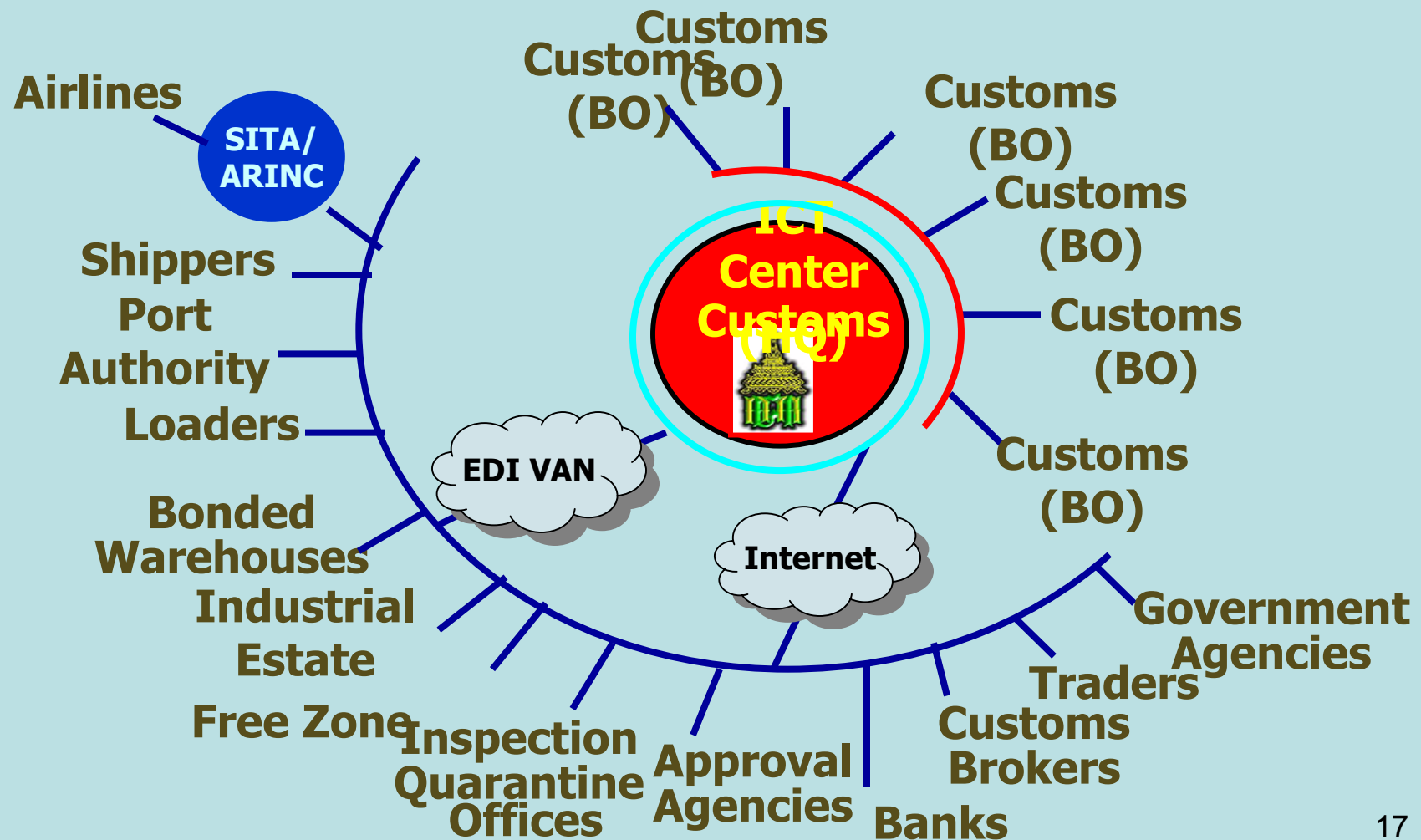
- **To connect Information Technology (IT) between Customs and other relevant government agencies , aims to facilitate import and export license system.**







# ***Integrated with Concerned Organizations***





# Integrated Office

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- To integrate the respective Competent Authorities (i.e., Customs, Food and Drug Administration and Quarantine) in the same office, aims to manage cargo release.



# Mae Sai



# “Mae Sai Customs House”





## “OSS at Mae Sai Customs House”

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# Mae Sot



# “Mae Sot Cross Border”

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# “Mae Sot Customs House”







# Mukdaharn



*The second Bridge at Mukdaharn*



# “Mukdaharn Customs House”



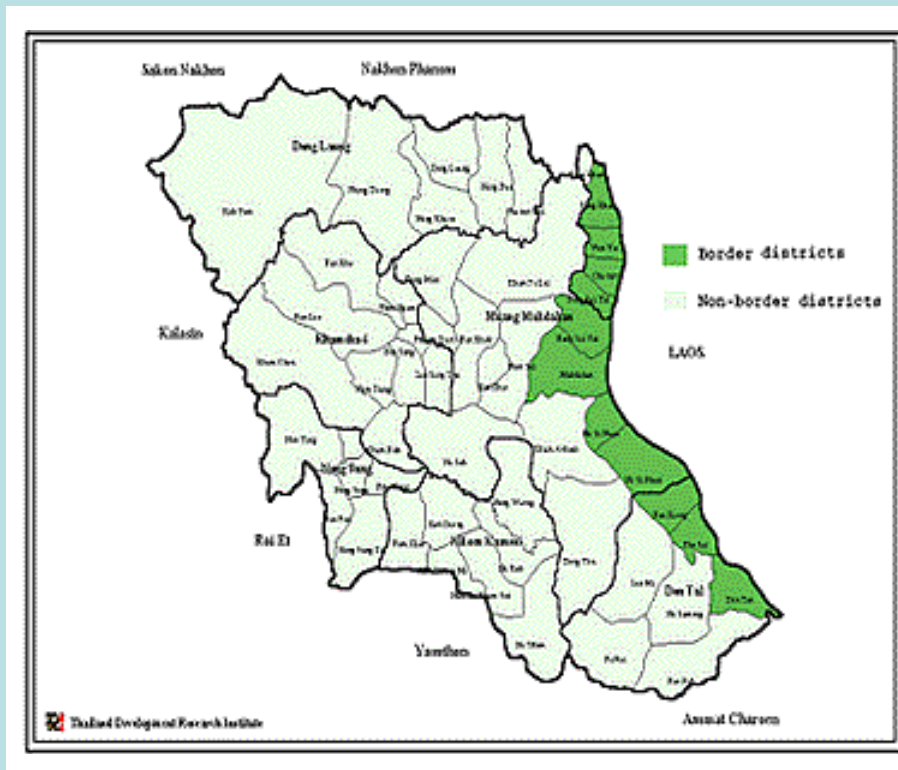


# “Port at Mukdaharn”

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# “Mukdaharn”





# Aranyaprathet



# “Aranyaprathet Cross Border”





# Next Step for SWI and SSI





# Core Elements for SWI and SSI

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- **The Agreement for Facilitation of Cross-Border Transport of Goods and People between and among the governments of six parties.**
  - **Article 4 (a) and Article 4 (b) of Part II of the Agreement on Facilitation of Border Crossing Formalities**



# Core Elements for SWI and SSI

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- **Provision of Annexes and Protocols which are considered as the part of the Agreement.**
  - **Article 4 and Article 5 of Annex 4 (Single –Window Inspection and Single-Stop Customs Inspection )**



# MOU

- **MOU for the Initial Implementation of GMS Cross Border Transport Agreement (IICBTA) at the agreed cross-border points of :**
  - **Aranyaprathet - Poipet (Thailand - Cambodia) ;**
  - **Mukdaharn - Savannakhet (Thailand - Lao PDR) ;**

**(Signed at Kunming, China on 4 July 2005)**



# MOU

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- Tachilek - Mae Sai (Thailand - Myanmar);
  - Maesot - Myawaddy (Thailand-Myanmar)
- (1 st Tripartite Meeting in Bangkok, Thailand on 24-26 May 2005 and suppose to finish the final draft in next meeting)



## **Part II of the Agreement on Facilitation of Border Crossing Formalities**

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### **Article 4 : Facilitation of Border Crossing Formalities**

- **The Contracting Parties shall gradually adopt the following measures in order to simplify and expedite border formalities, in accordance with Annex 4 :**
  - **Single-Window Inspection**
  - **Single-Stop Inspection**



# Single-window inspection

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- The different inspections and controls of
  - people (passport/visa, driving license, foreign exchange, customs, health/epidemiological),
  - vehicles (registration, roadworthiness, insurance), and
  - goods (customs, quality, phytosanitary/plant protection, veterinary)
- **shall be carried out jointly and simultaneously by the respective Competent Authorities involved** (e.g., customs, police, immigration, trade, agriculture, health department).



# Single-stop inspection

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- The officials of the country pairs shall assist one another to the extent possible in performance of their duties.
- The two adjacent national authorities will carry out their inspections jointly and simultaneously.
- Where the local configuration does not allow the installation of physical adjacent back-to-back frontier control posts, the control officials from one Contracting Party shall be allowed to perform their duties on the territory of the other Contracting Party.



# General principles of SWI and SSI

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**(from Attachment 1 of the MOU for the IICBTA)**

- **border crossing clearance formalities conducted jointly and simultaneously by the respective Competent Authorities of each Party to the MOU;**
- **Competent Authorities of the Country of Exit shall jointly perform their duties with the Competent Authorities of the Country of Entry in the CCA in the Country of Entry;  
(CCA = Common Control Area)**





# General principles of SWI and SSI

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- only incoming people, vehicles, and goods (except live animals) shall be subject to border crossing clearance formalities jointly and simultaneously undertaken in the Country of Entry by Competent Authorities of the two Parties to the MOU, and not in the Country of Exit;



# General principles of SWI and SSI

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- live animals shall be subject to border crossing clearance formalities that may be jointly and simultaneously undertaken in the Country of Exit by Competent Authorities of the two Parties to the MOU, and not in the Country of Entry;



# General principles of SWI and SSI

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- **border formalities shall be processed through streamlined and harmonized documents (e.g., immigration and customs declaration forms);**
- **relevant Competent Authorities shall implement risk management systems and procedures in the conduct of their inspection**



# General principles of SWI and SSI

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- **Competent Authorities shall facilitate, to the extent possible, the provision of information in advance of the arrival of the goods and vehicles at the border crossing points leading eventually to pre-arrival processing of goods, in order to improve**
  - risk management and
  - selectivity to reduce the level of inspection



# General principles of SWI and SSI

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- **goods in transit shall be exempt from physical inspection , except when irregularities are suspected, in which case inspection is performed in the Country of Entry;**



# Two Steps or Stages of SSI

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- **Step 1** which will
  - commencing on 31 December 2005,
  - the Parties to the MOU shall adopt minimal inspection of outgoing goods, and
  - observation in foreign territory by Customs and Quarantine Authorities of the Country of Exit, as required, in the common control area (CCA) of the Country of Entry, as an interim measure, which will be accompanied by key facilitation measures.



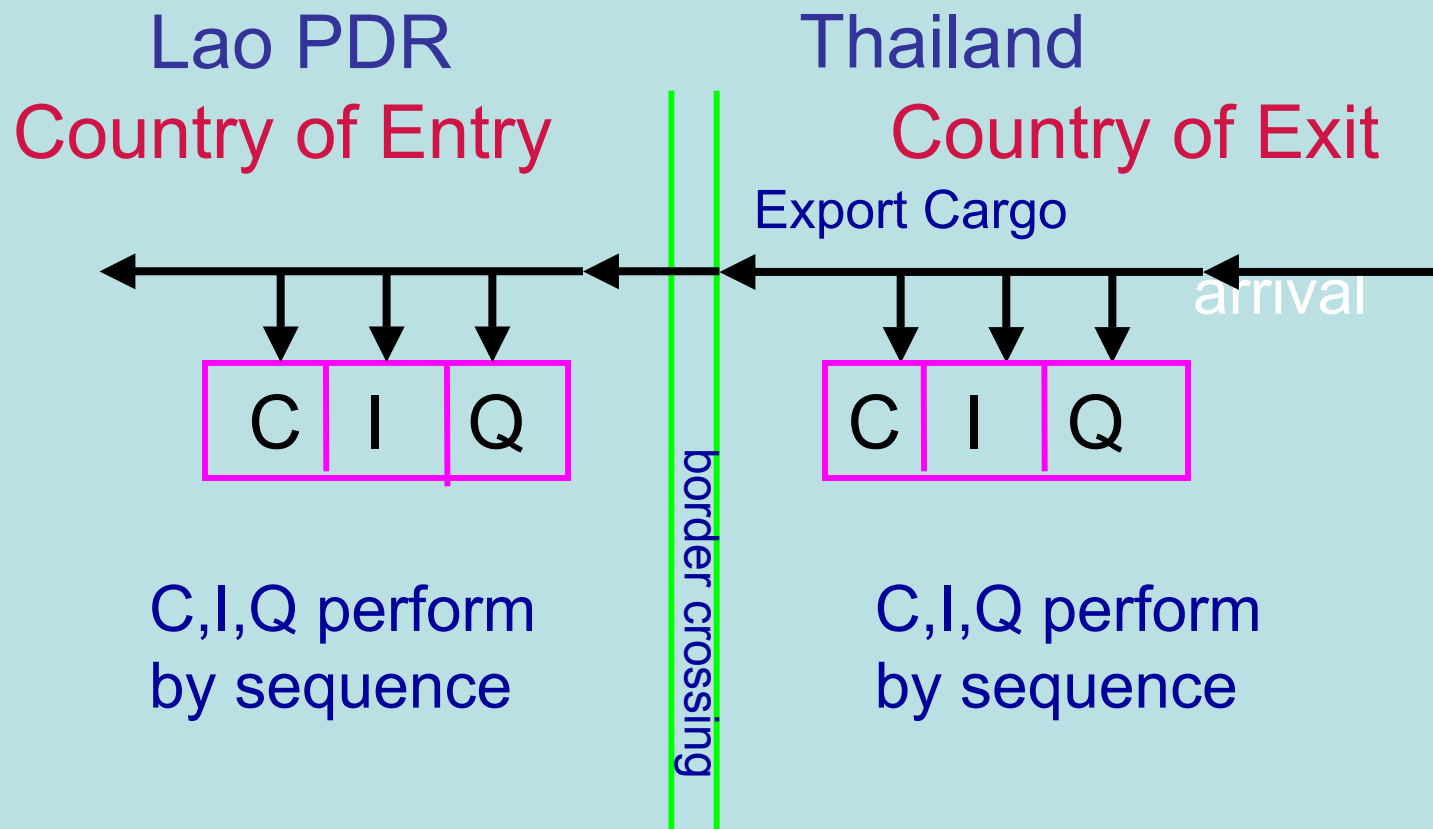
# Two Steps or Stages of SSI

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- **Step 2** which will
  - commence following the amendment/promulgation of relevant laws to allow extraterritorial performance of duties by Competent Authorities of both Parties to the MOU expected to take place in the period to 2008,
  - build on Step 1 and involve a combination of performance in foreign territory, and joint and simultaneous performance of duties at the Country of Entry by all relevant Competent Authorities of both Parties to the MOU.



# Existing General Procedures for Border Crossing Formalities







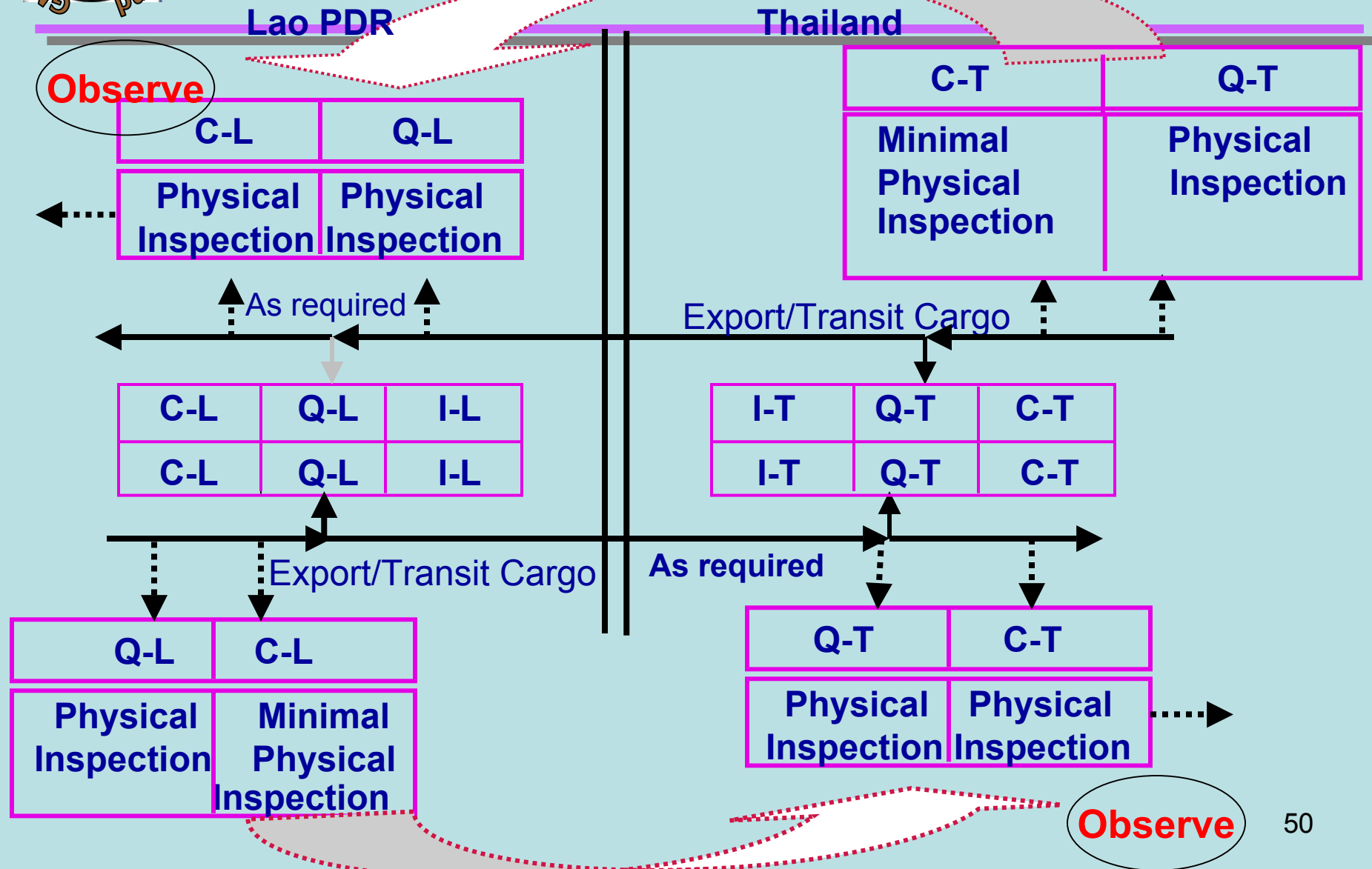
# SWI & SSI Step 1

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- **Core concepts :**
  - minimal inspection on outgoing goods
  - observation at the country of entry in common control area (CCA)



# SWI & SSI (Step 1) 31 Dec 2005





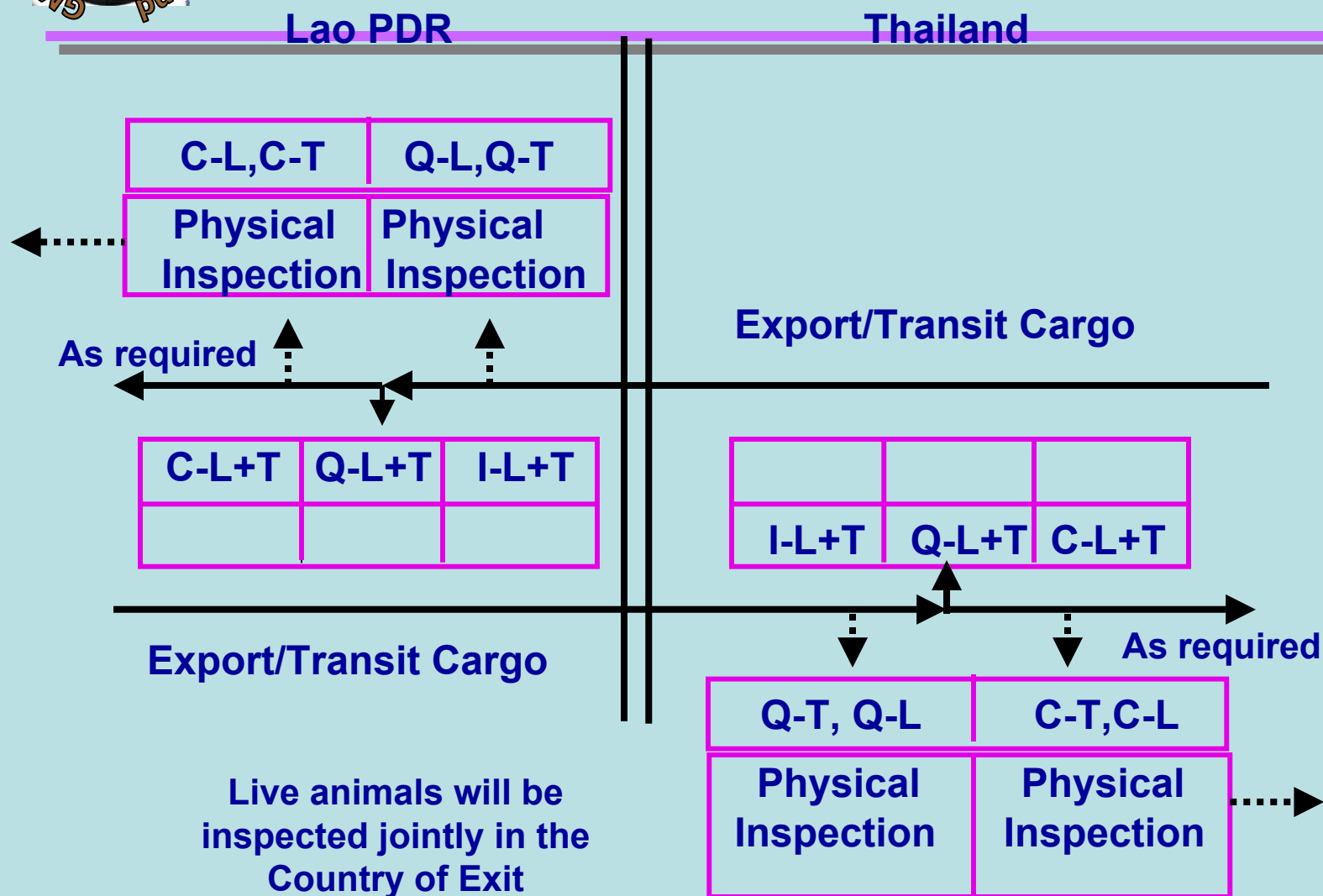
# Observation Deal

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- without enforcing its laws in the Country of Entry (i.e., if a violation is detected by the Customs or Quarantine Authorities of the Country of Exit while “observing” the customs inspection being performed in the Country of Entry,
- they shall not exercise their authority in the Country of Entry, and will have to do so in their territory;
- in this regard, the Customs or Quarantine Authorities of the Country of Entry shall exert all its efforts to assist the Customs or Quarantine Authorities of the Country of Exit to subsequently exercise their authority in the Country of Exit, including providing the necessary documents and information).



# SWI & SSI (Step II) expected 2008





# Measure Requirements for Implementation

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- **Training and Human Resource Development**
- **Public Information**
- **Harmonization, Coordination, and Synchronization**
- **Institutionalizing Mutual Assistance**
- **Legal/Regulatory Framework**
- **Infrastructure**
- **Procedures for Risk Management**
- **Performance Benchmark for Border Clearance Times**

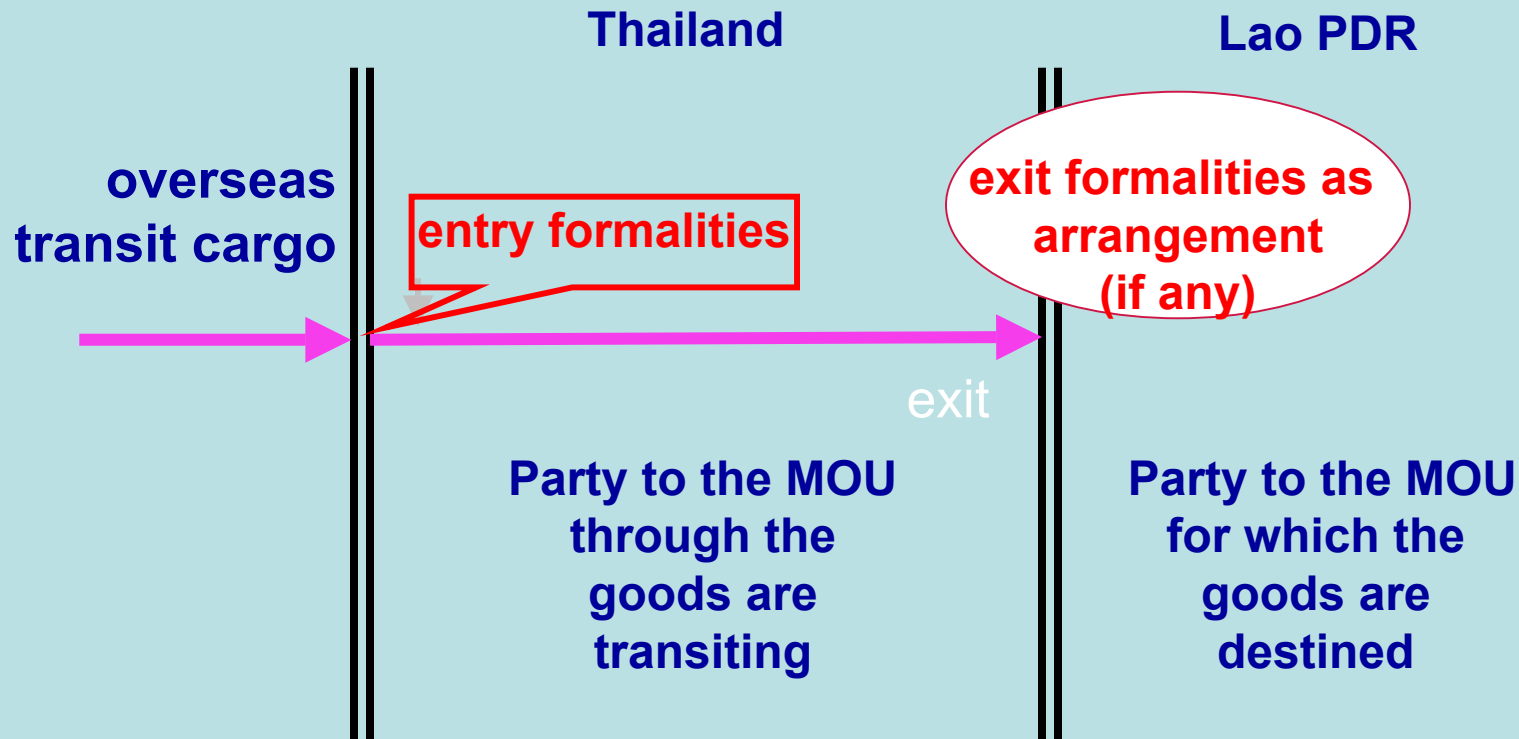


# Transit Procedures



# SSI Step 1

## For Goods in Transit :





# SSI Step 1

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## For Goods in Transit :

- a transit declaration is issued by the Customs authorities of the Party to the MOU through whose country the goods are transiting, and existing seals are inspected for integrity by the authorities of the Party to the MOU through which the goods are transiting;
- additional security seal is attached, if necessary, to the goods by the Customs authorities of the Party to the MOU through which the goods are transiting; and
- once cleared, the vehicle carrying the goods in transit proceeds toward its next destination.

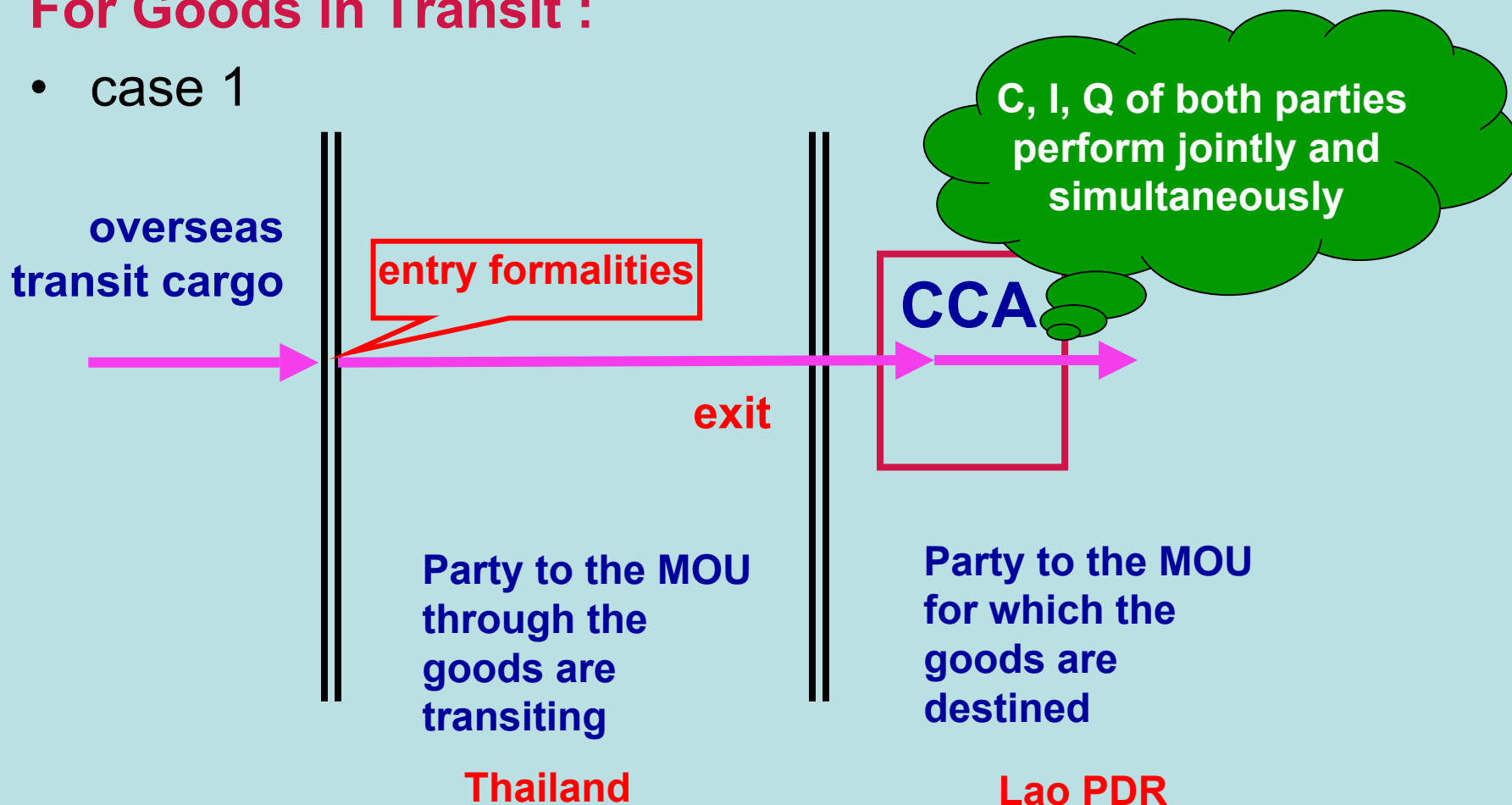




# SWI & SSI Step II

## For Goods in Transit :

- case 1

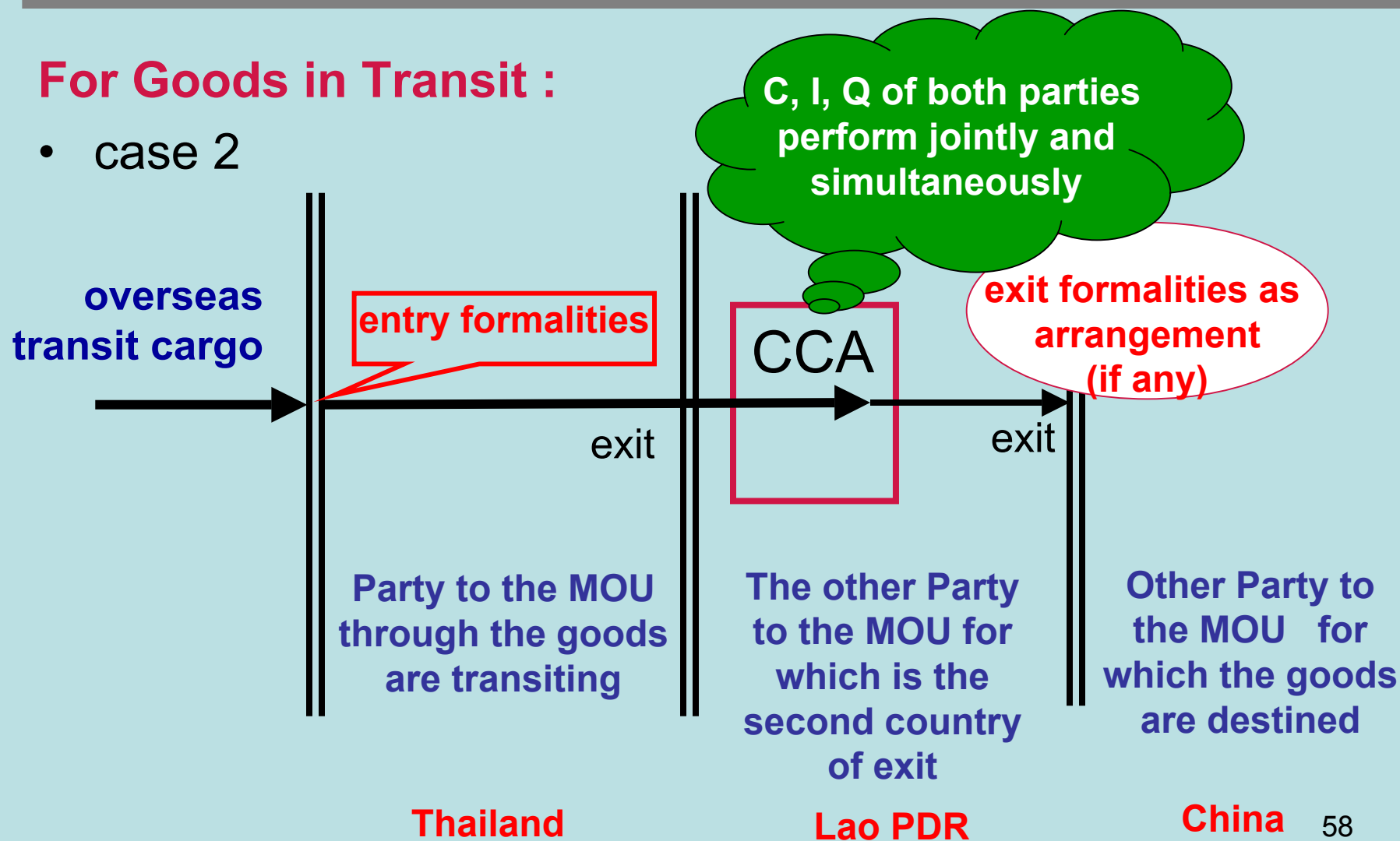




# SSI Step II

## For Goods in Transit :

- case 2

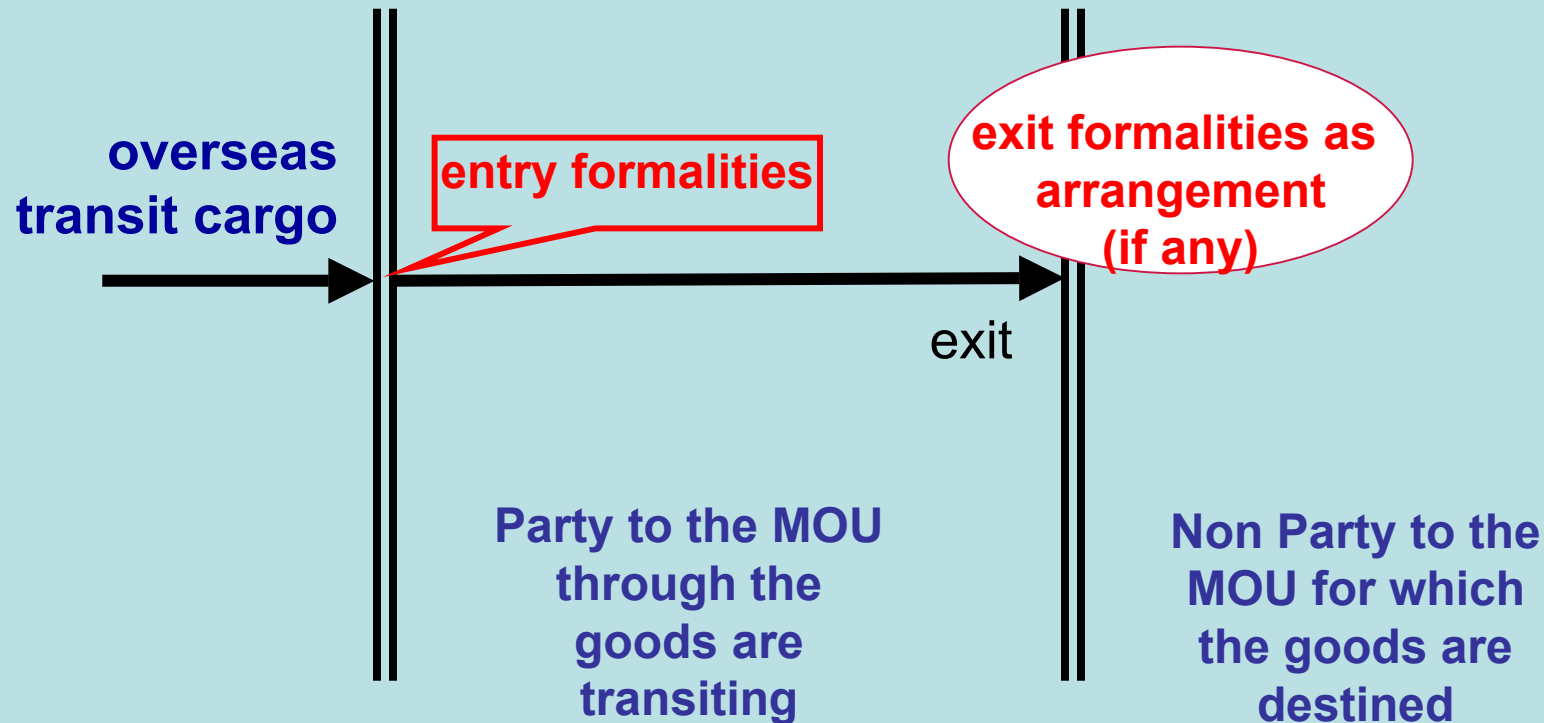




# SSI Step II

## For Goods in Transit :

- case 3





Thank you