

# Report on the Kunming Greater Mekong Subregion (GMS) Economic Corridors Logistics Fair 6-7 June 2009, Kunming Yunnan Province, PRC

Second GMS Economic Corridors Forum  
Phnom Penh, Cambodia  
16-17 September 2009



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## Objectives and Highlights of the Symposium

### Objectives

- i) Provide venue for public-private sector dialogue;
- ii) Identify specific logistics-related problems;
- iii) Discuss requirements for additional physical facilities

### Highlights

- i) Shed light on transport and logistics related infrastructure, policy, capacity and institutions in the GMS and difficulties/bottlenecks faced by service providers
- ii) Consisted of three main sessions (open, closed and panel discussion); these were split into five (5) sessions by topic



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## Session 1: Transport and Logistics in the GMS

### Presentation Highlights:

- a. Which government agency to coordinate national logistics strategies;
- b. Lack of cooperation between public and private sectors

### Suggestions:

- a. Strengthen public and private sector roles in the implementation of the GMS Cross-Border Transport Agreement (CBTA);
- b. Accelerate CBTA implementation , e.g., single window inspection and single stop inspection, and harmonize/ standardize paper works, procedures and formalities;
- c. Establish public-private dialogue;
- d. Develop human resources in transport and logistics service.



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## Session 2: ADB Studies in GMS Transport and Logistics and CBTA

### Presentation Highlights:

- a. Findings of logistics benchmark studies on the East-West Economic Corridor (EWEC) and North-South Economic Corridor (NSEC);
- b. Activities under ADB RETA on national logistics action plan and sanitary and phyto-sanitary standards (SPS); CBTA update;
- c. Past and current logistics activities, future directions

### Suggestions:

- a. Identify real volume of freight flows;
- b. Solution to high cost of transport: leave to transport service providers;
- c. ADB to support developing clear strategies to utilize existing facilities;
- d. All agencies concerned to be represented at the border checkpoint;
- e. Set up of single stop inspection for main items in EWEC and NSEC;
- f. Identify where products are and how to move them;
- g. Assign lead country to perform certain activities.



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## Session 3: Transport and Logistics Policies in the GMS

### Presentation Highlights:

- a. Views from the private sector, UNESCAP, and academy; problems and constraints raised;
- b. Ideas put forward such as GMS logistics strategy, holistic approach to economic corridors development, sector-wise approach

### Suggestions:

- a. Win-win patterns between NGOs, large companies and SMEs;
- b. Opportunity for inter- and regional trade on GMS logistics & value chain;
- c. Policies/ legal framework to be developed with private sector;
- d. More capacity building in networking for logistics operators/ public agencies;
- e. Inland Container depot long-term planning to be geared also near factories ;
- f. Greater private-public interaction in capacity building;
- g. Study on factors that constrain the effectiveness of NTFCs.

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## Session 4: Transport and Logistics Operations: GMS Experiences

### Presentation Highlights:

- a. Experiences on the ground by TNT Co., and transport/ logistics service providers in Cambodia, PRC, Lao PDR, & Myanmar;
- b. Identified common issues faced by these countries such as inadequate transport/ logistics infrastructure, low skills (border officials, service providers), lack of consistent/ harmonized standards, inadequate policy support/ enabling environment;
- c. All suffered from low volume of transport/ logistics transactions

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## Session 5: Panel Discussion on Identifying Solutions to Remove Bottlenecks

### Highlights:

- a. Focus on common issues raised by users of GMS logistics system and how these are addressed by policymakers;
- b. Highlighted importance of adequate policy to be adopted for each type of bottleneck and sufficient investment in business logistics and supply chain management

### Suggestions:

- a. Delay in CBTA implementation warrant close examination;
- b. In addressing CBTA issues, whole corridor approach needed instead of bilateral pair border crossing points;
- c. NTFC should harmonize CBTA implementation for each corridor;
- d. Global supply chain management is important.



## Conclusion

### Urgent issues to be addressed to improve trade flows through adequate logistics services along GMS corridors:

1. Importance of logistics cooperation to create “win-win” solutions for all GMS member countries.;
2. Increase public and private sector consultations to provide a pro-logistics business environment;
3. Consider establishment of GMS logistics association by the private sector;
4. Harmonize standards to ensure the compatibility of logistics system in the GMS;
5. Address border constraints, and note that some of the solutions may well go beyond borders;
6. Emphasize logistics human resource capacity development.



# Thank You

