

**ASIAN DEVELOPMENT BANK**

**TAR:REG 36682**

**TECHNICAL ASSISTANCE**

**FOR**

**IMPLEMENTING THE AGREEMENT FOR FACILITATION OF  
THE CROSS-BORDER TRANSPORT OF GOODS AND PEOPLE  
IN THE GREATER MEKONG SUBREGION—PHASE 1**

**April 2003**

## ABBREVIATIONS

ADB	–	Asian Development Bank
GMS	–	Greater Mekong Subregion
GMS-SF	–	GMS Strategic Framework
Lao PDR	–	Lao People’s Democratic Republic
NTFC	–	National Transport Facilitation Committee
PRC	–	People’s Republic of China
TA	–	technical assistance
UNECE	–	United Nations Economic Commission for Europe
UNESCAP	–	United Nations Economic and Social Commission for Asia and the Pacific

## NOTE

In this report, “\$” refers to US dollars.

This report was prepared by Yu-Shu Feng, Programs Economist, Operations Coordination Division, Mekong Department.

## I. INTRODUCTION

1. In November 2001, the six member countries of the Greater Mekong Subregion (GMS)—Cambodia, People's Republic of China (PRC), Lao People's Democratic Republic (Lao PDR), Myanmar, Thailand, and Viet Nam—agreed on a 10 year GMS strategic framework (GMS-SF). The GMS-SF embodies the vision of the GMS Program for Economic Cooperation (GMS Program), which is a subregion that is more integrated, prosperous, and equitable. During the GMS summit held in Phnom Penh on 3 November 2002, the leaders of the six GMS member countries strongly endorsed the GMS-SF, its strategic thrusts, and its flagship programs. The facilitation of cross-border movement of goods and people is a key element of the GMS-SF. During the Seventh Meeting of the GMS Subregional Transport Forum in Ho Chi Minh City, Viet Nam, and the 11<sup>th</sup> GMS Ministerial Conference in Phnom Penh, Cambodia, the GMS countries agreed on a work program to negotiate, finalize, and sign the annexes and protocols of the *Agreement for Facilitation of the Cross-Border Transport of Goods and People in the Greater Mekong Subregion* (Cross-Border Agreement) by 2005,<sup>1</sup> and requested the continued assistance of the Asian Development Bank (ADB) in this regard. The technical assistance (TA) will help finalize and implement the Cross-Border Agreement and its annexes and protocols, which have been developed under previous TAs.<sup>2</sup> The TA framework is presented in Appendix 1.<sup>3</sup>

## II. ISSUES

2. Since its inception in 1992, the ADB-supported GMS Program has achieved significant progress. High-priority transport corridors are being built and are expected to be completed in 2004–2007. These include the (i) Phnom Penh-Ho Chi Minh City Highway Project;<sup>4</sup> (ii) GMS: Cambodia Road Improvement Project;<sup>5</sup> (iii) East-West Transport Corridor Project, linking Lao PDR, Thailand, and Viet Nam;<sup>6</sup> and (iv) the North-South Transport Corridor Project linking Yunnan Province of the PRC, Lao PDR, and Thailand.<sup>7</sup> As these physical subregional linkages are developed and as the GMS members open their economies to free trade, the GMS governments have increasingly recognized the need to address regulatory and institutional issues in order to ensure efficient flow of goods and people across international borders. Nonphysical barriers to efficient movement include, among other things, (i) restrictions on the

---

<sup>1</sup> *Agreement Between and Among the Governments of the Kingdom of Cambodia, the People's Republic of China, the Lao People's Democratic Republic, the Kingdom of Thailand, and the Socialist Republic of Viet Nam for Facilitation of Cross-Border Transport of Goods and People.*

<sup>2</sup> ADB. 1997. *Technical Assistance for Cross-Border Movement of Goods and People in the Greater Mekong Subregion.* Manila, and ADB. 1999. *Technical Assistance for Facilitating the Cross-Border Movement of Goods and People in the Greater Mekong Subregion.* Manila.

<sup>3</sup> The TA first appeared in *ADB Business Opportunities* (Internet edition) on 20 December 2002.

<sup>4</sup> ADB. 1998. *Report and Recommendation of the President to the Board of Directors on Proposed Loans to the Kingdom of Cambodia and to the Socialist Republic of Viet Nam on the Greater Mekong Subregion: Phnom Penh to Ho Chi Minh City Highway.* Manila.

<sup>5</sup> ADB. 2002. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the Kingdom of Cambodia for the Greater Mekong Subregion: Cambodia Road Improvement Project.* Manila.

<sup>6</sup> ADB. 1999. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan and Technical Assistance Grant to the Lao People's Democratic Republic and a Proposed Loan to the Socialist Republic of Viet Nam for the Greater Mekong Subregion: East-West Corridor Project.* Manila.

<sup>7</sup> ADB. 2002. *Report and Recommendation of the President to the Board of Directors on a Proposed Loan to the Lao People's Democratic Republic for the Greater Mekong Subregion: Northern Economic Corridor Project.* Manila.

entry of motor vehicles; (ii) different standards pertaining to vehicle size, weight and safety requirements, and driver qualifications; (iii) inconsistent and difficult formalities related to customs procedures, inspections, clearances, and assessment of duties; and (iv) restrictive visa requirements.

3. Since 1996, ADB has been helping to mitigate nonphysical barriers to the efficient flow of goods and people across borders in the GMS. As a result, the GMS governments have developed a basic framework incorporating the principles of (i) bilateral or multilateral action to reduce nonphysical impediments to cross-border transport, and (ii) flexibility in recognition of differences in development and procedures in each of the GMS countries. Developed along the lines of this framework, the Trilateral Cross-Border Agreement between and among the governments of the Lao PDR, Thailand, and Viet Nam, to facilitate cross-border transport of goods and people, was signed on 26 November 1999. Subsequently, on 29 November 2001, the government of Cambodia acceded to this agreement, and the government of the PRC acceded to it on 3 November 2002. The government of Myanmar is considering to accede to the agreement, although the date of the accession is not yet determined. Detailed annexes and protocols to implement the agreement have been prepared, with ADB assistance. These annexes and protocols are scheduled to be negotiated and finalized during 2003–2005. Related to this, ADB is also assisting the GMS countries in pilot testing single-stop customs inspection at selected border crossings.<sup>8</sup> The agreement and its annexes and protocols have been designed to complement similar agreements of the Association of Southeast Asian Nations (ASEAN), and to be consistent with applicable international conventions. GMS ministers have agreed that the agreement and its annexes and protocols will be signed by 2005.

4. The implementation of cross-border facilitation measures will help GMS countries realize the economic benefits of GMS transport corridors that will soon be completed. With improved subregional road infrastructure, full implementation of the Cross-Border Agreement will result in freer movement of goods and people in the GMS starting from 2006, thereby creating a more favorable environment for cross-border trade, investment, and tourism. This, in turn, will help promote economic integration, sustainable economic growth in the GMS, and reduce poverty, especially in the border areas.

5. Considerable work is required to negotiate, finalize, and implement the Cross-Border Agreement and its annexes and protocols. This will involve a complex process, requiring close coordination among the participating governments, and, within each country, coordination among officials in at least 10 ministries and agencies. Assistance in building the capacity of GMS officials is also necessary, and is urgently requested in (i) formulating national positions, and (ii) negotiating and implementing the agreement and its annexes and protocols. Full implementation of the agreement and all its annexes and protocols will thus require a significant amount of time and resources. Since GMS road corridors will be completed during 2004–2007, critical facilitation measures contained in some articles of the agreement and some key annexes and protocols, which will assure efficient cross-border flows of goods and people, will have to be implemented by these dates. Thus, ADB assistance in implementing the agreement and its annexes and protocols will best be provided through a phased approach, with Phase 1 focusing on the first-priority facilitation measures contained in some agreement articles, annexes, and protocols. A phase 2 of ADB TA on cross-border facilitation in the GMS, planned for implementation in 2005–2006, will focus on the remaining annexes and protocols, and

---

<sup>8</sup> ADB. 2001. *Technical Assistance for Facilitating Cross-Border Trade and Investment for Small and Medium Enterprise Development in the Greater Mekong Subregion*. Manila.

implementation-related activities. It is planned that all annexes and protocols will be finalized and signed by the Second GMS Summit, to be held in the PRC in 2005.

### III. THE TECHNICAL ASSISTANCE

#### A. Purpose and Output

6. The purpose of the TA is to help finalize and implement the Cross-Border Agreement and its annexes and protocols. Specifically, the TA will assist the GMS governments in (i) negotiations and signature of a set of critical annexes and protocols to the agreement, and (ii) implementation of critical cross-border transport facilitation measures at border crossings to be agreed upon.

7. The expected outputs of the TA are (i) a set of signed key annexes and protocols, (ii) GMS officials who are adequately trained in key aspects of cross-border transport facilitation, and (iii) guidelines and manuals for key cross-border transport facilitation measures.

#### B. Methodology and Key Activities

8. A basic requirement to bring the Cross-Border Agreement into force is its ratification by all signatory governments. Accordingly, the TA will provide requested assistance to the GMS governments to facilitate the ratification process, including consultations with GMS governments to clarify aspects of the agreement and its impacts in order to expedite ratification.

9. The TA will support the negotiations of a set of key annexes and protocols (Appendix 3, para. 4). This will involve assistance to (i) the joint committee established by the Cross-Border Agreement,<sup>9</sup> including support for negotiating meetings and consultations to help prepare for negotiation meetings, held under the auspices of the joint committee; and (ii) the national transport facilitation committees (NTFCs)<sup>9</sup> in individual countries for preparations for the negotiation meetings.

10. The TA will also support the conduct of workshops, seminars, and other training activities on cross-border transport facilitation to be attended by GMS officials concerned. These activities may be held in collaboration with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic Commission for Europe (UNECE). The activities will be designed to enhance the understanding of GMS officials on relevant international conventions and best practices with a view to preparing them to negotiate, finalize, and implement the Cross-Border Agreement and its annexes and protocols. Training will also be conducted to help strengthen the NTFCs and the joint committee by familiarizing members with the process of trade negotiations using past regional and multilateral agreements as examples.

---

<sup>9</sup> As called for by Article 28 of the Cross-Border Agreement, NTFCs chaired by a minister or vice minister in each country, will bring together representatives of all parties concerned with the implementation of the agreement. As called for by Article 29 of the agreement, a joint committee of the NTFCs will serve as a platform for discussion, negotiation, and implementation of the agreement and its annexes and protocols. The work of the joint committee will be under the umbrella of the GMS Ministerial Conference established as part of the ADB-assisted GMS Program.

11. The TA will also support implementation of critical cross-border transport facilitation measures at agreed-upon border crossings. This will include provision of support for the incorporation of the agreement into domestic law of the signatory countries. Such support will include technical translation into the local languages as well as provision of advisory opinions by international and domestic legal experts. Furthermore, the TA will support the preparation of guidelines and manuals for implementing critical cross-border facilitation measures. For this purpose, consultations will be made with organizations and agencies responsible for related international conventions and agreements, such as UNECE, UNESCAP, and World Customs Organization (WCO).

### **C. Cost and Financing**

12. The total cost of the TA is estimated at \$860,000 equivalent. ADB will provide \$800,000 equivalent to finance the cost of international and domestic consultants, and costs associated with meetings. The detailed cost estimates and financing plan is given in Appendix 2. The TA will be financed on a grant basis by ADB's TA funding program. The participating governments will provide the remaining \$60,000 equivalent in kind, in the form of counterpart staff as well as logistical and interpretation/translation support.

### **D. Implementation Arrangements**

13. ADB's GMS Unit will be the Executing Agency for the TA. A coordination team within ADB's GMS Unit will serve as a secretariat to support and guide TA implementation. The NTFCs in the six GMS countries will serve as focal points for the TA implementation. The joint committee of the NTFCs will monitor TA implementation.

14. The TA will be carried out by a team of consultants to be recruited in accordance with ADB's *Guidelines on the Use of Consultants*. A core team comprising the team leader and transport regulations specialist (international) will, among other things, participate in missions and single-country and multi-country meetings. The core team consultants who were engaged in the previous two TAs, will be directly selected due to (i) their general expertise in the legal and regulatory aspects of cross-border transport, including the drafting and negotiation of international agreements; (ii) their specific knowledge of the Cross-Border Agreement and draft annexes and protocols; (iii) their satisfactory performance in the previous two TAs; (iv) the trust and respect they have earned from GMS government officials concerned; and (v) the tight schedule involved.<sup>10</sup> The other international consultants will be recruited as individuals in accordance with ADB's *Guidelines on the Use of Consultants*. Domestic consultants will also be engaged by ADB in accordance with its *Guidelines on the Use of Consultants* and other arrangements satisfactory to ADB for the engagement of domestic consultants. Approximately 12 person-months of international and 30 person-months of domestic consulting services will be required, comprising a team leader (4 person-months, international), transport regulations specialists (3 person-months, international; 14 person-months, domestic), and other cross-border specialists, possibly including regional economists, legal specialists, customs specialists, and transport economists (5 person-months, international, and 16 person-months, domestic; to be specified as required by the negotiations among the GMS countries). The outline terms of

---

<sup>10</sup> Due to the tight schedule required to assure implementation of critical agreement articles, annexes, and protocols before the completion of ADB-assisted GMS transport corridors, the time required for selection of a new firm, and more importantly, the lengthy time period required for a new firm to become familiar with the history and issues of developments in facilitating the cross-border transport of goods and people in the GMS is not available.

reference are given in Appendix 3. To facilitate preparations for negotiations and finalization of the critical annexes and protocols, communications, computer, and printing equipment will be procured for the NTFC offices in each participating country, in accordance with ADB's *Guidelines on Procurement* and other such arrangements satisfactory to ADB for the procurement of equipment. After completion of the TA, ownership of the equipment purchased under the TA will be transferred from ADB to the six participating governments pursuant to ADB's Project Administration Instruction 5.11, section 10.

15. The GMS Unit will develop a system for monitoring, updating, and disseminating information and developments on cross-border facilitation activities. This system will include the establishment of a library of cross-border agreements and related issues, preparation of a regular newsletter on GMS cross-border facilitation, and inclusion of a section on GMS cross-border facilitation in ADB's GMS website. Official summaries of proceedings of the meetings held under the TA will be posted on ADB's GMS website ([www.adb.org/gms](http://www.adb.org/gms)). ADB's GMS Unit will report the outcome of TA activities during subregional transport forum meetings, GMS senior officials' meetings and GMS ministerial conferences. As called for in Article 29 of the GMS Cross-Border Agreement, the joint committee, which the TA will support, will monitor and assess the functioning of the agreement.

16. The TA will be implemented over a period of about 22 months, from March 2003 to December 2004. By the end of 2004, the following are to be accomplished: (i) a signed set of critical annexes and protocols; and (ii) completed implementation-related activities, such as the preparation of detailed manuals and guidelines, for some critical Agreement articles and annexes and protocols.

#### **IV. THE PRESIDENT'S DECISION**

17. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$800,000 on a grant basis for Implementing the Agreement for Facilitation of the Cross-Border Transport of Goods and People in the Greater Mekong Subregion-Phase 1, and hereby reports this action to the Board.

### TECHNICAL ASSISTANCE FRAMEWORK

Design Summary	Performance Indicators/Targets	Monitoring Mechanisms	Assumptions and Risks
<p><b>Goal</b></p> <p>To promote greater economic cooperation and integration in the Greater Mekong Subregion (GMS)</p>	<p>Increased trade and economic interaction between and among the GMS countries, and higher levels of investment in these countries</p>	<p>Official economic statistics covering macroeconomic and external performance, including international trade and tourism</p>	<p>Social and political stability will continue in the individual GMS countries, as well as their continuing strong commitment to promote closer economic linkages.</p>
<p><b>Purpose</b></p> <p>To assist in finalizing and implementing the GMS Cross-Border Agreement and its annexes and protocols</p>	<p>Signing, ratification, and entry into force by all six GMS countries of the GMS agreement and its annexes and protocols</p> <p>Implementation of critical cross-border transport facilitation measures at agreed-upon border crossings</p>	<p>GMS ministerial conferences, meetings of the subregional transport forum, meetings of the joint committee on the GMS agreement, and Asian Development Bank (ADB) missions to assess implementation of cross-border transport facilitation measures</p>	<p>GMS countries will remain committed to facilitate the cross-border movement of goods and people between and among them.</p> <p>GMS countries perceive the benefits of improved cross-border movement, and act positively to agree on the annexes and protocols.</p>
<p><b>Outputs</b></p> <p>Signed critical annexes and protocols</p> <p>GMS officials who are trained in critical aspects of cross-border transport facilitation</p> <p>Guidelines and manuals for critical cross-border transport facilitation measures</p>	<p>Signing by 2004</p> <p>Completed by 2004</p> <p>Completed by 2004</p>	<p>GMS ministerial conferences, meetings of the subregional transport forum, meetings of the joint committee on the GMS Cross-Border Agreement, and ADB missions to assess technical assistance (TA) progress</p>	<p>Goodwill and camaraderie among GMS officials will facilitate the negotiations of the annexes and protocols.</p> <p>GMS officials will exert effort and participate actively in training activities.</p>

<b>Design Summary</b>	<b>Performance Indicators/Targets</b>	<b>Monitoring Mechanisms</b>	<b>Assumptions and Risks</b>
<p><b>Activities</b></p> <p>Meetings in GMS countries to help prepare for meetings to negotiate annexes and protocols</p> <p>Meetings among GMS countries to negotiate, finalize, and sign the annexes and protocols</p> <p>Workshops, seminars, and other training activities on cross-border transport facilitation</p> <p>Preparation of guidelines and manuals to implement critical cross-border transport facilitation measures</p>	<p>To take place in 2003-2004</p> <p>To take place in 2003-2004</p> <p>To take place in 2003-2004</p> <p>To take place in 2003-2004</p>	<p>Reports on consultation missions and official proceedings of meetings</p> <p>Reports on training activities</p> <p>Reports on consultation missions and official proceedings of meetings</p>	<p>Political environment in GMS countries will remain conducive to improved cooperation with neighbors, thereby allowing smooth ratification of the Cross-Border Agreement and its annexes and protocols.</p> <p>The national transport facilitation committees (NTFCs) will facilitate close coordination among agencies and ministries concerned in preparing national positions in the negotiation of the annexes and protocols</p> <p>The NTFCs will ensure that meeting participants have been given the authority to negotiate on behalf of their governments.</p> <p>United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and United Nations Economic Commission for Europe (UNECE) and other agencies concerned will continue their close collaboration with ADB in this area.</p>

<b>Design Summary</b>	<b>Performance Indicators/Targets</b>	<b>Monitoring Mechanisms</b>	<b>Assumptions and Risks</b>
<p><b>Inputs</b></p> <p>International consultants  Domestic consultants  Financing for consultation missions and meetings  Financing for equipment to facilitate communications among GMS countries and ADB.</p> <p>Financing for counterpart staff, office space, administrative services, etc.</p>	<p>12 person-months  30 person-months  \$232,000</p> <p>\$30,000</p> <p>\$ 60,000</p>	<p>Progress report of TA activities  Reports of consultation missions and meetings</p>	<p>The GMS focal points will closely cooperate with consultants and ADB staff concerned.</p>

**COST ESTIMATES AND FINANCING PLAN**  
(\$'000)

Item	Foreign Currency	Local Currency	Total Cost
<b>A. Asian Development Bank Financing</b>			
1. Consultants			
a. Remuneration and Per Diem			
i. International Consultants	276.0	0.0	276.0
ii. Domestic Consultants	75.0	0.0	75.0
b. International and Local Travel	70.0	0.0	70.0
c. Reports and Communications	10.0	0.0	10.0
2. Meetings, Workshops, Seminars/Training			
a. International	200.0	0.0	200.0
b. National	32.0	0.0	32.0
3. Equipment <sup>a</sup>	0.0	30.0	30.0
4. Contingencies	104.0	3.0	107.0
<b>Subtotal (A)</b>	<b>767.0</b>	<b>33.0</b>	<b>800.0</b>
<b>B. Government Financing</b>			
1. Remuneration and Per Diem of Counterpart Staff	0.0	24.0	24.0
2. National Meetings and Workshops	0.0	20.0	20.0
3. Others	0.0	16.0	16.0
<b>Subtotal (B)</b>	<b>0.0</b>	<b>60.0</b>	<b>60.0</b>
<b>Total</b>	<b>767.0</b>	<b>93.0</b>	<b>860.0</b>

<sup>a</sup> Includes photocopiers, fax machines, computers, printers, LCD projectors, and internet subscription for the six participating countries.

Source: Asian Development Bank estimates.

## OUTLINE TERMS OF REFERENCE FOR CONSULTANTS

1. The tasks to be undertaken by the consultants relate to (i) support for final negotiations of annexes and protocols, (ii) support for implementation of critical cross-border transport facilitation measures at border crossings to be agreed upon, and (iii) support for ratification of the Cross-Border Agreement. These tasks are set out below.

### **A. Support for Final Negotiations of Critical Annexes and Protocols**

2. At the national level, the core team will provide support to the national transport facilitation committees (NTFCs) in the following ways:

- (i) participation as resource persons in meetings to prepare for negotiations of critical annexes and protocols; and
- (ii) as technical experts, preparing written answers for the NTFCs, to questions raised by the governments before, during, and after such preparation meetings.

3. At the international level, the core team will support the joint committee of NTFCs and the international meetings in the following ways:

- (i) participation as resource persons in meetings to negotiate critical annexes and protocols;
- (ii) as technical experts, preparing for the NTFCs written answers to questions raised by the governments before, during, and after such negotiation meetings; and
- (iii) redrafting of provisions of the critical annexes and protocols, as required and requested, including provision of an independent assessment of alternative approaches and legal texts.

### **B. Support for Implementation of Critical Cross-Border Transport Facilitation Measures**

4. The core team, together with the customs specialists and other cross-border specialists to be specified as required by the negotiations among the GMS countries, will provide support for implementation of the most critical transport facilitation measures. The critical annexes and protocols have been tentatively identified as follows:

- (i) Annex 2: Registration of Vehicles in International Traffic;
- (ii) Annex 4: Facilitation of Frontier Crossing Formalities;
- (iii) Annex 5 Cross-Border Movement of People;
- (iv) Annex 6: Transit and Inland Clearance Customs Regime;
- (v) Annex 8: Temporary Importation of Motor Vehicles;
- (vi) Annex 9: Criteria for Licensing of Transport Operators for Cross-Border Transport Operations;
- (vii) Annex 10: Conditions of Transport;
- (viii) Annex 14: Container Customs Regime;
- (ix) Annex 15: Commodity Classification System;
- (x) Annex 16: Driving Permits;
- (xi) Protocol 1: Designation of Corridors, Routes, Point of Entry/Exit (Border Crossings);

- (xii) Protocol 2: Charges Concerning Transit Traffic; and
- (xiii) Protocol 3: Frequency and Capacity of Services and Issuance of Quotas and Permits.

5. The consultants will also support the preparation of guidelines and manuals (defining standards and procedures), including their translation into national languages.

### **C. Support for Agreement Ratification**

6. The core team will help clarify aspects of the Cross-Border Agreement and its impacts, and will prepare written answers for the NTFCs to specific questions about the agreement raised by the governments during their internal ratification processes.

7. The consultants will assist the GMS officials concerned in undertaking due diligence of national laws and regulations and identifying the extent to which these laws need to be amended in order to facilitate the ratification of the agreement, and drafting necessary amendments.

### **D. Detailed Terms of Reference of the Core Team**

8. A core team comprising the team leader and the transport regulations specialist (international) will assist the GMS Unit in coordinating the implementation of TA. Specifically, their terms of reference are as follows:

- (i) team leader (International): the team leader will be engaged for four (4) person-months under the TA to:
  - (a) assist the GMS Unit in preparing the terms of reference and work program of other international and all domestic consultants, and in coordinating the work of all technical assistance (TA) consultants;
  - (b) serve as key resource person on all aspects of the Cross-Border Agreement and the annexes and protocols in negotiation meetings, and in preparatory meetings for the negotiation meetings;
  - (c) serve as lead consultant in redrafting provisions of critical annexes and protocols, as required and requested, including preparing an independent assessment of alternative approaches and legal texts;
  - (d) provide advisory support to the implementation of the most critical transport facilitation measures, and the preparation of guidelines and manual (defining standards and procedures) therefor, including translation into national languages;
  - (e) provide advisory support to the governments concerned, as required and requested, to undertake their ratification processes in connection with most critical annexes and protocols;
  - (f) provide advisory support to the governments concerned, as required and requested, to undertake due diligence of their national laws and regulations and the extent to which these laws need to be amended in order to facilitate the ratification of the agreement and its annexes and protocols; and
  - (g) help the GMS Unit conduct workshops, seminars, and other training activities, including the preparation thereof.

(ii) transport regulation specialist (International): the specialist will be engaged for 3 person-months under the TA to:

- (a) help the team leader serve as key resource person on all aspects of the Cross-Border Agreement and the annexes and protocols in negotiation meetings and in preparatory meetings for the negotiation meetings;
- (b) help the GMS Unit prepare the terms of reference and work program of the transport regulations specialists (domestic consultants), and coordinate the work of the transport regulations specialists (domestic consultants);
- (c) help the team leader redraft provisions of critical annexes and protocols, as required and requested, including the preparation of an independent assessment of alternative approaches and legal texts;
- (d) provide advisory support to the implementation of the most critical transport facilitation measures, and the preparation of guidelines and manual (defining standards and procedures) therefor, including translation into national languages; and
- (e) help the GMS Unit conduct workshops, seminars, and other training activities, including the preparation thereof.

9. The detailed terms of reference of other international consultants and all domestic consultants will be formulated in line with the specific needs of the GMS countries concerned within the scope and activities of the TA.

10. The TA consultants will prepare reports on their tasks and other such reports as required and requested by the GMS Unit. The core team will consolidate and summarize these reports, and submit them to the GMS Unit.