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ASIAN DEVELOPMENT BANK

TECHNICAL ASSISTANCE
FOR
PROMOTING SUBREGIONAL COOPERATION
AMONG CAMBODIA, THE PEOPLE'S REPUBLIC OF CHINA,
LAO PEOPLE'S DEMOCRATIC REPUBLIC, MYANMAR,
THAILAND AND VIET NAM

April 1993

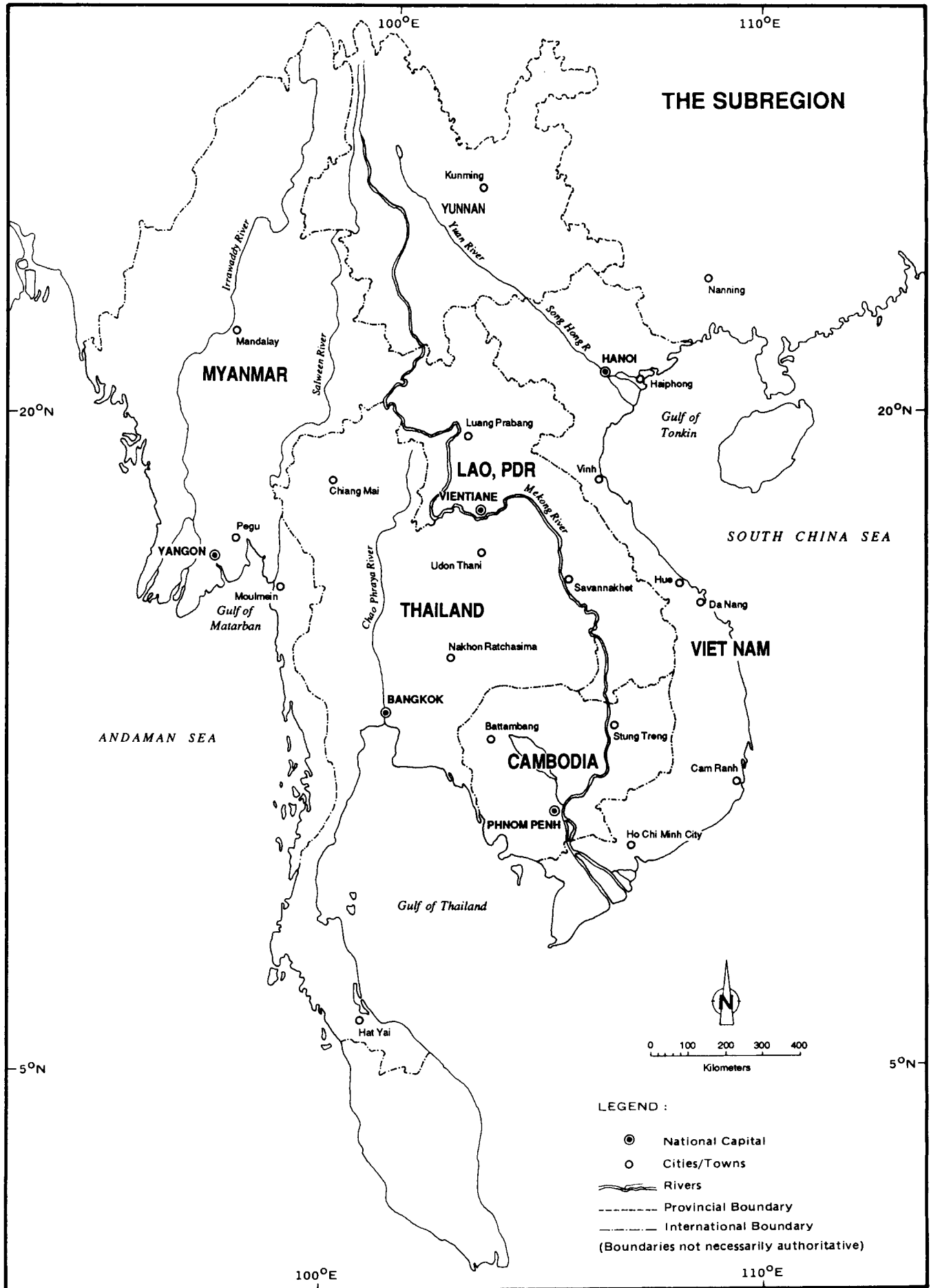
Abbreviations

ESCAP	-	Economic and Social Commission for Asia and the Pacific
JSF	-	Japan Special Fund
Lao PDR	-	Lao People's Democratic Republic
NRC	-	National Research Coordinator
PRC	-	People's Republic of China
SIDA	-	Swedish International Development Authority
UNDP	-	United Nations Development Programme

Note

In this Report, "\$" refers to US dollars.

Map 1



I. INTRODUCTION

1. The Bank has been implementing a regional technical assistance (RETA) for studies in subregional cooperation with the aim of promoting and facilitating subregional economic cooperation among Cambodia, the People's Republic of China (PRC), Lao People's Democratic Republic, Myanmar, Thailand and Viet Nam. Phase I of the RETA^{1/} was undertaken from August 1992 to January 1993. The key activities under Phase I included the consultations between the Bank study team and each of the participating governments; the preparation of a draft framework paper on subregional economic cooperation; the convening of a conference to discuss the results of the consultations and to agree on work to be undertaken under Phase II; and the publication of the results of Phase I. The conference, which was held in Manila on 20-21 October 1992, reached a consensus on the approach for Phase II. The publication covering Phase I became available in February 1993.^{2/}

II. BACKGROUND AND RATIONALE

2. Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam, and Yunnan Province of the PRC share borders and many natural resources, and as such, form a natural economic area. They also have close cultural links. So far, however, economic interaction among them has been limited. In large part, this can be explained by political and economic factors that dominated the subregion during the second half of this century. As a consequence, the development potential of the area, with the exception of Thailand, has not been realized.

3. Recent political and economic developments, however, augur well for the establishment of closer economic linkages among the countries in the subregion. Peace once more reigns over most of the area. The former centrally-planned economies in the subregion are also in different stages of transition to a more open and market-based system. Significantly, all the countries are interested in increased economic cooperation. There exists broad recognition that bilateral and subregional cooperation is a practical response to international competitive pressures. Indeed, some cooperative efforts -- mainly on a bilateral basis -- are already underway for the purpose of pursuing development opportunities or overcoming impediments to trade. The challenge is to advance such efforts and use them as the building blocks towards greater economic cooperation among the countries in the subregion.

4. As established under Phase I of the RETA, several impediments hinder expanded economic cooperation. The most obvious is the poor state of the subregion's basic

^{1/} RETA No. 5487: Studies in Subregional Cooperation Among Cambodia, the People's Republic of China, Lao PDR, Myanmar, Thailand and Viet Nam (Phase I) for \$100,000 approved on 9 March 1992. The approved amount of the RETA was increased to \$190,000 on 19 May 1992 and to \$270,000 on 16 September 1992.

^{2/} The published report is entitled: **Subregional Cooperation - Initial Possibilities for Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam and Yunnan Province of the People's Republic of China**. The RETA was first listed in the ADB Business Opportunities in February 1992. Reference to Phase II was first listed in the same publication in March 1993.

infrastructure, which is a major obstacle to trade, investment and cooperation. Most of the necessary infrastructure is purely national in scope, but there are vitally important components that extend across national boundaries. Among infrastructure facilities, the most urgent need is to improve the transportation system linking the countries in the subregion. The transportation infrastructure, despite assistance from aid agencies and investments by the countries themselves, requires further major commitments before minimum standards can be met. Many of the shortcomings can be addressed by cooperative efforts. For example, it may be uneconomical to construct a railway through Lao PDR if the justification is based solely on domestic requirements. However, if the requirements of the PRC and Thailand are included, the economic justification for a railway through Lao PDR would be stronger.

5. Besides transportation, energy is a major sector that has substantial possibilities for cooperation. Most of the potential hydroelectric and petroleum developments require cooperation in order to proceed. The Mekong River and its tributaries, for example, have hydropower potential of about 58,000 megawatts (MW) of installed capacity and 505,000 gigawatt-hour (GWH) of annual energy; currently, less than 1 per cent of the basin's potential has been harnessed. The development and use of such potential requires subregional cooperation. The development of the petroleum, natural gas and coal resources in the subregion would also benefit from such cooperation.

6. In addition to infrastructure, the other areas that affect subregional economic cooperation identified under Phase I included trade and investment, tourism, environment and human resource development. Infrastructure development is a necessary, but not a sufficient condition for the expansion of foreign trade and investment. Policy impediments to cooperation in these areas, such as trade barriers, pricing issues, exchange control and the role of state enterprises, should also be addressed. Cooperation in tourism promotion is considered important because this could generate additional foreign exchange and employment and at the same time increase mutual understanding among the countries in the subregion. Environmental concerns often extend beyond national boundaries and cannot be addressed effectively on an individual country basis. On the other hand, while education and training are normally national concerns, there are benefits to be gained from cooperative efforts in areas such as skills development and technical/management training.

7. The proposed Phase II of the technical assistance (the TA) would contribute to the advancement of economic cooperation in the subregion through detailed studies of these issues and obstacles. Besides providing a firmer basis for enhanced subregional cooperation for the long term, the proposed TA will have elements which will be oriented towards the generation of early results to accelerate the process of subregional cooperation. The proposed TA will also promote and facilitate the consultative process among the countries in the subregion, thus building knowledge, trust and confidence among them and improving the prospects for expanded economic cooperation. Ultimately, enhanced cooperation should lead to the more efficient use of human, capital and natural resources in the subregion; an improvement in international competitiveness; and sustainable economic growth.

III. THE TECHNICAL ASSISTANCE

A. Objective

8. The long-term objective of the proposed TA is to promote, facilitate and support mutually beneficial economic cooperation among Cambodia, Lao PDR, Myanmar, Thailand, Vietnam and Yunnan Province of the PRC. Its more specific and immediate objective is to undertake at the subregional and country levels substantive research and detailed consultations to identify the scope, opportunities, benefits, costs, and mechanisms for enhancing economic cooperation among the countries in the subregion. A secondary objective of the proposed TA is to stimulate the interest and the commitment of other aid agencies and potential foreign investors in supporting the priority development projects identified by the TA to be of substantial subregional significance.

B. Scope

9. The proposed TA will involve the following activities:^{1/}

- (i) Preparation of subregional transport and energy sector studies, which will serve as a basis for the development of the transport and energy subregional systems over the long term. The studies will indicate critical links that need to be established; the most suitable modalities for such linkages; the criteria for prioritization of system elements; the possible phasing of their development; pricing policies and issues; financing options and possibilities; and the likely socioeconomic and environmental impact.
- (ii) Assessment and preparation of three transport projects identified as critical and desirable from the subregional standpoint. These projects, which will be selected in close consultation with the participating governments from the list of transport projects identified under Phase I,^{2/} are expected to be ready for appraisal by the Bank and/or other interested parties by the end of the proposed TA. Apart from obvious benefits in advancing subregional economic cooperation and in the attendant development impact on countries that are affected by the projects, the positive signals that such quick results will convey would increase the interest in and commitment to furthering subregional economic cooperation.

^{1/} Related Bank activities include, inter alia, RETA No. 5367: Southern Thai-Lao Mekong Bridge for \$590,000 approved on 27 February 1990; RETA No. 5441: Mekong Geographic Information System for Natural Resources and Environmental Planning for \$600,000 approved on 10 April 1991; and RETA No. 5447: Thai-Lao Conference on Private Sector Cooperation and Development for \$100,000 approved on 27 May 1991.

^{2/} Project selection will be coordinated with the initial work on the subregional transport study.

- (iii) In-depth studies on areas identified during Phase I as crucial to fostering subregional economic cooperation, specifically:
 - (a) a study of the foreign trade and investment environment in the countries in the subregion and the identification of opportunities for joint efforts to expand trade among them as well as to increase foreign investment inflows into the subregion;
 - (b) a review of environmental issues faced by the countries in the subregion and the identification of opportunities for joint action to improve environment and natural resource management in the area;
 - (c) a study of possibilities for joint action to address education and training requirements and to enhance labor mobility in the subregion;
 - (d) a study of factors affecting tourism in the subregion and the identification of joint projects and actions that can be undertaken to stimulate the growth of tourism in the area in a manner that minimizes the social costs; and
 - (e) a study of the institutional aspects of subregional cooperation to identify alternative mechanisms for strengthening the environment for cooperation, including the effectiveness of government structures and decision-making processes in integrating national and subregional interests.
- (iv) Subregional and country consultation meetings as well as workshops and conferences which will be held to advance the consultative process among the countries in the subregion, to help build a consensus, and to monitor the progress of the proposed TA.

D. Cost and Financing Arrangements

10. The total cost of the proposed TA is estimated at \$4 million, to be financed by the Bank on a grant basis, partly from the Japan Special Fund (\$2.5 million) and partly from the Bank-funded TA program (\$1.5 million). See Appendix 1 for the cost estimates.

E. Implementation Arrangements

1. Study Supervision and Coordination

11. The Bank will be the Executing Agency for the proposed TA. An interdepartmental steering committee, to be chaired by the Vice President (Operations), will have overall responsibility for the supervision and coordination of the proposed TA, including ensuring consistency in methods and assumptions, such as growth and price assumptions.

To assist the committee in performing its functions, a Project Secretariat, which will be headed by an overall Project Coordinator from the Programs Department (West), will be established. The Project Coordinator will be assisted in the administration of the technical assistance by other Bank staff and resource persons. The studies under the proposed TA will be coordinated closely with the United Nations Development Programme (UNDP), Economic and Social Commission for Asia and the Pacific (ESCAP), Mekong Committee and other multilateral and bilateral agencies.

12. In each of the six countries, it is envisaged that a National Interministerial Steering Committee,^{1/} headed by a senior minister and composed of senior officials from the concerned ministries, will be responsible for supervising the TA activities in their respective countries and for ensuring effective coordination with the Bank in the implementation of the TA. To provide technical and administrative support to the National Steering Committee, each country will designate a National Research Coordinator (NRC) from among research institutes in the country that have the capacity and interest to positively contribute to the conduct of the TA. The designated NRCs will: (i) liaise with government agencies concerned to collect information and other inputs for the studies under the TA; (ii) make the necessary arrangements for the conduct of a national consultative workshop; (iii) make available the services of local experts who will serve as research associates for the studies on trade and investment, environment, human resource development and tourism; and (iv) provide office facilities and support staff for the local experts and internationally recruited consultants. The planning agencies can serve as the NRCs in the countries where suitable research institutes are not available to perform the research coordination role, but the Bank may have to recruit the local experts.

2. Arrangements for Provision of Advisory Services

13. The Bank will select the consultants in accordance with the Bank's Guidelines on the Use of Consultants. The use of consultants from the Bank's DMCs will be encouraged. Internationally recruited consultants will be engaged to prepare the subregional transport and energy sector studies, assess and prepare three priority transport projects, and conduct the studies on trade and investment, environment, human resource development, tourism, and the institutional aspects of subregional cooperation. For the latter studies, the internationally recruited consultants will collaborate with the research associates in participating countries to be designated by the NRCs. Internationally recruited consultants will also be engaged to serve as resource persons in the implementation of the proposed TA. A total of 125 man-months of international consultants' services will be required (see Appendix 2 for the terms of reference of consultants).

3. Implementation Schedule, Reports and Meetings

14. The proposed TA will be implemented over a period of 13 months (see Appendix 3 for the proposed implementation schedule). The first two to three months will be devoted to the setting up of the necessary organizational arrangements for the coordination and supervision of the proposed TA and the procurement of the necessary consultancy

^{1/} This can be an existing interministerial committee.

services. Substantive activities, i.e., preparation of the subregional transport and energy sector studies (10 months), assessment and preparation of selected transport projects (5 months), and conduct of studies on selected issues (4-5 months), will run from the third and fourth month to the thirteenth month. For all three major activities, an inception report, interim/progress report and final report will be submitted to the Bank. The following meetings are envisaged: two subregional conferences (the first to discuss the inception reports of the consultants and the second to consider the draft final reports of the consultants) and one national consultative workshop in each country. The country level workshops are aimed at disseminating information, generating feedback, and obtaining broad support for the concept of and initiatives towards enhanced subregional economic cooperation.

IV. THE PRESIDENT'S RECOMMENDATION

15. It is considered that the proposed technical assistance in an amount not exceeding \$4,000,000 is necessary for the purpose of promoting subregional cooperation among Cambodia, the PRC, Lao PDR, Myanmar, Thailand and Viet Nam.

16. The President recommends that the Board approve the proposed technical assistance in an amount not exceeding \$4,000,000 for the purpose of promoting subregional economic cooperation. This technical assistance is proposed to be made available as a grant.

**COST ESTIMATES
(\$000)**

Cost Item	Activity	Transport Sector Study	Energy Sector Study	Projects Assessment (3 Projects)	Special Studies (4 Studies)	Support for TA Coordination/ Integration	Total
1. International Consultants ^{u/}		600	700	500	300	200	2,300
2. International Travel		40	50	30	15	10	145
3. Local Travel		15	20	10	10	-	55
4. Subregional Workshops/ Meetings/Conferences ^{y/}		-	-	-	-	150	150
5. Report Preparation and Production		15	15	15	15	15	75
6. Communications		10	10	10	10	-	40
7. National Research Coordinators ^{z/}		-	-	-	660	-	660
8. Project Office/Support Staff ^{z/}		-	-	-	-	30	30
SUB - TOTAL		680	795	565	1,010	405	3,455
9. Contingency							545
GRAND TOTAL							4,000

^{u/} Includes per diem.

^{y/} Includes international participants/consultants.

^{z/} Includes services of research associates and organization/conduct of one national consultative workshop in each participating country; \$110,000 per National Research Coordinator.

^{d/} Includes administrative expenses.

(Reference in text: page 4, para. 10)

TERMS OF REFERENCE OF CONSULTANTS

I. SUBREGIONAL TRANSPORT SECTOR STUDY

A team of consultants, including a team leader/transport planner, highway engineer, railway engineer, transport economist, agricultural economist, trade/industrial economist, etc. will be engaged for a total of 35 man-months to prepare the following:

- (i) A profile of existing transportation facilities in the subregion, together with estimated traffic loads and capacities, and an assessment of the quality of these facilities;
- (ii) A forecast of cross-border transportation requirements to the year 2020, on the premise that subregional cooperation is successful. Assumptions will need to be made concerning trade within the subregion and between the subregion and the rest of the world;
- (iii) A subsector study for the main road systems required to link the main production centers and development opportunities in the subregion. This subsector study should complement and be fully integrated with the subsector study for rail, air and water transportation;
- (iv) A subsector study for the main rail lines required to link the markets, production centers and development opportunities in the subregion. This subsector study should complement and be fully integrated with the subsector study for road, air and water transportation;
- (v) A subsector study for the main air routes required to link the markets, production centers and development opportunities in the subregion. This subsector study should complement and be fully integrated with the subsector studies for road, rail and water transportation;
- (vi) A subsector study for the main water transportation systems in the subregion. This subsector study should complement and be fully integrated with the subsector studies for road, rail and air transportation;
- (vii) Integration of the four subsector studies into a framework plan for the transportation sector;
- (viii) Development of criteria for selecting among transportation investments including:

(Reference in text: page 5, para. 13)

- (a) cost
 - (b) rate of return on investment
 - (c) contribution to subregional cooperation
 - (d) financing options;
- (ix) Study of financing options and possibilities, including build-operate-transfer (BOT) schemes or their equivalent;
- (x) Study and proposals regarding transit rules and regulations including the issue of transit fees; and
- (xi) Analysis of possible socioeconomic consequences and environmental impact and identification of measures to mitigate negative impacts, as necessary and appropriate.

II. SUBREGIONAL ENERGY SECTOR STUDY

A team of consultants, including a team leader/energy specialist, power/electrical engineer, civil engineer, water resource/environmental engineer, energy economist, power economist, petroleum specialist, etc. will be engaged for a total of 40 man-months to prepare the following:

- (i) An assessment and profile of the energy potential of the subregion;
- (ii) A profile of existing energy facilities, together with a review of the state and efficiency of these facilities;
- (iii) Forecasts of energy requirements to the year 2020, using alternative economic growth scenarios;
- (iv) Assessment of the feasibility of a grid system for integrating the supply and demand for hydroelectricity in the subregion, consistent with national development plans;
- (v) A review of electricity, gas, coal and oil pricing policies in the subregion, and an assessment of the impact of pricing on private sector investment in power projects;
- (vi) A review of the conditions needed to encourage private sector investment in hydropower facilities;
- (vii) A review of the environmental implications of hydropower generating projects, particularly the downstream impact;

- (viii) Integration of the plans for hydropower development with the plans and recommendations of the Mekong Interim Committee;
- (ix) Development of criteria for selecting among hydropower, gas and oil thermal power generation investments, including:
 - (a) cost
 - (b) rate of return on investment
 - (c) contribution to subregional cooperation and trade
 - (d) financing options
 - (e) environmental and water resource concerns; and
- (x) Preliminary assessment of the feasibility of pipelines for integrating the supply and demand for petroleum resources in the subregion, consistent with national development plans;
- (xi) Study of financing options and possibilities, including private sector financing; and
- (xii) Review of possible socioeconomic impact and environmental implications of hydropower projects, particularly on vulnerable groups and downstream areas.

III. ASSESSMENT AND PREPARATION OF TRANSPORT PROJECTS

A team of consultants, including a transport specialist and transport economist will be engaged for a total of 10 man-months for each of the three transport projects to be assessed and prepared. For each project, the consultants will examine:

- (i) The importance of the proposed project to the overall subregional transport network;
- (ii) The expected contribution of the project to subregional trade;
- (iii) The local and the subregional demand for the project;
- (iv) The estimated cost of the project;
- (v) The technical feasibility of the project, considering environmental issues;
- (vi) The economic viability of the project (with and without subregional linkages), including socioeconomic impact and issues;
- (vii) National implementation capability;

- (viii) Financing options for construction or rehabilitation and maintenance of the project, particularly the potential for private sector participation;
- (ix) Complementarity of the project to other modes of transport; and
- (x) The priority of the project relative to other transport projects in the countries concerned.

IV. STUDY OF POSSIBILITIES FOR JOINT ACTION TO EXPAND SUBREGIONAL TRADE AND IMPROVE THE FOREIGN INVESTMENT CLIMATE

A trade/investment specialist will be engaged for 5 man-months to direct, coordinate and integrate research on factors affecting subregional trade and foreign investment inflows and to identify opportunities for joint action. He/she will work with research associates in each of the participating countries. The study will involve research and consultation on the following:

For Trade

- (i) The statutory import and export duties imposed by each of the countries in the subregion;
- (ii) The effective duties paid;
- (iii) Transparent and non-transparent factors accounting for the difference between statutory and effective rates;
- (iv) The importance of duties as a source of revenues for the government;
- (v) The relationship between tariffs and unrecorded cross-border trade;
- (vi) Exchange rates;
- (vii) Foreign exchange controls;
- (viii) Inter-country clearinghouse arrangements;
- (ix) Customs procedures (tests, inspections, certifications);
- (x) The role of state enterprises and the degree of subsidization;
- (xi) Procurement policies and domestic content rules; and
- (xii) Possible joint projects and actions for expanding subregional trade, indicating areas which may be suitable for early action or implementation.

For Foreign Investment

- (i) Foreign direct investment regulations and basic laws (e.g., labor, company, property) in each of the countries;
- (ii) Judicial and administrative arrangements for applying these regulations;
- (iii) Incentives and other measures used to attract foreign direct investment;
- (iv) The record to date in attracting foreign investment;
- (v) The experience of a representative sample of foreign firms with the foreign direct investment regulations and administrative procedures;
- (vi) Non-transparent regulations impinging on foreign investment (e.g., competition policy);
- (vii) Government attitudes toward foreign participation in state enterprises;
- (viii) Government attitudes toward foreign participation in the construction and operation of infrastructure facilities;
- (ix) The degree to which foreign investment reforms have been accompanied by a transparent regulatory environment governing private sector operations (e.g., a corporate law and accounting framework);
- (x) Possible joint projects and actions to promote foreign investment in the subregion (particularly as a complement to facilitating subregional trade), indicating areas which may be suitable for early action or implementation; and
- (xi) The degree to which foreign investment is hindered by deficiencies in infrastructure and other factors (e.g., low skill levels).

V. STUDY OF POSSIBILITIES FOR JOINT ACTION TO IMPROVE ENVIRONMENT AND NATURAL RESOURCE MANAGEMENT IN THE SUBREGION

An environment specialist will be engaged for 5 man-months to direct, coordinate and integrate research on environment and natural resource management. He/she will work with research associates in each of the participating countries. The study will involve research and consultation on the following:

- (i) Key environmental concerns of each participating country;
- (ii) Differing perceptions on environmental issues among countries with divergent interests;

- (iii) An environmental map of the subregion, identifying the main environmental issues with bilateral or subregional dimensions;
- (iv) Relative importance and perceived tractability of these issues;
- (v) Projects either underway or proposed with potential for addressing environmental concerns;
- (vi) Initiatives proposed by countries in the subregion to alleviate environmental problems;
- (vii) Regulatory provisions in the subregion pertaining to protection of the environment;
- (viii) Potential for harmonization of these provisions, and possible elements of a subregional accord concerning protection of the environment;
- (ix) Potential application of economic instruments (e.g., market prices for energy, effluent quotas that may be traded among firms) for redressing environmental problems;
- (x) Role of the Mekong Committee in monitoring and regulating the environment;
- (xi) Institutional strengthening that could contribute to resolution of environmental problems; and
- (xii) Opportunities for joint action in the field of environment and natural resource management.

VI. STUDY OF OPPORTUNITIES FOR JOINT ACTION IN HUMAN RESOURCE DEVELOPMENT

A human resource specialist will be engaged for 5 man-months to direct, coordinate and integrate research on human resource development in the subregion. He/she will work with research associates in each of the participating country. The study will involve research and consultation on the following:

- (i) Education and skill levels of the labor force in each of the countries in the subregion;
- (ii) Public sector expenditure on training, the nature of this training and the number of people involve;

- (iii) Private sector expenditure on training, the nature of this training and the number of people involved;
- (iv) Anticipated skill requirements in the subregion to 2020, and the most pressing areas of shortage;
- (v) Experience of the Association of Southeast Asian Nations (ASEAN) and other regional groupings in addressing training and other skill requirements on a cooperative basis;
- (vi) Applicability of this experience to the subregion;
- (vii) Impediments to mobility within the subregion (e.g., professional certification and visa restrictions);
- (viii) Opportunities for joint action in education and training; and
- (ix) Potential benefits from cooperative training initiatives and liberalization of migration regulations.

VII. STUDY ON POSSIBILITIES FOR JOINT ACTION TO EXPAND TOURISM

A tourism specialist will be engaged for 5 man-months to direct, coordinate and integrate research on various aspects of tourism in the subregion. He/she will work with research associates in each of the participating countries. The study will involve research and consultation on the following:

- (i) Historic, cultural and recreational sites;
- (ii) The current state of tourism in the subregion, including the number of tourists, their nationalities and their activities;
- (iii) Logical routes for visitors touring the subregion;
- (iv) Location, capacity and quality of accommodation facilities in the subregion;
- (v) Expected growth in accommodation facilities during the 1990s;
- (vi) Telecommunications facilities related to tourism;
- (vii) Visa provisions (availability, duration, etc.);
- (viii) Regulations relating to internal travel;
- (ix) Tourism transportation facilities and connections with major points of entry;

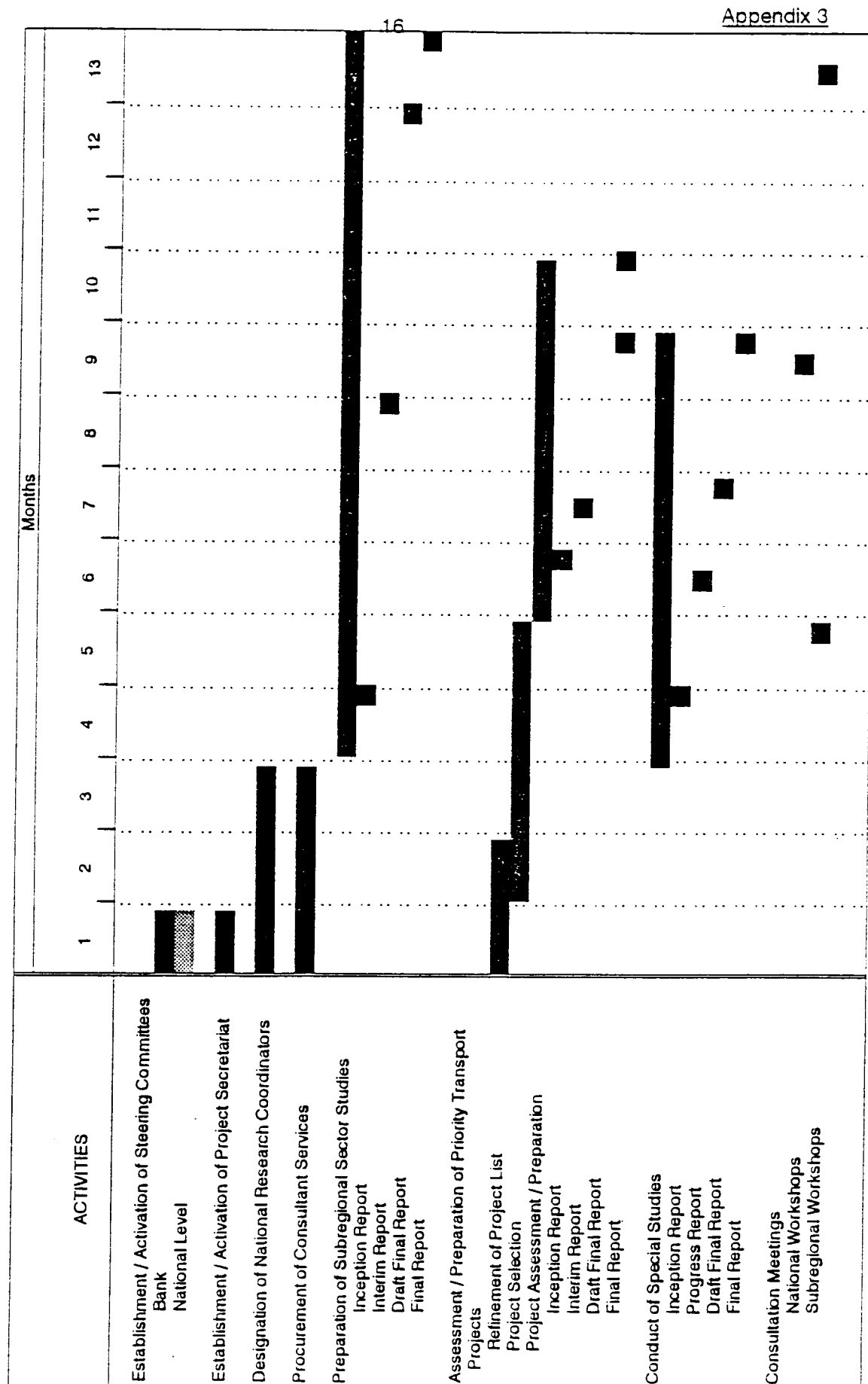
- (x) Health risks, access to medical facilities and availability of potable water;
- (xi) Impact on environment, women in development and other social concerns, such as the spread of AIDS in the subregion;
- (xii) Foreign language abilities;
- (xiii) General training requirements;
- (xiv) Handicraft industries and their potential for expansion;
- (xv) Potential subregional tour packages and the initiatives needed to make them possible;
- (xvi) The role of the public and private sectors in tourism development; and
- (xvii) Possible joint projects and actions to promote the growth of tourism in the subregion, indicating areas which may be suitable for early action or implementation.

VIII. COORDINATION AND INTEGRATION

Internationally recruited consultants will also be engaged for a total of 15 man-months for the purpose of:

- (i) Coordinating, integrating and synthesizing various studies to be undertaken under the proposed technical assistance;
- (ii) Assisting in the selection of three priority subregional transport projects, including establishment of criteria therefor;
- (iii) Assisting in the planning and conduct of national consultative workshops and subregional conferences, including the preparation of summary of proceedings of the latter conferences;
- (iv) Advising on various aspects of implementation of the proposed technical assistance;
- (v) Consolidating and fine-tuning of the data base for countries (Yunnan Province in the case of the PRC) in the subregion in coordination with the concerned economists in the Programs Departments;
- (vi) Participating in consultation and monitoring missions to participating countries;
- (vii) Preparing a study on the institutional aspects of subregional cooperation; and
- (viii) Providing technical advice to the various study teams under the proposed technical assistance.

IMPLEMENTATION SCHEDULE



(Reference in text: page 5, para. 14)