

# Overview of Draft GMS Transport Sector Strategy

21<sup>st</sup> Subregional Transport Forum

Luang Prabang, Lao PDR  
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# Our Appreciation...

We wish to acknowledge the support given by and the valuable time spent in discussing the draft strategy with ADB, by all GMS country officials, which made it possible for us to present this version of the draft strategy today!



# SCOPE OF PRESENTATION

- Why new TSS is needed
- Time horizon and content
- Setting the stage for the strategy
- Building blocks of the strategy
- Next steps



# NEED FOR A NEW TSS

- **Long-term goals not yet achieved**; new TSS necessary to provide a framework for cooperation and sustaining progress beyond 2015.
- There have been changes in the operating environment; new TSS is needed to ensure that strategy remains **relevant**.
- Transport sector accounts for largest share of project cost in RIF-IP; new TSS is needed to serve as **strong anchor** for cooperation.
- New TSS is necessary to help ensure that cooperation in the **transport sector contributes** to overall GMS development.



# TIME HORIZON AND CONTENT

- Time horizon: 2018-2030, with a shorter period – 2018-2022 initially – to be subject of monitoring based on performance indicators
- Content: mainly a strategic framework



# SETTING THE STAGE

- Achievements
- Lessons learned
- Remaining issues and challenges
- Evolving operating environment



# Building Blocks of GMS Transport Sector Strategy 2030

## Vision

Seamless, efficient, reliable and sustainable GMS transport system

## Strategic Thrusts

- Completing the economic corridor network and improving links with SA & SEA
- Facilitating cross-border transport
- Strengthening intermodal links
- Promoting the development of logistics
- Improving road asset management      Enhancing road safety

## Cross-cutting

Environ. and social, private sector participatn, capacity building

### Priority:

- Roads
- Ports and in-land waterways
- Airports
- Transport facilitation
- Railway
- Urban Transport
- Logistics

## Operation priorities

## Implementation, monitoring & evaluation

- Translating strategy into programs and projects
- Financing
- Implementation arrangements and mechanisms
- M&E system

# VISION

*TSS 2006–2015*

**“seamless transport services on a fully connected and integrated GMS network”**

*New TSS*

**“seamless, efficient, reliable, and sustainable GMS transport system”**





# STRATEGIC THRUSTS

- Completing economic corridors and improving links with SA and SEA
- Facilitating cross-border transport
- Promoting intermodal links
- Supporting development of logistics
- Enhancing road safety
- Strengthening road asset management



# CROSSCUTTING CONCERNS

- Social and environmental issues
- Private sector participation
- Capacity building



# OPERATIONAL PRIORITIES

- Roads
- Rail
- Ports and in-land waterways
- Air Transport
- Urban transport
- Transport facilitation
- Logistics



# Operational Priorities (1/7)

## Roads

- Upgrading the “missing links” in the original alignment of EWEC in Myanmar and of SEC in Cambodia
- Upgrading the new routes in EWEC and NSEC in Myanmar and Lao PDR
- Improving links between secondary roads and the main corridor routes
- Establishing effective approaches to road asset management and financing



# Operational Priorities (2/7)

## Rail

- Sustaining the operation of the Greater Mekong Railway Association (GMRA)
- Completing the missing railway links to interconnect the subregion
- Upgrading and expanding the capacity of existing railway lines
- Upgrading systems for communications, signaling and train control



## Operational Priorities (3/7)

### Ports and Inland Waterways

- Developing and/or increasing the capacity of major deep sea ports
- Promoting the use of coastal shipping and inland waterways for domestic and international trade
- Improving landside seaport access
- Improving port policies and regulations
- Streamlining terminal and port operations



# Operational Priorities (4/7)

## Air Transport

Developing and/or Improving secondary airports



# Operational Priorities (5/7)

## Urban Transport

- Constructing circumferential and bypass roads around major urban centers along the corridors
- Adopting mechanisms for coordinating transport programs and projects with the development plans of major cities and towns along the economic corridors





# Operational Priorities (6/7)

## Transport Facilitation

- Facilitating extension of traffic and transport rights along the GMS economic corridors
- Upgrading border crossing facilities
- Improving border management
- Enhancing institutional mechanisms for implementing transport facilitation measures
- Strengthening the interface between transport facilitation and trade facilitation initiatives
- Conducting capacity building programs to raise awareness, knowledge and skills of central, local and border officials in transport and trade facilitation



# Operational Priorities (7/7)

## Logistics

- Improving road-rail-port connectivity
- Establishing inland dry ports with road and rail interface
- Establishing direct feeder service between ports and ICDs, and integrating ICDs into the rail network
- Encouraging investment in logistics hubs, ICDs, inland dry ports and cold storage facilities

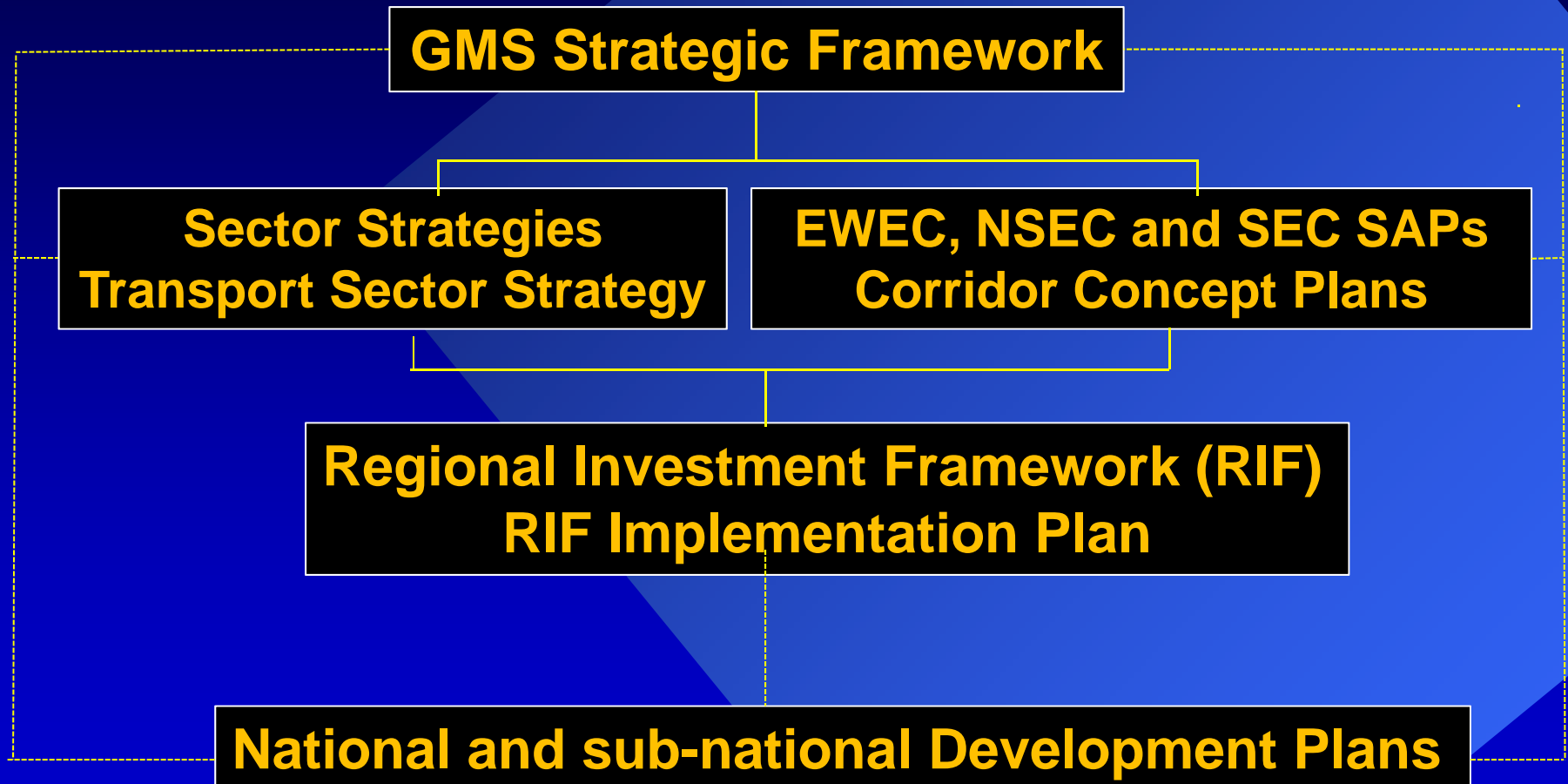


# IMPLEMENTING THE STRATEGY

- Translating strategy into action
- Financing
- Institutional arrangements and mechanisms
- Monitoring and evaluation



# LINKS AMONG GMS-SF, RIF, AND SAPs



# NEXT STEPS

- Receipt of comments/suggestions 4 Aug
- Circulation of revised draft 11 Aug
- Video conference to finalize draft 16 Aug
- Final draft 23 Aug



# Thank you

