

A graphic of the Greater Mekong Subregion map, composed of several overlapping diamond shapes in shades of purple, blue, and yellow, with a faint map outline in the center.

Greater Mekong Subregion Cross Border Transport Facilitation Agreement (CBTA) 'Early Harvest' 2024 RELAUNCH

Training Module One (A) – **General Information**

Developed under Project TA 6579-REG: 'Early Harvest' Implementation of the Cross-Border Transport Facilitation Agreement in the Greater Mekong Subregion

Co-financed by the Government of the United Kingdom

- The GMS Cross-Border Transport Facilitation Agreement (CBTA) aims to create a common subregional cross-border transport system, making it faster, easier and cheaper to move goods and people throughout the GMS (based on reciprocity)
- Ratification of the Agreement was completed by all GMS countries as Contracting Parties by 2015. But vehicles were unable to use the Agreement – except under some IICBTAs (bilateral agreements on the initial implementation of the CBTA)
- The Ministers met at a CBTA Joint Committee (JC) Retreat in 2016 and asked their National Transport Facilitation Committee (NTFC) officials to draft an ‘Early Harvest’ CBTA implementation package as an interim solution
- An ‘Early Harvest’ MOU, signed by the Ministers, was launched on 1 June 2018. Permits were issued, and operations began, but implementation stopped after the closure of borders in 2020

In December 2023, the GMS Transport Ministers agreed to re-launch the ‘Early Harvest’ from 1 April 2024 (until 31 December 2026)

- The 'Early Harvest' focusses on the free movement of commercial goods and passenger vehicles
- Each country may issue up to 500 multiple journey GMS Road Transport Permits and Temporary Admission Documents (TADs) to its transport operators (see next slide)
- The TAD is akin to a vehicle 'passport' and must be signed or stamped and dated at the border by the Host country Customs officials when entering and exiting that country
- There is no limit on the number of journeys that can be undertaken, but no single stay in another Host country can last more than 30 days
- Vehicles may enter through one border crossing point and exit through another, but may only use the route network described in Protocol 1 of the CBTA
- For the 2024 re-launch, Lao PDR will open NR3 and NR9 from Houayxay to Boten and Savannakhet to Dansavanh plus NR13 from Boten to Nong Nok Khiene
- Additional routes and border crossing are being discussed (with some additions already agreed, subject to infrastructure upgrading)
- Myanmar will join the 'Early Harvest' by 2027



GMS Road Transport Permit¹

This document is issued in accordance with Protocol 3 and Article 23 of the Agreement between and among the Governments of the Kingdom of Cambodia, the People's Republic of China, the Lao People's Democratic Republic, the Union of Myanmar, the Kingdom of Thailand, and the Socialist Republic of Viet Nam for the Facilitation of Cross-Border Transport of Goods and People.

Permit No.

Country code	Permit Number	Barcode
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Type of Permit/Transport Operation:¹ Scheduled passenger Non-scheduled passenger Cargo

1. Issuing Authority:

1.1 Name: _____
 1.2 Address: _____
 1.3 Contact Data:³ _____

2. Beneficiary of the Permit:¹

2.1 Name: _____
 2.2 Address: _____
 2.3 Contact Data: _____
 2.4 Road Transport Operator's National License:¹ _____

3. Particulars for Scheduled Passenger Transport Operations Only:

3.1 Itinerary: _____
 3.2 Frequency of operations for the beneficiary: _____
 3.3 Maximum Capacity (number of seats/persons): _____
 3.4 Other Restrictions:⁴ _____

4. Period of Validity:⁷ from _____ until _____

5. Allocated Vehicle Registration Number:⁸

Prime mover/Truck/Bus		Semi-trailer	Prime mover/Truck/Bus		Semi-trailer
1			5		
2			6		
3			7		
4			8		

Place and date of issuance: _____ Authentication (Seal/Stamp, Signature) _____

¹ Warning: Counterfeiting is a criminal offence. This permit entitles its holder to perform cross-border road transport operations in the GMS region, subject to compliance with national laws of the Host Country, and the other conditions of the Agreement. The transport operator shall keep the original of this permit on board the vehicle at all times during cross-border transport operations for inspection and control purposes by authorities. This permit shall be valid only for the vehicle of which the registration number is entered on the permit form. Except for scheduled passenger transport operations, the itineraries are restricted to the entry point, routes, and conditions defined in Protocol 1 to the Agreement.

² Please tick the type of transport operation.
³ Contact data may include telephone number, fax number, email address, etc.
⁴ This permit is non-transferable and non-negotiable and non-transferable.
⁵ The validity of this permit shall be subject to the validity of the holder's transport operator license.
⁶ Other restrictions on this type of transport operations flowing from the arrangements on terms and conditions by the Country whose territory is traversed as per Article 1(3) of Protocol 3 to the Agreement.
⁷ Provided the permit was used before the expiry of its validity date by entering the territory of another GMS country than that of its holder transport operator, it shall remain valid until the completion of the transport operation by the return of the vehicle to its Home Country. A cross-border transport operation shall be completed by the exit of the vehicle from the Host Country territory within a period of 30 days from the date of entry in the Host Country territory. If the transport operator is unable to timely leave the Host Country territory, he/she shall inform the Host Country Competent Authority and may be required to file a request for extension.
⁸ Type of vehicle should be entered. Only the number(s) entered in the last box prevail(s). If the form has become full within its validity period, the issuing authority shall upon a simple request from its holder forthwith replace the original form.

ສາທາລະນະລັດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ Lao People's Democratic Republic

ສັນຍາວ່າດ້ວຍການອໍານວຍຄວາມສະດວກ
ໃນການຂົນສົ່ງຂ້າມແດນພາຍໃຕ້ຂອບອະນຸພາກພື້ນແມ່ນໍ້າຂອງ

Greater Mekong Subregion Cross-Border Transport Facilitation Agreement



ປຶ້ມອະນຸຍາດນໍາເຂົ້າພາຫະນະຊົ່ວຄາວ Motor Vehicle Temporary Admission Document

GREATER MEKONG SUBREGION CBTA EARLY HARVEST ROUTE DIAGRAM

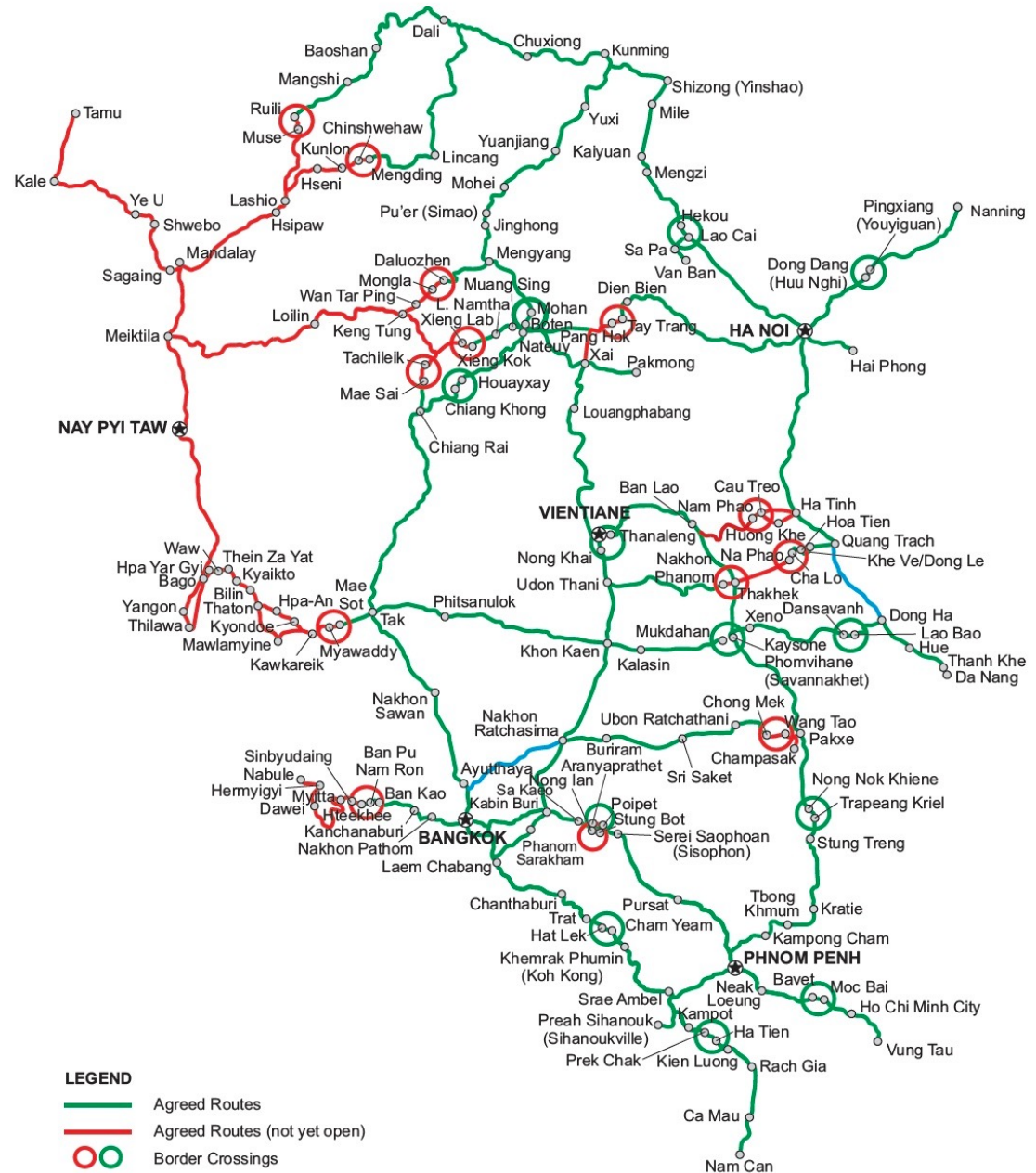
(23 May 2024 Draft | Not For Circulation)

CBTA Protocol 1 route network and border crossings

Borders are indicative and not necessarily authoritative

Green routes and border crossings will be included from the 1 April 2024 re-launch

Red routes should be added later (subject to road and border facilities upgrading)



- Goods transported will continue to observe current domestic Customs procedures (i.e. the CBTA Annex 6 provisions for a subregional system of transit and inland transport will not apply to the 'Early Harvest')
- But no financial guarantees (Customs bonds) are required for the movement of vehicles and containers as described by the 'Early Harvest' MOU and in the spirit of CBTA Article 18
- Each country will maintain (and share) a list or Register of GMS Road Transport Permits and TADs issued
- Host country (i.e. the GMS country visited) customs officials at the participating CBTA (Protocol 1) border crossings will control the Permits and TADs by stamping and dating the TADs of foreign vehicles on entry and exit

- A brochure text is available in all GMS languages and information on Host country vehicle weight limits and permissible dimensions can be found on the GMS TTF web site at www.greatermekong.org/ttf
- ADB will also help monitor ‘Early Harvest’ implementation and assist with reporting to the National Transport Facilitation Committees and CBTA Joint Committee (Ministers of Transport)
- Joint Committee meetings have resumed and take place at the end of each year
- Chairmanship of the Joint Committee and related meetings is by rotation and held by Lao PDR in 2024

- A Road Usage Maintenance Charge (RUMC) scheme may be piloted in Lao PDR based on Protocol 2 of the CBTA
- Myanmar has concluded a bilateral agreement with Thailand and is negotiating similar agreements with other neighbouring countries – in preparation for its own participation in the ‘Early Harvest’ (or main CBTA, once revised) by 2027
- A further set of slides Introductory slides is available as Module One (B) and provides further details on compliance issues – relevant both for national authorities as well as for actual transport operators

- Further details on the CBTA 'Early Harvest', including the text of the signed 'Early Harvest' MOU, specimen copies of the Permits and TADs and copies of EH brochures, are available at www.greatermekong.org/ttf
- Official Statements from the CBTA Joint Committee are posted at <https://www.greatermekong.org/g/joint-committee-cbta>

Thank you!

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