



Session 1: Review and Update GMS Transport Sector Strategy 2030

Part 1: Work Plan to Review and Update

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Links of GMS Documents

GMS Economic Cooperation Program Strategic Framework 2030 (GMS-2030) in September 2021



GMS Transport Sector Strategy 2030 (TSS 2030) in November 2018 to be updated



Regional Investment Framework (RIF)



GMS Economic Cooperation Program Strategic Framework 2030 (GMS-2030) in September 2021

Mission Statement (Three Pillars)

“A subregional cooperation program focused on its fundamental strengths of community, connectivity, and competitiveness while embracing the core principles of environmental sustainability and resilience, internal and external integration, and inclusivity, for building a GMS community with a shared future.”



GMS-2030 Pillar 1: Community

Environmental Sustainability and Climate Change

“GMS-2030 will mitigate GHGs with a clear-sighted and determined approach on energy efficiency and renewable energy, and a view to achieving a low-carbon transition—focusing on policies to remove disincentives such as subsidies on fossil fuels—as well as supporting carbon markets. This will require a shift in transport toward railways, waterways, and green freight, as well as toward policies on urban transport within the ambit of green cities and policies on pollution standards and solid waste management. GMS-2030 will encourage cooperation in management of urban and industrial wastewater along the Mekong River.”



GMS-2030 Pillar 2: Connectivity

Transport

“The vision of a seamless, efficient, reliable, and sustainable GMS transport system will be realized by the following:

- 1) The shift to an intermodal approach will encourage competition within and across corridors, and will require new links and connections (e.g., port–highway–railway connections). This is essential to gain transport efficiency and lower costs.*
- 2) Transport connectivity gains will be maximized via cross-border transport to create a single market and production base, with the free flow of goods, services, and labor in line with the Cross-Border Transport Facilitation Agreement objectives of cross-border movement of trucks, drivers, and goods without reloading or transloading, and coordinated management at and behind the border.*



GMS-2030 Pillar 2: Connectivity

- 3) *Efficient logistics will require (a) improvements in infrastructure (i.e., transport and communications); (b) increased supply chain management capacity within shippers, traders, and consignees; and (c) well-developed regulatory and institutional frameworks. GMS-2030 will support investments in inland dry ports, logistics hubs, and inland container depots, and will foster close linkages with the private sector (e.g., freight transport associations) while building the capacity of relevant stakeholders.*
- 4) *GMS-2030 will place a greater emphasis on asset management for efficiency and reliability reasons, and will ensure that the common performance standards underlying the regional corridor network are upheld by exploring a variety of financing options for maintenance (including fee-based); enhancing road management systems; and improving road maintenance work standards, with greater private sector participation and improved consideration of climate risk.*



GMS-2030 Pillar 2: Connectivity

- 5) *Given the disappointing GMS road safety record and its adverse impact on health services costs, GMS-2030 will aim for common road safety standards including road accident data collection, definitions for road accidents, standard procedures for reporting road accidents, and road safety database systems. It will also measure and evaluate outcomes, develop the capacity of road safety agencies, and ensure that safety engineering standards are default requirements. Education and enforcement to change behavior is critical. GMS countries will especially need to aim for stricter education, enforcement, enhanced road safety capacity, and sufficient budget allocation for road safety.*
- 6) *To facilitate the movement of people and goods, the GMS-2030 will encourage GMS countries to promote discussion on fast track priority lanes, eco-friendly lanes, and green channels.”*



GMS-2030 Pillar 2: Connectivity

“The GMS-2030 transport program will seek innovative strategies in six new areas, as follows:

- 1) Regarding railways, given the greater potential arising from higher economic density in the GMS, strategies and master plans will emphasize private sector investment, concessions, maintenance, and operations. The organizational structure of the Greater Mekong Railway Association will be improved. In addition to a network strategy, an operational readiness plan will be developed. The GMS railway network would be integrated into the Trans-Asia Railway project. The shift toward railways will lead to environmental sustainability (reduced emissions); it also will integrate the GMS with Europe, Central Asia, Malaysia, and South Asia. By completing the missing links and upgrading capacity, railways will become a powerful force for inclusion.*



GMS-2030 Pillar 2: Connectivity

- 2) *GMS-2030 will shift emphasis toward developing and expanding capacity in sea, river, and dry ports, given the growing importance of maritime trade. Greater port capacity and intermodal links will further strengthen GMS integration outwards. GMS-2030 will encourage the greening of ports to ensure healthy oceans and water bodies.*
- 3) *The promotion of inland waterways, coastal shipping, and passenger services, together with improved regulations, operations, and landside seaport access, will stimulate the rural economy, include underserved populations, and mitigate climate change.*
- 4) *Post-COVID-19, noting the need for recovery in the aviation sector and the potential fast expansion in demand for air transport, GMS-2030 will promote international and secondary airports, as well as strengthen a regulatory regime that encourages greater private sector participation.*



GMS-2030 Pillar 2: Connectivity

- 5) *GMS-2030 will integrate transport into urbanization strategies and planning, particularly along corridor networks, and realize climate change benefits. To further support environmental sustainability, particularly in relation to air pollution, efforts will be undertaken to tap new technologies in the electrification of transport modes in the subregion.*
- 6) *Considerations of the social, environmental, and resettlement effects of transport projects, as well as road safety, will be priorities under GMS-2030 and will contribute to more inclusion.”*



GMS-2030 Pillar 3: Competitiveness

Trade and Investment Facilitation

“The impressive gains in physical connectivity and transport facilitation and logistics need to be supported by trade facilitation to attain the full benefits of regional integration. The trade facilitation strategy, therefore, is directed at the core principle of tighter integration, including for trade beyond the subregion.”

“GMS-2030 will accelerate facilitating cross-border trade and the full implementation of the Cross-Border Transport Facilitation Agreement. GMS-2030 aims to prepare the GMS to implement electronic customs transit systems that will be aligned to the requirements of the ASEAN Customs Transit System or the TIR Convention. A well-functioning subregional customs transit system will eliminate duplicate trade procedures and guide transshipments through customs guarantees and the like.”



Results Framework, 2018-2022

Impact	Outcomes	Outputs
Increased trade	Efficient movement of people, goods, and vehicles along the corridors	Transport corridor network completed
		Cross-border transport facilitated
Safe, reliable, and sustainable transport along the corridors	Safe, reliable, and sustainable transport along the corridors	Border-crossing management strengthened and institutional coordination behind the borders improved
		High-quality and well-maintained transport infrastructure in place
		Implementation of road safety measures made more effective
		Coordination of road safety measures across the national components of GMS economic corridors improved



Results Framework Toward 2030 (Proposal)

Impact	Outcomes	Outputs
A more integrated, prosperous, sustainable, and inclusive subregion (GMS Vision)	A greater sense of community built (Pillar 1)	Shift in transport toward railways, waterways, and green freight
	Connectivity increased (Pillar 2)	Shift to an intermodal approach
		Free flow of goods, services, and labor in line with CBTA
		Improved logistics infrastructure, increased supply chain management capacity, well-developed regulatory and institutional framework
		Efficient and reliable asset management
		Common road safety standards
	Facilitation of peoples and goods movement	
Competitiveness enhanced (Pillar 3)	Cross-border trade facilitation, full implementation of CBTA	



Working Schedule

October-December
2024

- Collection of necessary data
- Consultation meetings with stakeholders

January-February
2025

- Drafting TSS 2030 Update
- Identification of GMS flagship projects

March 2025

- Circulation of draft TSS 2030 Update to GMS Countries for comments

April 2025

- Completion of final draft TSS 2030 Update

May 2025

- Presentation of TSS 2030 Update at STF-27
- Confirmation of RIF 2026-2028



Working Arrangements

Country Level

Focal agency (Ministry of Transport or its equivalent organization)

- Serve as the national coordinator of updating activities within the country.
- Liaison with ADB, GMS National Secretariat, and other concerned agencies.
- Appoint a senior official to be designated as focal person who will serve as the main contact and resource person for the updating exercise.

Focal person

- Coordinate the updating exercise within each country;
- Respond to requests for information and feedback on certain issues in coordination with concerned ministries and/or departments;
- Organize consultation meetings; and
- Perform other coordination functions as and when necessary.



Working Arrangements

Subregional Level

STF Working Group

- Composed of the focal points of the GMS countries, GMS National Secretariat, and ADB Transport Sector Office.
- Identify GMS flagship projects and discuss other subregional level issues and strategies.
- Consolidate comments on draft TSS 2030 Update from each GMS country and reflect them to TSS 2030 Update.
- Receive technical and secretariat supports by ADB.



Recommendations

- TSS 2030 Update should be prepared in liaison with GMS-2030.
- Results framework in TSS 2030 Update should be restructured to ensure the consistency with the strategic framework in GMS-2030.
- A focal person should be designated in each GMS country and STF working group should be established to develop TSS 2030 Update.
- GMS flagship projects aiming to achieve the strategies in TSS 2030 Update (e.g. modal shift from road to rail) should be identified and included in the next RIF.



THANK YOU!

