



## **26<sup>th</sup> Meeting of the Subregional Transport Forum (STF-26)**

**Strengthening Supply Chain and Logistics by Enhancing Collaboration with  
the Private Sector's Participation and Identifying Future Measures**

**Country Presentation : MYANMAR**

**26-27 September, 2024**

# Country Profile

## ■ Myanmar

- Population **55.77million (2022)**
- Average Annual Population Growth Rate **0.9% (2017-2022)**
- GDP at PPP (current international dollars) **70.66 billion (2022)**
- Annual Growth Rate of GDP (%) **2 (2022)**
- GDP per capita at PPP (current international dollars) **4,43-70 (2022)**

Sources: ADB Basic Statistics 2023, World Development Indicators  
(accessed July 2023)

# Logistics Performance

Country	Year	LPI Rank	LPI Score	Customs ?	Infrastructure ?	International shipments ?	Logistics competence ?	Tracking & tracing ?	Timeliness ?
Singapore	2018	7	4.00	3.89	4.06	3.58	4.10	4.08	4.32
Thailand	2018	32	3.41	3.14	3.14	3.46	3.41	3.47	3.81
Vietnam	2018	39	3.27	2.95	3.01	3.16	3.40	3.45	3.67
Malaysia	2018	41	3.22	2.90	3.15	3.35	3.30	3.15	3.46
Indonesia	2018	46	3.15	2.67	2.89	3.23	3.10	3.30	3.67
Philippines	2018	60	2.90	2.53	2.73	3.29	2.78	3.06	2.98
Brunei	2018	80	2.71	2.62	2.46	2.51	2.71	2.75	3.17
Lao PDR	2018	82	2.70	2.61	2.44	2.72	2.65	2.91	2.84
Cambodia	2018	98	2.58	2.37	2.14	2.79	2.41	2.52	3.16
Myanmar	2018	137	2.30	2.17	1.99	2.20	2.28	2.20	2.91

Source: <https://lpi.worldbank.org/>

# Promoting logistics development

- Department of Transport Planning (DOTP) will oversee the plan for development of logistics sector.
- Logistic sector development will be implemented in accordance with **National Logistics Master Plan (NLMP)**.
- Recently, Multimodal Transport Law enacted in 2014 was amended to empower the DOTP as an Executing Agency for logistics development in Myanmar.



# Promoting logistics development

- National Logistics Master Plan (NLMP).

## *Vision*

*“To create an **efficient, competitive and environmentally friendly logistics system** in accordance with **regional and international perspectives** including the enhancement of multimodal transportation **for the economic development and the poverty reduction** of Myanmar“*

# Promoting logistics development

## ▪ National Logistics Master Plan (NLMP).

- **The North-South Logistics Corridor**: Linking the two major economic growth poles in Myanmar
- **The Southeast Logistics Corridor**: Linking with the GMS East-West Economic Corridor
- **The Main River Logistics Corridor**: Along the Ayeyarwaddy and Chindwin Rivers
- **The Coastal Marine Logistics Corridor**: Along the entire coast of Myanmar
- **The Myanmar-India Logistics Corridor**; Linking with the North-East Region of India
- **The Trans Myanmar Logistics Corridor**: Horizontal crossing the central part of Myanmar



*Logistics Corridors*

# Promoting logistics development

- To implement the provisions of the Convention on International Multimodal Transport and to fulfill commitments under the ASEAN Framework Agreement on Multimodal Transport (AFAMT), the Pyidaungsu Hluttaw enacted the **Multimodal Transport Law** on January 31, 2014.
- Subsequently, the Ministry of Transport prescribed the Multimodal Transport Rules on December 31, 2014, with the approval of the Union Government.

# Promoting logistics development

- The Central Body for Multimodal Transport was formed on August 28, 2023, with the approval of the Union Government.
- It aims to support the implementation of the Multimodal Transport Law, promote collaboration with relevant domestic and international associations, and oversee compliance and regulatory functions.

# Promoting logistics development

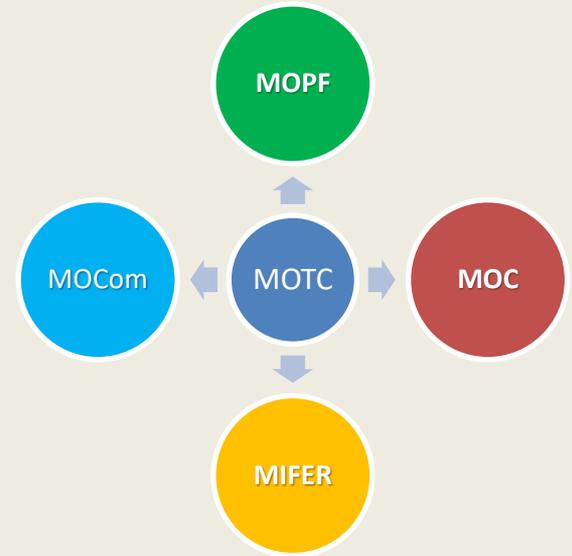
- Processes are being implemented to issue Registration Certificates for Multimodal Transport Operators and Licenses to **Logistics Service Providers and Multimodal Transport Operators**, in accordance with the provisions of the Multimodal Transport Law to establish a systematic operation of commerce services.

# Promoting logistics development

- By overseeing logistics service providers in compliance with the law, it can be achieved several benefits, including
  - doing business in accordance with legal requirements
  - collecting taxes through licenses, enhancing collaboration among regional multimodal transport operators
  - expanding business opportunities
  - supporting the national economy
  - providing a skilled workforce and
  - improving employment opportunities.

# Promoting logistics development

- DOTP will act as a focal department for logistics sector in coordination and cooperation with local and international organizations.
- MOTC serves as a focal ministry for logistics sector and cooperates and coordinates with relevant ministries such as Ministry of Construction , Ministry of Commerce, Ministry of Planning, Finance (MOPF) and Ministry of Investment and Foreign Economic Relations (MIFER).



# Promoting Green Freight and logistics

- Best Practice on Green Logistics – Container Barge Operation in Yangon Port
- Two Dry Port Projects in Yangon and Myitnge (Near Mandalay) and Container Train Operation.
- Cooperation with **Myanmar Transport and Logistics Federation (MTLF)**
- Registration, Issuance of license or permission for logistics services by Multimodal Transport Law.



# Small, but Transshipment availability



# Logistics Sector Development Road Map

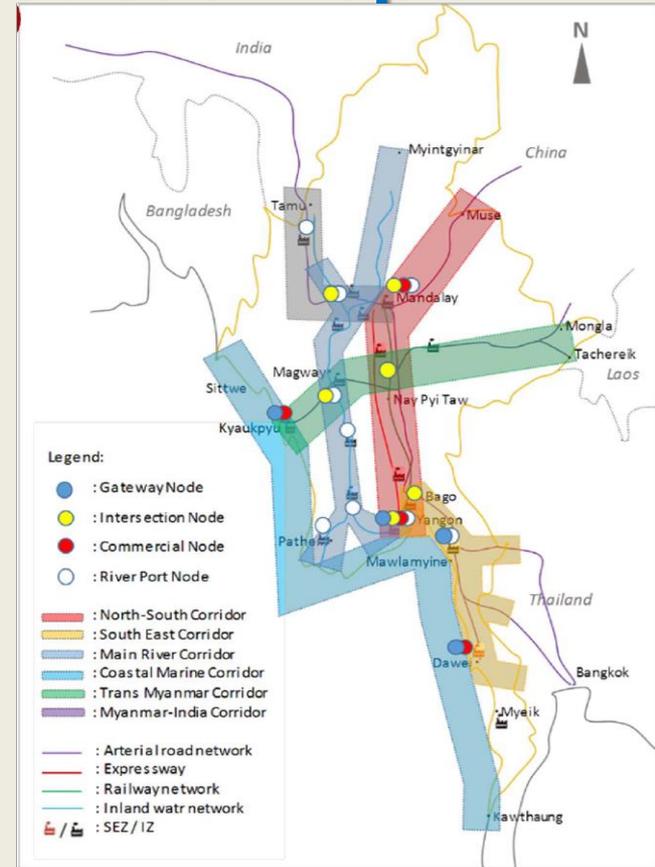
## Soft Components

- Prepare necessary laws and regulations as a foundation of creating modern and competitive logistics system in the region and the world;
- Organize or appoint the division that will undertake the formulation, oversee the process of implementing the project identified and monitor the progress;
- Regulate the “National Transport Development and Project Implementation Committee” to undertake and responsible for the coordination and arrangement of the implementation programs
- Prepare the capacity building and human resources development programs and execute such programs

# Logistics Sector Development Road Map

## Hard Components

- The order of sequence for the development of the logistics corridors, the actions have to be **implemented**
- The order of the development of nodes of major links composing these corridors where the **multimodal freight logistics hubs are planned to be established**



# Conclusion

- Myanmar's **logistics development pathway has ups and downs**, with significant reversals in recent years due to multiple and overlapping causes
- From 2011 to 2019, **Myanmar admitted economic growth with 6 percent per year as average together with the significant reduction in poverty**
- The **Myanmar's economy was shrunk during the COVID-19 pandemic and the period immediately following the changing of situations, and logistics development activities have remained weak and constrained**
- The **challenges for the development of logistics are stronger and unforeseen rather than before**

# Conclusion

The geographical location and proximity of the neighbouring countries will be **never changed**.



The development of the logistics and economic corridors have to be also **considered continuously and try to sustain the country's trade and economy with given situations**.

# Conclusion

- **Implementing** of the bilateral, regional and international **agreement** according to the **respective timeline and schedule**
- **Improvement of the logistics performance index (LPI)** is also essential catalyst to overcome the challenges
- National Logistics Master Plan has to be considered **as the guideline principle**
- The soft and hard component of trade and transport **infrastructure projects are implemented within their respective time frame**

**Thank You for your kind attention**