



STRENGTHENING SUPPLY CHAIN & LOGISTICS
IN MYANMAR
THROUGH PRIVATE SECTOR COLLABORATION

**MYANMAR INTERNATIONAL FREIGHT FORWARDERS'
ASSOCIATION**



Objectives



- ❖ To promote economic and social development
- ❖ To facilitate cross-border transport & strengthen intermodal transport links
- ❖ To promote Investment in infrastructure development of logistics business
- ❖ To enhance digital literacy, bridge the digital divide





MIFFA BACKGROUND



Since 1999 & May 2003 10 founders companies Established MIFFA Under the supervision of Ministry of Transport



Ministry of Transport and Communication (MOTC)

- Regional and sub- Regional agreements on “Cross border (IICBTA)”(Belt& Road)”=
- “Multimodal Transport Law”, “Rules and Regulations”
- License to operate “ MTO” “ Dry Port”
- Third Party “Limited Liabilities Insurance” initiative
- “ Motor Vehicle Agreement” etc:
- Road & Rail Transport “E- Trucks registration”

Ministries of Commence (MOC)

- Trade facilitations
- Doing business
- National Export Strategy
- Trade Net 2.0
- RECP
- E. commence registration

Ministry of planning and finance (MOPF)

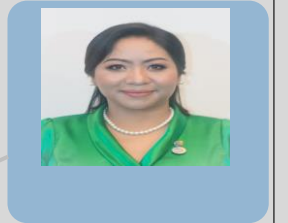
- Customs department
- Myanmar Customs Automatic Clearance System (MACCS)
- “E- Trucks manifest”, & “E. Seals”
- “Bonded warehouse”
- “Single Window, Risk Management and Time release study”

Human Recourse development

- UNESCAP Foundation Course “International Transport & Logistics”
- FIATA Diploma in “ Freight Forwarding”
- ASEAN-JAPAN “Logistics and distribution”
- “Customs Clearance Agent agents” course (ADB & Customs department)
- AFFA Institute of Logistics (ALI) Advance & Basic Diploma in Logistics service



CENTRAL EXECUTIVE COMMITTEE





Introduction



- ❖ Enhance collaboration between **public & private sectors**
- ❖ **Improve** GMS Transport corridor, **links** with SE and SEA systems
- ❖ **Trade facilitation** through Infrastructure Development & Administrative Reform
 - ✓ Efficient Transport standard to reduce costs
 - ✓ Transport-related regulations (reliable, sustainable safety regimes)
 - ✓ Innovations in digitalization & Automation



East-West Economic Corridor, North-South Economic Corridor, and Southern Economic Corridor



- **International Cooperation** will be considered
- Promote **practical cooperation** on roads, railways, ports, maritime, inland water transport and aviation **among GMS countries**
- Upgrading the **new "Road" routes**, Improvement in the original alignment of EWEC & NSEC





Corridor Priorities



- The Bangladesh-China-India-Myanmar Corridor (From **Southern China to India**)
- The India-Myanmar-Thailand Trilateral Highway Project (linking **India to Thailand through Myanmar**) (which starts from Moreh, Manipur in India to Mae Sot in Thailand)
- South Asia, Mandalay to Tamu (India) was expend to **NSEC**
- Strengthen GMS connectivity with the **rest of Southeast Asia**
- ✓ The GMS and ASEAN, **Indonesia-Malaysia-Thailand** Growth Triangle
- ✓ The Brunei Darussalam-Indonesia-Malaysia-Philippines **East ASEAN** Growth Area





Operational Priorities



- Improving **support facilities** & services
- “Ports & Inland Waterways, coastal shipping”, for **domestic as well as international trade**
- Develop **new international airports** for “ Air Transport”
- Upgrading **border-crossing facilities**, Improving border management, traffic & transport rights
- **Streamlining** air terminals, port terminals, Truck terminals, Dry Ports, SEZ, FTZ, and Logistics Hub



Measures for Strengthening Collaboration



- National strategy for **technology adoption** (lack of technical and managerial skills)
- Encourage more **private sector investment** and engagement (various PPP modalities, Financing & Construction)
- Joint workforce **training initiatives** (Lack of skilled workforce)
- **Digital platforms** for supply chain management (Workforce upskilling)
- Increased **budgetary support** road user charges, toll fees
- Streamline **customs and trade policies** (High transportation costs)



Measures for Transport facilitation



- logistics is physical movement of goods
- Planning & managing (from the point of origin to the end user)
- **Strengthening** the interface between transport facilitation & trade facilitation initiatives
- **Integrating transport**, Freight Forwarding & Smart Logistics, Bonded Warehousing
- **Information and communications** services to meet the requirements of customers
- **Conducting capacity building** programs to raise awareness, knowledge, and skills of central, local, and border officials



Measures for Capacity building



- Promoting **human resource development programs**
- ✓ Training **needs assessment** (in areas as logistics development)
- ✓ **Tailor-made** based Training programs, that respond to actual needs
- ✓ Technical, legal, institutional, physical, capacity, and coordination



Measures for Logistics



- Cost, efficiency, reliability, and security
- I. Communications infrastructure** (Shippers, traders, and consignees)
- II. Promoting Transportation** & the logistics industry road-rail-port connectivity
- III. Public and private service providers** (Encouraging investment in Establishment of logistics hubs, ICDs, dry ports, & cold storage facilities at along the corridors & strategic locations)
- IV. Policy, regulatory, and institutional framework** (Through deregulation & increased private sector participation)



Measures for Strengthening Collaboration Public-Private Partnerships (PPP) for Infrastructure



Digital Transformation

- Develop a national strategy & Create digital platforms
- Real-time tracking & end-to-end visibility of goods movement (**E - Seal**)

Capacity Building & Technology Adoption

- Joint government-private sector **initiatives to train and upskill logistics professionals**
- ✓ Training & upskilling of workforce to utilize new technologies



Challenges



- **Geographical challenges** (Lack of disaster risk management & emergency response mechanisms)
- **Regulatory barriers** (complex customs procedures among GMS countries)
- **Fragmented** logistics networks (Delays, inefficiencies & High transportation costs)
- Inland waterways still **cannot compete** with road & rail transport
- Rail transport is **underutilized &** lack of international links
- **Harmonization** (Vehicle axle load & traffic rights among GMS countries)
- Lack of **skilled workforce** and investment in infrastructure
- Limited access to **financing for SMEs** to invest in modern logistics infrastructure



Recommendations



- Promote **environment-friendly transport infrastructure** to mitigate & adapt to climate change
- Improving **the efficacy of capacity building** efforts in the GMS transport sector
- Strengthening implementation of **Safety of roads, bridges, ports, airports, & other transport facilities** (The movement of people, goods, & services within and across GMS countries)
- The Digital Transformation for **MSMEs** (infrastructure deployment, broadband connectivity)
- Set up **GMS logistics training centers** to build a skilled workforce
- Trucks, drivers, and goods can go & transit to any GMS country without reloading or trans-loading (implementing **the single-stop inspection scheme**)



Conclusion



- Strengthen **Myanmar's position as a regional logistics hub** through collaboration with neighboring countries
- Addressing needs will attract in investment opportunities of **modernizing Logistics business**
- **Investment in technology** and infrastructure to improve supply chain resilience
- Improving the **interface between the public and private sectors** in logistics development, including through the strengthening of Trade, Transport and Logistics Associations in the country (**MTLF/MIFFA/GMS-FRETA** etc.:)

