



26th Meeting of the Subregional Transport Forum (STF-26)

26 & 27 September 2024

DAY 1

09:00 – 16:00 (GMT+8), September 26th

PROCEEDINGS

Introduction

1. The Twenty-sixth Meeting of the Greater Mekong Subregion (GMS) Subregional Transport Forum (STF-26) was held on 26 and 27 of September 2024 as an in-person meeting in Beijing, People's Republic of China. The Forum, with the theme "*Strengthening Supply Chains and Logistics by Enhancing the Collaboration with Private Sector in Promoting a Sustainable GMS Transport System*", was organized by the Research Institute of Highway, under the Ministry of Transport of PRC), with support and attendance of the GMS Secretariat. The main objectives of the Forum were: (i) to discuss workplan for reviewing and updating GMS Transport Sector Strategy 2030 (TSS 2030), and emerging topics to be captured in TSS 2030 Update; (ii) to review progress on implementation of GMS TSS 2030 (updates on FRETA and CBTA); (iii) to introduce RIF for 2025–2027 endorsed by GMS Technical Meeting; and (iv) to discuss ways to strengthen supply chains and logistics by enhancing the collaboration with the private sector in the GMS transport sector. The Forum program is attached as **Appendix 1**.

2. The Forum participants included delegations from the People's Republic of China (PRC) (in-person), the Kingdom of Cambodia (in-person), the Lao People's Democratic Republic (Lao PDR)(in-person), the Republic of the Union of Myanmar (virtual); the Kingdom of Thailand (in-person), the Socialist Republic of Viet Nam (in-person). ADB participants and NEDA (Neighbouring Countries Economic Development Cooperation Agency) were the two development partners present in this Forum. The list of participants is attached as **Appendix 2**.

3. The Forum was graced with the presence of His Excellency Mr. Xu Chengguang, Vice Minister of the Ministry of Transport, PRC, Mr. Wang Xingxing, Deputy Director General of the Department of International Cooperation of the Ministry of Transport, PRC and Mr. Sun Yonghong, President of the Research Institute of Highway, Ministry of Transport, PRC.

Opening Session

4. The opening session was chaired by Mr. Wang Xingxing, Deputy Director General of the Department of International Cooperation of the Ministry of Transport, PRC, and co-chaired by Mr. Dong Kyu Lee, Director of the Transport Sector Office of the Asian Development Bank. The chair called and introduced each of the representatives delivering the welcome remarks.

5. His Excellency Mr. Xu Chengguang opened the Forum with his opening speech. Mr. Chengguang started by welcoming and thanking all participants for attending the forum, both in-person and online. Mr. Xu Chengguang pointed out that transportation cooperation is an important part and one of the main carriers of economic



cooperation in the GMS. In recent years, relying on mechanisms such as the Senior Officials' Meeting and the Joint Committee, GMS member countries have expanded the depth and breadth of sub-regional economic cooperation, realized the simultaneous development of "hard connectivity" of transportation infrastructure and "soft connectivity" of institutional rules, reduced barriers to transportation and trade, ensured the stability and smoothness of the logistics supply chain, and laid a good foundation for promoting the healthy and stable economic and social development of the sub-region.

6. Mr. Chengguang also emphasized that the Chinese government attaches great importance to sustainable transport development and actively participates in transport cooperation in the Greater Mekong Subregion. China will further strengthen practical cooperation with other countries in the sub-region and the Asian Development Bank in the field of transportation, work together to achieve planning synergy, promote "hard connectivity" of infrastructure, and strengthen "soft connectivity" to ensure smooth connectivity, strive to promote the convenient flow of people and goods between countries in the sub-region, serve high-quality economic and social development, and help achieve common prosperity and development of countries in the sub-region.

7. After the intervention of the vice-minister Xu Chengguang, Mr. Alfredo Perdiguero, Regional Head of the Regional Cooperation and Integration Unit in the Southeast Asia Department of ADB, delivered his opening remarks virtually. In his speech, Mr. Perdiguero, welcomed participants to the 26th GMS Subregional Transport Forum, expressing gratitude to the Government of the People's Republic of China and its Ministry of Transport for hosting the event. He emphasized the significance of transport connectivity in the GMS Program, which began over three decades ago to foster regional cooperation and improve livelihoods. With close to \$30 billion in investments, of which \$20 billion has been allocated to transport projects, the transport sector continues to be central to regional development. He highlighted the transformation of transport corridors into economic corridors, which have fueled economic growth by improving infrastructure and facilitating trade, tourism, and investment. Looking forward, he stressed the need for continued connectivity, particularly with border areas, to promote inclusive growth and support remote regions.

8. Mr. Perdiguero also addressed the challenges of climate change, advocating for transport systems that reduce energy consumption and shift toward zero-emission technologies. He underscored the role of the private sector in filling financing gaps and driving innovation in transport development. The GMS Innovation Strategy for Development 2030 and emerging technologies like electric vehicles and smart logistics were identified as key drivers for the future. The upcoming review of the GMS Transport Sector Strategy 2030 was noted as a crucial step in ensuring continued relevance. The theme of the forum, focusing on strengthening supply chains and logistics through private sector collaboration, was timely, especially in light of disruptions caused by global events like COVID-19. Discussions would also cover progress on initiatives like the GMS Freight Transport Association (FRETA) and the Cross-Border Transport Facilitation Agreement (CBTA), as well as further investment plans. In closing, Mr. Perdiguero encouraged active participation, emphasizing the importance of collaboration in shaping a resilient, sustainable transport system for the future of the GMS.

9. The final opening remarks were delivered by Mr. Sun Yonghong, president of the Research Institute of Highway, of the Ministry of Transport of PRC. In his speech Mr. Yonghong warmly welcomed participants from GMS countries, as well as representatives from international organizations. He expressed gratitude for attending the 26th meeting of the GMS Subregional Transport Forum, emphasizing the region's



close interconnection and the progress made in cross-border trade and infrastructure cooperation. Mr. Yonghong highlighted achievements in facilitating the movement of goods, capital, and labor, which has contributed to GMS's development.

10. Mr. Yonghong highlighted that the meeting is seen as an important platform for open dialogue on improving the supply chain and building a sustainable transport system. He mentioned that the Research Institute of Highway, under the Ministry of Transport, plays a key role, with 11 specialized research centers and various national-level innovation and testing labs focusing on infrastructure quality, logistics, smart transport systems, and emerging technologies like autonomous driving. He also emphasized the institute's six decades of growth, combining research, development, and innovative services. Mr. Yonghong reaffirmed the institute's commitment to supporting sustainable infrastructure development and expressed gratitude to the participants for their long-term support, wishing the conference success and offering their continued dedication to future progress.

11. After the speech of Mr. Yonghong, Heads of Delegations of each of the GMS Countries, chair and co-chair of the opening ceremony and the vice-minister of the Ministry of Transport took an official photo to commemorate the event.

12. The official photo opened the beginning of the sessions of the Forum. All the sessions during the 2-day Forum were chaired by Mr. Xu Jian, Vice President of the Research Institute of Highway of the Ministry of Transport of PRC and co-chaired by Mr. Dong Kyu Lee, Director of the Transport Sector Office of the Asian Development Bank.

Session 1: Review and Update GMS Transport Sector Strategy 2030¹

13. The first session discussed the workplan to review and update the GMS Transport Sector Strategy 2030 and the emerging topics that should be captured by this strategy and consisted of two parts.

14. Part 1 was delivered by Mr. Yasushi Tanaka, Principal Transport Specialist at Asian Development Bank, who presented the workplan for the review process, covering the scope, key arrangements and timeline for completing the update of the GMS Transport Sector Strategy 2030. The strategy focuses on enhancing connectivity, sustainability, and competitiveness within the GMS. It emphasizes shifting transport modes towards railways, waterways, and green freight to reduce emissions and improve environmental sustainability.

15. Mr. Tanaka highlighted the key components of this strategy, which include improving cross-border transport facilitation, enhancing logistics infrastructure, and adopting common road safety standards. The presentation also proposed innovative strategies for integrating transport into urbanization and planning, promoting maritime and air transport capacity, and supporting private sector participation. A detailed work plan was introduced, with milestones from data collection to the final presentation of the updated strategy in 2025. Additionally, the importance of the coordination between GMS countries, the ADB, and stakeholders was stressed, alongside with the identification of flagship projects to achieve strategic goals.

16. After the presentation of Mr. Tanaka, chair called Liu Ke, Director General,

¹ All Power Point presentations are available in the [STF-26 website](#).



Department of Transport, Guangxi Zhuang Autonomous Region to share a few words. The representative from Guangxi province shared several points, highlighting the province's long-standing involvement in the GMS and its significant contributions to regional connectivity. He mentioned that Guangxi has played a key role in building infrastructure, particularly highways and railways, and improving connectivity between the GMS. These efforts have enhanced infrastructure and service provision across the region. Moving forward, Guangxi aims to deepen cooperation with GMS countries and continue its active role in the region's development. Mr. Ke requested support from ADB and the Ministry of Transport to implement the GMS 2030 Strategic Framework. Additionally, he emphasized the need for closer collaboration between GMS countries and their customs authorities to streamline vehicle access across ports and highways, facilitating smoother trade and the flow of goods within the region.

17. Mr. Voratat Tantimongkolsuk, Director of the Board of Trade of Thailand, emphasized the importance of multimodal transport in enhancing connectivity across the GMS, suggesting the need for electronic documentation for multimodal transport systems. He highlighted a lack of standardization in transport documentation, such as the use of bills of lading in Thailand and Laos and suggested reviewing international conventions on rail transport to address this inconsistency. Mr. Tantimongkolsuk also touched on the competitiveness of GMS infrastructure, noting that while significant investments have been made, challenges like natural disasters often cause shifts in transport preferences (e.g., from truck to rail). He suggested focusing on improving the stability and resilience of infrastructure to ensure consistent competitiveness and efficient utilization of transport systems.

18. Ms. Kieu Thi Diem, Deputy Director General from the International Cooperation Department of the Ministry of Transport of Vietnam, expressed appreciation to ADB for the presentation outlining the scope, agreements, and schedule for updating the GMS Transport Strategy 2030. She highlighted that Vietnam's Ministry of Transport is promoting the restructuring of the transport market by reducing the share of road transport and increasing the use of environmentally friendly modes such as inland waterways and railways. Vietnam is also focusing on developing multimodal transport and logistics services, leveraging technology to improve capacity, efficiency, and service quality while reducing logistics costs. Ms. Diem confirmed Vietnam's support for ADB's proposed review and update of TSS 2030 and emphasized the importance of continued close coordination among GMS countries and with ADB to implement the strategy effectively.

19. Mr. Filologo Linsangan Pante, Transport Strategy Specialist Consultant, delivered the Part 2 of Session 1. Mr. Pante took participants through the emerging topics to be captured in the GMS Transport Sector Strategy 2030 Update. He emphasized the need for the GMS Transport Sector Strategy 2030 update to focus on enhancing multimodal transport, particularly railways and waterways, and improving cross-border trade facilitation and logistics. It also highlights the importance of addressing climate change through the integration of national commitments to reduce emissions and adapt to environmental challenges. Public-private collaboration is crucial to achieving these goals and ensuring a resilient and sustainable transport system across the GMS.

20. After the presentations of Mr. Pante, the chair requested comments and questions from the delegates with relation to the Update of the GMS Transport Sector Strategy 2030. The first participant to contribute to the discussion was Dr. Bounta Onnavong, Director General of the Department of Transport of the Ministry of Public Works and Transport (MPWT) from Lao PDR, who expressed strong support for ADB's



proposals to accelerate the three pillars of community, connectivity, and competitiveness in the updated Transport Sector Strategy 2030. He emphasized the need to move beyond transport corridors towards economic corridors, focusing on multimodal transport and logistics corridors as highlighted in the presentation. The participant shared an ongoing project in Laos, funded by the World Bank, which links Thailand, Laos, and Vietnam through Road Number 2 and includes various components like border facilities, road safety, logistics centers, and capacity building. He suggested that similar integrated projects should be included in the upcoming strategy.

21. Mr. Onnavong also raised concerns about the Cross-Border Transport Agreement (CBTA), noting that despite 25 years since its signing, progress has been limited. He argued that the CBTA's original context might no longer be sufficient, as it lacks focus on modern logistics and multimodal transport. He also urged that these elements be included in the updated strategy and proposed that ADB, as the secretariat, consider these issues in future documents, strategies, and action plans. Lastly, Mr. Onnavong stressed the importance of funding commitments for projects under the Regional Investment Framework (RIF). He pointed out that without clear funding, project lists become mere wish lists, and recommended more concrete planning and commitment to ensure projects are implemented effectively.

22. Ms. Sorn Sopheavatey, Deputy Director General of Logistics in the Ministry of Public Works and Transport (MPWT) of Cambodia, expressed full support for the development of the Transport Sector Strategy 2030 (TSS 2030), highlighting its alignment with Cambodia's national strategy. She shared that Cambodia's government, under its new 2023 mandate, is implementing a Pentagonal Strategy aimed at improving the country's Logistics Performance Index (LPI), focusing on six criteria like customs, infrastructure, tracking and tracing, international shipments, and more. This strategy is led by the Ministry of Public Works and Transport's General Department of Logistics.

23. Ms. Sorn Sopheavatey also shared that Cambodia has a Comprehensive Master Plan for Intermodal Transport and Logistics (2023–2033), which includes 174 projects covering roads, railways, waterways, airports, and customs. Given budget constraints, Cambodia is actively promoting these projects to development partners and private sector companies, particularly through public-private partnerships (PPP). She noted Cambodia's alignment with the TSS 2030 update, particularly its focus on shifting from road transport to railways and waterways, which aligns with Cambodia's own goals. Finally, she emphasized that Cambodia is working hard to implement the five-year action plan for transport and logistics sectors, with both immediate and medium-term projects in place, in order to ensure quick progress under the new government.

24. Mr. Do Nguyen Viet Hung, Senior Official from the International Cooperation Department from the Ministry of Transport of Vietnam, provided an update on the country's recent initiatives, noting that the Prime Minister has approved a Green Energy Transition Program focused on reducing carbon and methane emissions. Additionally, he informed that the Ministry of Transport of Vietnam is working on developing a national code for transport vehicles as part of this effort to promote sustainability and reduce emissions in the transport sector.

25. Finally, Antonio Ressano, Regional Cooperation Specialist from ADB and GMS Secretariat, emphasized the importance of aligning the Transport Sector Strategy



(TSS) 2030 update with broader GMS initiatives, particularly the GMS Innovation Strategy, which is set to be endorsed by leaders in November 2024. He highlighted that connectivity is a key pillar of this innovation strategy and should be considered when reviewing the transport strategy. Additionally, Mr. Ressano stressed the need to enhance the role of the private sector in the GMS program, suggesting that private sector involvement is crucial for financing projects under the Regional Investment Framework (RIF). Finally, Mr. Ressano also recommended involving local governments and other development partners in the strategy review, noting that their perspectives on transport priorities could provide valuable insights. This inclusive approach would ensure that the updated strategy is comprehensive and reflects the contributions of various stakeholders across the GMS region.

(Coffee break of 20 minutes followed)

Session 2: Progress on Implementing GMS 2030 and Transport Sector Strategy 2030 to Stabilize Supply Chain and Logistics²

26. Mr. Voratat Tantimongkolsuk, Director of the Board of Trade in Thailand, presented during the Part 1 of the session the progress to date of FRETA, on behalf of the GMS Business Council FRETA. He highlighted the progress and future plans of the GMS Freight and Transport Association (GMS FRETA). The presentation emphasized the shift from networking to a formal membership model, offering benefits such as support for implementing GMS transport strategies, collaboration, and business development. Key initiatives include expanding road safety programs across member countries, with certification processes aimed at improving CBTA standards. The GMS logistics database is evolving into a comprehensive platform that will enhance online networking, efficiency, and safety in logistics management. Challenges with CBTA customs declarations and the declining interest in cross-border services post-COVID were also addressed, with a proposal to expand CBTA services and improve cost and time efficiencies. Additionally, the focus on green logistics was stressed, outlining the need for net-zero emissions by promoting electric vehicles and preparing charging stations at border crossings, with the potential to earn carbon credits through sustainable practices. The overall message was the need for continuous improvement in logistics infrastructure, safety, and sustainability, supported by both public and private sector collaboration.

27. After the presentation of Mr. Tantimongkolsuk, Mr. Bounta Onnavong, from Lao PDR, asked the presenter about the reason why operators have low interest to go beyond the border after COVID-19.

28. Mr. Tantimongkolsuk replied by explaining that the low interest of operators to go beyond borders after COVID-19 is due to a lack of competitiveness in cross-border operations. Logistics providers do not see a significant advantage in terms of speed or cost reduction when moving cargo across borders, such as from Bangkok to Vientiane, as they do not gain additional benefits. Moreover, operators face higher costs due to risks like accidents, insurance, and GPS tracking across multiple countries, which increase expenses without corresponding increases in revenue from clients. Mr. Tantimongkolsuk also highlighted challenges specific to Vientiane logistic park, where trucks from Thailand are required to transload cargo into Lao trucks at the border, further complicating logistics. He emphasized that these issues are being

² All Power Point presentations are available in the [STF-26 website](#).



discussed, with efforts underway to resolve them.

29. After this, co-chair asked about the current situation of the track and trace and how this could benefit the shippers in the future.

30. Mr. Tantimongkolsuk explained that currently there is no track and trace system for cargo under the CBTA framework. He emphasized the importance of such a system, drawing a comparison to online orders where customers expect real-time tracking. While some services, like airlines and rail, offer tracking, he noted that much of the information, particularly for rail services between Laos and China, is available only in Chinese, limiting accessibility. He highlighted the potential benefits of integrating a multinational track and trace platform, where data from various countries and services (e.g., trucking and rail) could be shared to provide door-to-door tracking across borders. He acknowledged the technical challenges but believed it is feasible if there is cooperation among countries.

31. Finally, Mr. Steven Beck, head of trade and supply chain finance at the Asian Development Bank, highlighted the importance of tracking and tracing mechanisms, particularly in the context of environmental sustainability. He shared that ADB, through its Trade and Supply Chain Finance Program, is currently working with partners to develop a system that tracks also the carbon footprint at each stage of the supply chain. Mr. Beck emphasized that while this initiative addresses environmental concerns, it is also a matter of competitiveness. As global markets, including Europe, increasingly enforce environmental regulations, it is essential for companies in the GMS to adopt these systems to maintain market access and remain competitive. Without this capacity, GMS companies risk losing access to key markets.

32. In Part 2 of this session, Mr. Mohammad Ehteshamul Hoque, Trade Specialist at Asian Development Bank, presented the Early Harvest GMS Cross-Border Transport Facilitation Agreement. During his presentation, Mr. Hoque updated all participants about the progress of the "Early Harvest" implementation, which aims to create a seamless transport system in the GMS for faster, cheaper, and easier movement of goods and people. Although the CBTA was ratified by all six GMS countries, challenges have limited its full execution. The "Early Harvest" MOU, signed in 2017, saw an initial rollout in 2018 but was paused due to COVID-19. With trade resuming in 2023, the MOU was extended until 2026, with operations restarting in April 2024. The presentation highlighted the issuance of permits, route extensions, and a focus on addressing regulatory, infrastructure, and training issues identified during trial runs. Future steps include expanding CBTA routes, introducing CBTA 2.0, and enhancing collaboration between GMS countries to harmonize vehicle standards, customs procedures, and data sharing, ensuring smooth and efficient cross-border transport operations.

33. After the presentation of Mr. Mohammad Ehteshamul Hoque, the chair allocated some time for discussion. Mr. Xi Jinchu, Deputy Director of the department of Transport Services from the Ministry of Transport of PRC, shared insights from the recent trial run from Kunming to Cambodia, confirming that the operation was feasible and smooth. He recommended continuing such trials to further refine the route design, aiming for enhanced safety and efficiency. The representative also emphasized the need to strengthen infrastructure along the route, noting that some areas still lack adequate facilities, particularly along the "Early Harvest". They called for GMS countries to collaborate in improving infrastructure and customs clearance processes. Additionally, Mr. Jinchu suggested that GMS countries work together to share information and policies to streamline these processes and create a more favorable environment for future operations.



34. Mr. Voratat Tantimongkolsuk raised concerns about visa requirements for passengers on cross-border bus services, noting that while visa requirements may not apply to ASEAN countries, they can affect passengers from non-GMS nations like Europe or the U.S., causing delays at the border. He suggested that this issue be examined further, especially in relation to the Cross-Border Transport Agreement (CBTA) and whether it sufficiently addresses passenger transport. Voratat also pointed out that future developments in rail services may reduce the need for long-haul cross-border bus routes, as rail becomes more prominent. He emphasized the importance of considering these factors in the ongoing trials and reports related to cross-border transport.

35. The co-chair asked the presenter his general impression about the trial run, if the journey time was faster or longer than expected. Mr. Mohammad Ehteshamul Hoque shared that the trial run went as expected in terms of journey time, with no significant delays on the road except for a 20-kilometer stretch in Laos where the road conditions were poor. However, the major issue occurred at customs border crossing points, where wait times were long, with one instance requiring over three hours to clear customs. While this delay was manageable during the trial, it could pose a significant bottleneck for regular transport operators. He also emphasized the need for senior officials to address these border delays to reduce costs and improve the efficiency of cross-border business operations.

(Lunch break of 1 hour and 30 minutes followed)

Session 3: Transport Projects in RIF 2025–2027³

36. In session 2, Mr. Yasushi Tanaka presented an overview of the transport projects outlined in the Regional Investment Framework 2025-2027 (RIF). Mr. Tanaka highlighted the significance of the transport sector as a key driver of regional connectivity and economic integration, with 35 projects amounting to \$15.99 billion in investments. The projects focus on improving infrastructure such as roads, railways, and logistics hubs, with a view to enhancing cross-border trade and addressing regional challenges. The presentation also emphasized the need for collaboration among GMS governments, development partners, and the private sector to secure funding and ensure successful implementation. Ultimately, he emphasized that the RIF aims to boost the region's competitiveness by improving transport systems, fostering sustainable development, and increasing regional integration.

37. After Mr. Tanaka's presentation of the RIF 2025-2027, the Chair allocated some time for questions and discussions of the countries. Mr. Xia Junsong, director general for the transport department of the Yunnan province highlighted the province's close geographical and historical ties with the GMS region, particularly Laos, Myanmar, and Vietnam, and emphasized Yunnan's active role in promoting connectivity within the GMS through the Belt and Road Initiative. He showcased significant progress in transport infrastructure, such as the operational China-Laos railway, which has transported millions of passengers and cargo exceeding 43 million tons since its launch in December 2021. Additionally, road, rail, and air networks between Yunnan and GMS countries, including China, Vietnam, and Myanmar, have expanded, further connecting the region.

³ All Power Point presentations are available in the [STF-26 website](#).



38. Looking forward, he suggested strengthening regional connectivity, proposing short-, medium-, and long-term cooperation goals, and focusing on interregional transport cooperation. He also recommended improving rules and standards under the GMS transportation cooperation mechanism, with ADB playing a coordinating role to promote the Early Harvest MOU. Finally, he stressed the importance of enhancing communication and exchanges between national transportation departments to build consensus, and he invited all delegates to visit Yunnan to experience its dynamic role in GMS transport cooperation.

39. Mr. Voratat Tantimongkolsuk asked about the road conditions in Chiang Rai area after the intense rains and the flowing experienced in this area during the past days.

40. Mr. Xia Junsong, made another intervention and highlighted the strong connectivity between Yunnan province and Laos, including highways, railways, civil aviation, and waterways. He emphasized the success of the China-Laos railway, launched in 2021, which has greatly improved customs efficiency through joint efforts between the two countries. He also mentioned ongoing infrastructure projects, including a highway project linking to Mohan Port, which is being developed in four phases. The first phase, led by a Yunnan company, is underway, and discussions with Laos for the remaining phases are ongoing, with final approval pending from China's National Development and Reform Commission (NDRC).

41. In terms of civil aviation, continued Mr. Xia Junsong, Yunnan's Kunming International Airport, one of China's four key international airports, maintains frequent and stable flights with Laos. Regarding waterway transport, he noted the success of the route connecting the Yangtze and Mekong rivers, while also raising concerns about the deterioration of the Causeway running through Laos and Thailand due to years of corrosion. He stressed the importance of maintaining this infrastructure to ensure smooth waterway transportation and confirmed China's active support in addressing this issue.

42. Finally, Mr. Bounta Onnavong, responding to previous question of Mr. Voratat Tantimongkolsuk regarding the road conditions after the floods, responded to Thailand's question regarding the temporary closure of Road number 3, due to heavy rainfall and disasters. He clarified that the road was not closed 24 hours a day, but only at certain times, and offered to share an official notice from the provincial Department of Transport for further information. He also addressed the comments that Xia Junsong raised about the Expressway project, noting that while some Chinese companies have approached the Lao government to conduct studies, no significant progress has been made, and nothing has been finalized yet.

Session 4: Consultation with Development Partners Presentation⁴

43. The focus of session 4 was to consult with development partners with the objective to align and collaborate on initiatives that can strengthen supply chains and logistics across the GMS.

44. First presenter was Mr. Mohammad Nazrul Islam, Senior Transport Specialist at the Asian Development Bank. Mr. Nazrul presented ADB as a key development partner for the GMS Transport Sector. He shared that ADB has the vision of mobilizing

⁴ All Power Point presentations are available in the [STF-26 website](#).



efficient, clean and resilient integrated multimodal transport and logistic systems for safe mobility in the subregion. He also presented the existing key opportunities in the subregion for development partners like ADB and showcased the current portfolio of ADB projects under implementation, not only in the GMS, but in all the countries where ADB has operations in. He emphasized also the importance that ADB has placed to Transport projects with climate impact, the importance of collaborating with the private sector and the shift into a more solutions-oriented approach, exploring multisectoral opportunities with other sectors, like Water and Urban development, for urban mobility projects or the adoption of digital technologies to improve transport operations. Mr. Nazrul also presented different initiatives that are being implemented in ADB, such as the (i) Capital Adequacy Framework, (ii) Asian Transport Outlook, (iii) Maritime Decarbonization Initiative or (iv) the Green Roads Toolkit. He also presented specific projects being implemented in the GMS, the current status of cross-border railway links in the subregion and the scope of the TA9918 that has just ended. He finalized by introducing the future focus areas of the Transport sector in ADB, which will be (i) trade facilitation, (ii) institutional development and (iii) decarbonization strategy, and presented the proposed new Technical Assistance, with the different outputs and approaches.

45. Mr. Mongkol Charoensri, from Neighboring Countries Economic Development Cooperation Agency (NEDA) was the second development partner to present in this session. Mr. Charoensri introduced the key initiatives of NEDA in the GMS, especially focused on supply chains and logistics. He presented two key projects that have greatly contributed to the improvement of supply chains and logistics: (i) The Improvement of National Road No. 12 Section Thakhek – Na Phao Project (NR12) and (ii) The Construction of Stung Bot Border Crossing facilities and Access Road No. 5 Project. Mr. Charoensri presented the scope and results of these projects. He also respectfully urged all relevant agencies to expedite the implementation of the GMS CBTA in NR12, thereby ensuring its timely and effective contribution to broader regional development goals.

46. After the presentations in this session, only one comments was raised by Ms. Sorn Sopheavatey, from Cambodia. She expressed gratitude to NEDA for its support in constructing the Cross-Border Facility (CBF) and continuing with phase two to address what was missed in phase one. She noted that while the CBF on the Cambodian side is fully constructed, it is not yet operational, as they are waiting for completion on the Thai side. Once both sides are operational, the situation will improve further.

47. Ms. Sopheavatey also provided an update on border operations, stating that the Poipet border gate now handles only passenger traffic, with goods movement shifted to Stung Bot, resulting in no congestion at Poipet and smoother visa processing. The shift to Stung Bot has significantly improved the situation, with the number of trucks crossing per hour increasing from 39 to 58, compared to when operations were based at Poipet. Finally, he mentioned that a railway station project, referenced by NEDA, is part of Cambodia's Regional Infrastructure Framework (RIF) 2025-2027.

(Coffee break of 20 minutes followed)



Session 5: Strengthening Supply Chain and Logistics by Enhancing Collaboration with the Private Sector's Participation and Identifying Future Measures⁵

48. Mr. Steven Beck, Director of Trade and Supply Chain Division at Asian Development Bank shared his expertise in the Asian Development Bank's (ADB) Trade and Supply Chain Finance Program (TSCFP), highlighting its significant contributions to supporting global trade and supply chains. He mentioned that in 2023, TSCFP facilitated over 21,000 transactions worth \$4.7 billion, with a strong emphasis on small and medium-sized enterprises (SMEs), particularly those led by women. The program aims to make trade greener, more inclusive, resilient, transparent, and socially responsible.

49. Mr. Beck highlighted the key initiatives of the program, which include promoting sustainability by tracking carbon emissions, enhancing trade digitization, addressing trade-based money laundering, and improving gender and disability inclusion in trade finance. The TSCFP also plays a critical role in addressing challenges such as climate change and human trafficking in global supply chains. He mentioned that public-private collaboration is essential for achieving these goals, as well as innovative financial solutions and partnerships.

50. After Mr. Beck's presentation, some time was allocated for discussion. Countries seemed very interested in the topic. For example, Mr. Tantimongkolsuk raised the idea of aligning digital trade documents with GMS FRETA members and asked how logistics service providers could be integrated into the digital trade platform that Steven Beck had mentioned.

51. Mr. Beck responded by explaining that there are working groups for each of the 35 trade documents involved in the digitalization effort, with participation from organizations like the World Customs Organization and global shipping organizations. He offered to include Mr. Tantimongkolsuk in these discussions to facilitate collaboration.

52. Mr. Tantimongkolsuk also noted that ASEAN and Thailand already have national single windows and digitalized committees in place, which might simplify the process of linking to the platform. He suggested that it may be easier to connect through these existing systems rather than creating a new platform for the GMS. Steven agreed that aligning these efforts is a significant challenge and emphasized the importance of ensuring that everyone works under a common initiative to avoid fragmented digital standards. He reassured Mr. Tantimongkolsuk that ASEAN and other relevant bodies are already part of the broader effort to standardize and digitalize trade documents across the region.

53. Mr. Pham Nam Long, private sector representative from Vietnam, as director of the company Abivin Co. Ltd, and member of Viet Nam Logistics Association, asked Steven Beck for clarification on ADB's supply chain finance program, specifically regarding the types of buyers involved, the typical products financed, and whether the program helps SMEs, noting that the average transaction size seems large at around \$200,000 based on the figures presented.

54. Steven Beck explained that the buyers in the supply chain are diverse, ranging from commodities to consumer and capital goods, covering products like textiles, steel, rice, etc. He emphasized that the program operates like a commercial bank,

⁵ All Power Point presentations are available in the [STF-26 website](#).



providing loans and guarantees within 24 hours for a wide range of transaction sizes, from as small as \$10,000 to as large as \$30-50 million. While some transactions are larger, the program also supports smaller transactions, including those for SMEs.

55. When asked about the team's size and operations by Mr. Long, Steven elaborated that ADB's Trade and Supply Chain Finance Program has a team of 52 people, with about 38 focused on business operations such as issuing guarantees and loans. He emphasized the importance of technology in managing high volumes of transactions and handling risks efficiently. He also mentioned that they are currently undergoing a tech revamp to enhance their systems, which is a challenging but necessary process for the smooth functioning of their operations.

56. Before ending the program for the day, the chair informed that after discussions with co-chair, they decided that the wrap-up and closing session from day 2, which was initially planned after the lunch break, but which had a duration of only 15 minutes, should be moved before lunch. This way participants would have the whole afternoon free.

57. The chair concluded the sessions for the day and thanked all participants for their valuable presence, insights and contributions during Day 1 of the Forum. He shared the details of the gala dinner that would follow that evening in the Shangri-la hotel and wished that all participants would enjoy the dinner.

(End of program for Day 1 of the Forum. A gala dinner followed at 6pm in the Shangri-la hotel)

DAY 2

09:00 – 12:30 (GMT+8), September 27th

58. The chair, Mr. Xu Jian, Vice President of the Research Institute of Highway of the Ministry of Transport of PRC and co-chair, by Mr. Dong Kyu Lee, Director of the Transport Sector Office of the Asian Development Bank, welcomed back participants and wished them a fruitful second day of presentations and discussions.

Session 5 (continuation): Strengthening Supply Chain and Logistics by Enhancing Collaboration with the Private Sector's Participation and Identifying Future Measures⁶

59. Mr. Dong Kyu Lee, co-chair, introduced the continuation of Session 5 and shared that the objective of the session was for countries to present proposed or ongoing projects related to supply chain and logistics under the RIF. He informed that the session would cover also insights on how the private sector has been involved in some of these projects and explore ways the public and private sectors can work together more effectively to enhance transport systems in the subregion. The Chair called country by country to make their presentations.
60. Cambodia was the first GMS country to present. Ms. Sorn Sopheavatey, Deputy Director General of Logistics from the Ministry of Public Works and Transport (MPWT) provided an overview of Cambodia's current transport and logistics infrastructure and

⁶ All Power Point presentations are available in the [STF-26 website](#).



outlined future strategies under the Comprehensive Masterplan for Cambodia Intermodal Transport and Logistics System (CITLS) 2023–2033. Key points included Cambodia's road, rail, waterway, and air transport infrastructure, alongside the challenges of connectivity, limited logistics facilities, and resilience to natural disasters.

61. Ms. Sopheavatey shared that the CITLS sets a strategic vision to improve the efficiency, coverage, and capacity of Cambodia's transport and logistics systems, targeting intermodal integration across major corridors. The plan involves significant investment in infrastructure projects (totaling \$36.6 billion) to enhance roads, railways, ports, and logistics hubs, as well as logistics parks in major cities. She also highlighted Cambodia's participation in the GMS Regional Investment Framework (RIF), with emphasis on projects that support regional connectivity and economic integration, especially through partnerships with private sector and international donors. Lastly, Ms. Sopheavatey recommended capacity building and knowledge sharing to ensure the successful implementation of future transport projects under GMS RIF 2025-2027.
62. Mr. Ma Zhijian, Division Chief of the Department of International Cooperation of the Yunnan Transport Bureau gave an extensive presentation on the transportation and infrastructure projects connecting China with the GMS region, highlighting railway, highway, civil aviation, and waterway developments. He emphasized the progress of the China-Laos railway, which has significantly improved passenger and cargo transport, as well as the positive impact on regional prosperity. The presenter also detailed ongoing projects linking China with Laos, Thailand, Myanmar, Cambodia, and Vietnam, including railways, expressways, and cross-border infrastructure such as bridges and ports.
63. Mr. Zhijian proposed three key recommendations to strengthen regional cooperation: (i) Enhancing regional infrastructure connectivity and urging ADB to provide financial support, such as concessional loans, for critical projects. (ii) Harmonizing institutional and regulatory standards across GMS countries to facilitate international road transport and the movement of people and goods. (iii) Promoting communication and collaboration between transportation departments, including sharing expertise and providing training opportunities for vocational education in the transport sector. Mr. Zhijian concluded by inviting participants to visit Yunnan and Guangxi provinces to witness the progress and extended his well-wishes to the attendees.
64. During Lao PDR's presentation, Mr. Kham Athideth Manikham, director of the Department of Transport of the Ministry of Public Works and Transport outlined the country's strategic plans to transform from a landlocked to a service-linked nation within the GMS. The focus is on improving transport infrastructure and logistics, particularly through the development of railways, dry ports, and cross-border facilities.
65. Mr. Manikham shared that the key projects look at expanding the railway network, establishing multimodal logistics hubs, and enhancing digital logistics platforms for real-time shipment tracking and customs clearance. The presentation also highlighted the Southeast Asia Regional Economic Corridor and Connectivity (SEARECC) project, which aims to improve transport connectivity and trade facilitation in northern Laos. Lao PDR envisions creating an integrated, smart, and green multimodal transport network to foster economic development, regional connectivity, and sustainability by 2035. The strategy also emphasizes public-private partnerships and capacity-building initiatives to enhance logistics services and infrastructure.
66. Myanmar delivered its presentation online. Dr. Myo Nyein Aye Nil, Deputy Director General from the Department of Transport Planning from the Ministry of Transport and Communications of Myanmar, outlined the country's strategy for logistics development.



Key initiatives focus on promoting the National Logistics Master Plan (NLMP), which aims to create a competitive, efficient, and environmentally friendly logistics system. Recent updates include the amendment of the Multimodal Transport Law and the formation of a central body to oversee its implementation.

67. Myanmar highlighted the importance of collaboration with the private sector, the registration of logistics service providers, and the issuance of licenses to enhance the logistics system. Myanmar's development roadmap includes both soft components (legal frameworks, capacity building) and hard components (logistics corridors and multimodal hubs). It was also emphasized the ongoing efforts to improve green logistics with projects such as container barge operations and dry port development. Dr. Myo Nyein Aye Nil acknowledged the existing challenges, especially following economic setbacks due to COVID-19 and other factors but highlighted that Myanmar's strategic location in the region and its commitment to improving logistics infrastructure and performance are key to supporting trade and economic growth.
68. Thailand delivered a presentation called "the implementation of modern technologies and innovations aimed to enhance efficiency in dry ports and surrounding areas to super the GMS". During its presentation, Mr. Sukapat Tiempathom, Civil Engineer at Professional Level at the Office of Transport and Traffic Policy and Planning (OTP) of the Ministry of Transport of Thailand, presented a project focused on enhancing the efficiency of dry ports and related infrastructure in the GMS through the implementation of modern technologies and innovations. The initiative aims to improve the handling and transportation of goods, particularly between Thailand and its neighbors, utilizing facilities such as Laem Chabang Port, ICD Ladkrabang, and Natha Transshipment Yard.
69. Mr. Tiempathom presented the key challenges, which include exceeding current capacity, traffic congestion, outdated technology, and delays. To address these, the project proposes the use of advanced technology for cargo handling and traffic management, with the goals of improving operational efficiency, reducing costs, enhancing data management, and promoting sustainable practices. He shared that the project is expected to commence in 2026 with an estimated budget of \$1 million. Mr. Tiempathom emphasized that these improvements would boost the competitiveness of dry ports, foster regional economic development, and facilitate trade across the GMS.
70. Mr. Do Nguyen Viet Hung delivered the presentation on behalf of Vietnam's delegation. His presentation focused on strengthening the supply chain and logistics by enhancing transport infrastructure and fostering collaboration with the private sector. He highlighted Vietnam's progress in logistics development, with a high Logistics Performance Index (LPI) and significant growth in logistics services. However, challenges such as congestion and underinvestment in railways and inland waterways still persist. He assured that Vietnam is working on expanding key infrastructure projects like the North-South Expressway, improving seaports, and modernizing its rail and inland waterway networks.
71. Mr. Hung shared that, in terms of cross-border transport, Vietnam is facilitating better connectivity through the Cross-Border Transport Agreement (CBTA), digital transformation efforts, and the development of smart border gates and logistics hubs, especially in provinces near China. His presentation also emphasized the need for stronger collaboration between the public and private sectors by enhancing cooperation through logistics associations, forums, and capacity-building initiatives.
72. Finally, Mr. Hung also addressed Vietnam's commitment to reducing carbon emissions in the transport sector, with plans to transition to electric and green energy buses and



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to develop a nationwide electric vehicle (EV) charging network, aiming to achieve net-zero emissions by 2050. Looking ahead, Vietnam is focusing on further cooperation in developing logistics service centers and warehouse systems to support international container rail and inland waterway transport routes, especially within the GMS.

73. After all countries had presented, co-chair allocated 10 minutes for a coffee break before starting the second part of the presentations, reserved for private sector representatives of each of the countries.

(Coffee break of 10 minutes followed)

74. After the coffee break, co-chair introduced the second part of the Session 5. He explained that the session would focus on identifying specific areas in which the transport sector can stabilize supply chain and logistics, specifically how the private sector can contribute to these efforts across the GMS.
75. Mr. Hak Leanghor, President of the Cambodia Logistics Association (CLA) presented the association's growth and its pivotal role in Cambodia's logistics sector. He explained that the CLA, rebranded in 2020, now includes 142 members from various fields, such as freight forwarding and logistics services. The CLA's key activities include capacity building, policy advocacy, and international engagement through seminars and exhibitions. Mr. Leanghor also highlighted the association's involvement in business networking and its contributions to corporate social responsibility initiatives like the Cambodian Red Cross and COVID-19 relief efforts.
76. In discussing Cambodia's trade infrastructure, Mr. Leanghor pointed to key trade corridors with Thailand, Vietnam, and Laos, supported by significant projects such as the Phnom Penh-Sihanoukville Expressway and the expansion of the country's ports. He acknowledged several challenges, including documentation and road connectivity, but emphasized the growth potential driven by improvements in transport linkages, customs procedures, and regional trade. Upcoming projects like the Funan Techo Canal and Techo International Airport are set to further strengthen Cambodia's logistics network and trade capacity.
77. The chair of the Forum, Mr. Xu Jian, vice-president of the Research Institute of Highways of the Ministry of Transport of PRC, delivered the presentation on behalf of PRC. Mr. Jian highlighted the critical role of a sustainable and reliable logistics system in connecting China with GMS countries, emphasizing its importance for global economic cycles. He noted that China has been improving its international logistics supply chain system, particularly under the Belt and Road Initiative, by enhancing infrastructure and fostering better connectivity with GMS countries, including through the China-Myanmar Economic Corridor and the China-Central South Peninsula Economic Corridor. These efforts have contributed to closer economic cooperation, and initiatives like the China-Laos railway have exceeded expectations, transporting over 10 million tons of cargo.
78. Mr. Jian also mentioned China's active role in facilitating agreements such as the Cross-Border Transport Agreement (CBTA) and organizing trial runs for international transport in the GMS. Furthermore, he introduced the Research Institute of Highway, which has been providing technical support for transport facilitation and contributing to the development of multimodal transport systems between China, Laos, and Vietnam. He outlined several recommendations for enhancing logistics in the region, including



the need to improve infrastructure to support international logistical services, standardize cross-border processes through mechanisms like the International Road Transport Convention (TIR), and encourage cross-border e-commerce and broader service offerings by international carriers. Additionally, Mr. Jian emphasized the importance of making logistics services greener and smarter by integrating technologies like big data and artificial intelligence. He concluded by stressing the need for continuous cooperation among GMS countries to ensure stable and efficient logistics and supply chains in the region.

79. In the case of Lao PDR, Mr. Souphoth Phet Aloun, member of the Lao International Truckers and Forwarders Association (LITFA) represented the private sector of Lao PDR. He outlined the association's mission to promote a legal framework that ensures fairness in the logistics sector and actively supports trade facilitation in Laos and the GMS. LITFA advocates for the interests of trucking companies and freight forwarders by collaborating with the government to establish favorable policies. He shared that the association is deeply involved in developing industry standards, ensuring compliance with international regulations, and providing training programs focused on customs regulations, transportation laws, and new technologies in logistics. Additionally, LITFA serves as a key platform for networking and collaboration within the logistics industry.
80. In his presentation, Mr. Souphoth Phet Aloun highlighted the significant role of LITFA in fostering regional trade by facilitating seamless cross-border logistics. Mr. Phet Aloun emphasized the strategic transport partnership through the ASEAN Highway R3, which connects Laos with Thailand and China. The partnership aims to reduce delays, lower transportation costs, and improve trade flows in the region. LITFA's involvement in the GMS Cross-Border Transport Agreement (CBTA) underscores its efforts to enhance transport connectivity and contribute to regional economic growth. The association also promotes digitalization in logistics, advocating for digital platforms for freight matching and real-time data sharing to optimize logistics operations across the GMS.
81. Mr. Voratat Tantimongkolsuk, Director of the Board of Trade of Thailand, presented once again FRETA to all the delegates in the room as representative of the private sector of Thailand. He built upon points previously discussed, focusing on private sector participation in the GMS transport sector. He emphasized the need for stronger involvement from logistics companies and noted the recognition of their contributions, though uncertainties remain regarding the extent of their role. He discussed challenges related to environmental sustainability, particularly the slow adoption of electric vehicles and the lack of charging infrastructure, except in China. On capacity building, the delegate pointed to the need for driver training, especially considering Thailand's unique road regulations, and expressed interest in cross-training with other GMS countries. He also called for enhanced collaboration to improve logistics systems, promote cross-border transport, and address issues such as document handling and multimodal transport connectivity.
82. Mr. Tantimongkolsuk then made six proposals to improve the GMS transport framework, starting with the need to boost demand and competitiveness, especially within the Cross-Border Transport Agreement (CBTA). He suggested the creation of express lanes for trucks with GMS permits, adopting automated customs procedures, and considering a certified operator system similar to the EU's Authorized Economic Operator (AEO). The second proposal focused on operational support for permit holders, while the third highlighted the importance of soft infrastructure like capacity building and digital platforms. He also stressed the importance of timely private sector involvement in decision-making and proposed financial support for the GMS FRETA forum. Finally, he emphasized the need for sustainable funding, suggesting



sponsorship from ADB and member countries to support the GMS Business Council and FRETA secretariat office.

83. Myanmar once again delivered its presentation online with Ms. Hal Hla Yee, General Secretary from Myanmar International Freight Forwarders Association (MIFFA), who outlined its objectives to promote economic and social development, strengthen cross-border transport, and enhance intermodal transport links within the GMS. Ms. Yee emphasized the need for infrastructure development and digital literacy as key drivers for improving logistics in Myanmar and the GMS. She provided an overview of its founding in 2003 under the Ministry of Transport and its leadership structure. She also presented key initiatives for collaboration between the public and private sectors, focusing on improving GMS transport corridors, enhancing trade facilitation through administrative reforms, and adopting transport standards that reduce costs. Ms. Yee highlighted the role of innovations in digitalization and automation in achieving these goals, with a focus on practical cooperation across various transport modes, including roads, railways, ports, and aviation.
84. Ms. Yee also discussed strategic priorities such as the Bangladesh–China–India–Myanmar Corridor, the India–Myanmar–Thailand Trilateral Highway Project, and efforts to strengthen Myanmar’s connectivity with Southeast Asia. She called for enhanced collaboration through Public-Private Partnerships (PPPs), digital transformation, and investment in modern logistics infrastructure. Ms. Yee also identified challenges such as regulatory barriers, fragmented logistics networks, and limited access to financing for small and medium enterprises (SMEs). In addressing these, she recommended promoting environment-friendly transport infrastructure, improving safety standards, and setting up logistics training centers to develop a skilled workforce. Ms. Yee concluded by emphasizing the importance of positioning Myanmar as a regional logistics hub and attracting investment to modernize the country’s logistics industry through stronger collaboration between the public and private sectors.
85. Finally, Mr. Pham Nam Long, CEO of the Abivin Co. Ltd and member of the Viet Nam Logistics Association (VLA) presented on the importance of diversifying supply chains and logistics within the GMS. He highlighted the current state of supply chains, noting rapid economic growth and infrastructure development in the region. However, he pointed out key challenges, such as infrastructure disparities between urban and rural areas and regulatory fragmentation across GMS countries, which complicates cross-border trade and increases costs. Mr. Long emphasized the critical role of supply chain diversification in enhancing resilience, efficiency, and innovation, which can reduce dependency on single sources and minimize risks from disruptions.
86. Mr. Long’s presentation also underlined the essential role of the private sector in improving logistics, particularly through innovation, investment, and the development of public-private partnerships (PPPs). He advocated for stronger cooperation between the private and public sectors to enhance transport infrastructure and regulatory harmonization across GMS countries. The Vietnam Logistics Association’s leadership in promoting sustainability and technological integration, such as adopting IoT, blockchain, and AI, was also discussed as a pathway to optimize logistics operations. Mr. Long concluded with recommendations for strengthening regional collaboration, promoting digital platforms, and investing in human capital to build a resilient and efficient logistics ecosystem in the GMS.



Closing session: wrap-up and closing remarks.

87. The co-chair concluded the 26th GMS Subregional Transport Forum by expressing gratitude to all participants for their valuable contributions and active engagement over the two days. He highlighted a key takeaway: the need to pursue flagship projects that integrate key topics discussed during the forum, such as efficient logistics, cross-border management, climate change adaptation through multimodal transport (with a focus on railways), private sector involvement, and improved connectivity within the GMS. He emphasized the importance of a unified and harmonized approach to achieving these goals and urged participants to continue their cooperation to keep the GMS Transport Strategy 2030 relevant. The Chair looked forward to seeing the forum's outcomes reflected in future projects and thanked the Research Institute of Highways of the Ministry of Transport of China for their hospitality. He wished all delegates safe travels and success in their future endeavors, inviting them to the next forum in Vientiane.



Annex 1

STF-26 Agenda



26th Meeting of Subregional Transport Forum (STF-26)

Date: September 26th- 27th, 2024

Venue: Research Institute of Highway, Ministry of Transport in Beijing, People's Republic of China

Participants:

- GMS member countries: Cambodia, PRC, Lao PDR, Myanmar, Thailand, Viet Nam
- Private sector
- Development partners (ADB, NEDA Thailand)

FINAL PROGRAM AND AGENDA

Theme: *Strengthening Supply Chains and Logistics by Enhancing the Collaboration with Private Sector in Promoting a Sustainable GMS Transport System*

Rationale: Since 2020, the coronavirus disease pandemic have caused various constraints on global supply chains and logistics, significantly affecting the supply of goods, their prices, and people's livelihoods. The key will be how to secure supply chains and logistics, without being affected by these external factors. In the current Fourth Industrial Revolution, various automation, integration, and optimization measures are being implemented to effectively utilize resources in manufacturing, shorten delivery times, reduce environmental impact, and counter external threats to IT systems using artificial intelligence and digital technology. At the same time, transportation infrastructure must be developed to enable optimal supply chains and logistics. Logistics is one of the seven priorities of the GMS Transport Sector Strategy 2030.

Investment projects in the 2022 Regional Investment Framework (RIF) require a total of \$77.2 billion in financing, of which \$65.8 billion, or 85%, is for the transport sector. Of \$65.8 billion, \$50.6 billion in financing for 45 projects has been approved, committed, or included for future financing in a country program or equivalent. The funding gap of \$15.2 billion for 22 projects needs to be filled to promote the sustainable GMS transport system articulated in the 2022 RIF. In addition, at least six logistics improvement projects were listed among the projects proposed by the GMS countries for the 2025 RIF. There would be many opportunities for public and private sector collaboration to fill the gap.

Meanwhile, the GMS Transport Sector Strategy 2030 identifies a weak interface between the public and private sector in the institutional framework for transport development. In order to effectively promote the public and private sector collaboration in the GMS transport initiatives and stabilize supply chains and logistics, this forum will explore the role and mechanism of the private sector after reviewing the progress and future direction of the GMS transport initiatives.



Meting Objectives: The meeting aims to:

- Discuss workplan for reviewing and updating GMS Transport Sector Strategy 2030 (TSS 2030), and emerging topics to be captured in TSS 2030 Update;
- Review progress on implementation of GMS TSS 2030 (updates on FRETA and CBTA);
- Introduce RIF for 2025–2027 endorsed by GMS Technical Meeting; and
- Discuss ways to strengthen supply chains and logistics by enhancing the collaboration with the private sector in the GMS transport sector.

| Day 1 – 26 th September | |
|------------------------------------|---|
| Time | Topics |
| 08:30–09:00 | <i>Registration</i> |
| 09:00–09:25 | <p>Opening Remarks</p> <ul style="list-style-type: none"> • Mr. Xu Chengguang, Vice Minister of the Ministry of Transport, PRC • Mr. Alfredo Perdiguero, ADB GMS Secretariat Representative (Regional Head, Regional Cooperation and Integration Unit, Southeast Asia Department) • Mr. Sun Yonghong, President of the Research Institute of Highway, Ministry of Transport, PRC |
| 09:25–9:35 | Group Photo of heads of delegation (10 min) |
| 09:35–10:35 | <p>Session 1: Review and Update GMS Transport Sector Strategy 2030</p> <p>(Part 1) <i>Workplan to Review and Update the GMS Transport Sector Strategy 2030</i></p> <ul style="list-style-type: none"> • Presentation: An overview of workplan (scope, arrangements, schedule) (15 min) <p><i>Speaker: Mr. Yasushi Tanaka, Principal Transport Specialist at Asian Development Bank</i></p> <ul style="list-style-type: none"> • Discussion (15 min) <p>(Part 2) <i>Emerging Topics to be Captured in the GMS Transport Sector Strategy 2030 Update</i></p> <ul style="list-style-type: none"> • Presentation: An overview of recent challenges and trends in transport sector (15 min) <p><i>Speaker: Mr. Filologo Linsangan Pante, Transport Strategy Specialist Consultant.</i></p> <ul style="list-style-type: none"> • Discussion (15 min) |



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| 10:35–10:50 | <i>Coffee break</i> (15 min) |
| 10:50–12:10 | <p>Session 2: Progress on Implementing GMS 2030 and Transport Sector Strategy 2030 to Stabilize Supply Chains and Logistics</p> <p>(Part 1) GMS Freight Transport Association</p> <ul style="list-style-type: none"> • Presentation: Progress to date (FRETA) (20 min) <p><i>Speaker: Khun Voratat Tantimongkolsuk, Director of the Board of Trade in Thailand</i></p> <ul style="list-style-type: none"> • Discussion (15 min) <p>(Part 2) Early Harvest GMS Cross-Border Transport Facilitation Agreement</p> <ul style="list-style-type: none"> • Presentation: Progress to date (30 min) <p><i>Speaker: Mohammad Ehteshamul Hoque, Trade Specialist at Asian Development Bank</i></p> <ul style="list-style-type: none"> • Discussion (15 min) |
| 12:10–13:40 | <i>Lunch</i> |
| 13:40–14:20 | <p>Session 3: Transport Projects in RIF 2025–2027</p> <ul style="list-style-type: none"> • Presentation: Overview (20 min) <p><i>Speaker: Mr. Yasushi Tanaka, Principal Transport Specialist at Asian Development Bank</i></p> <ul style="list-style-type: none"> • Discussion (20 min) |
| 14:20–15:10 | <p>Session 4: Consultation with Development Partners Presentation</p> <ul style="list-style-type: none"> • Presentation to be provided by ADB and NEDA on their key initiatives in GMS (with a focus on supply chains and logistics, if possible) (15 min each) <p><i>Speaker ADB: Mohammad Nazrul Islam, Asian Development Bank.</i></p> <p><i>Speaker NEDA: Mongkol Charoensri, Policy and Planning Analyst, Senior Level.</i></p> <ul style="list-style-type: none"> • Discussion (20 min) |
| 15:10 – 15:30 | Coffee Break |



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| 15:30 – 16:00 | <p>Session 5: Strengthening Supply Chains and Logistics by Enhancing Collaboration with the Private Sector's Participation and Identifying Future Measures</p> <ul style="list-style-type: none"> • Presentation: Supply chains and logistics best practices and lessons learned (15 min) <p><i>Speaker: Steven Beck, Director of Trade and Supply Chains Division in Asian Development Bank.</i></p> <ul style="list-style-type: none"> • Discussion |
| 18:00 – 19:00 | <p>Gala Dinner at Shangri-La Hotel</p> <p>Meeting at 6pm at Valley Wing 3rd Floor Jade Room in the hotel.</p> |

| Day 2 – 27 th September | |
|------------------------------------|---|
| Time | Topics |
| 08:30–09:00 | <i>Registration</i> |
| 09:00–10:30 | <p>(Continuation)</p> <p>Session 5: Strengthening Supply Chains and Logistics by Enhancing Collaboration with the Private Sector's Participation and Identifying Future Measures</p> <p>(Part 1)</p> <ul style="list-style-type: none"> • Presentations on (i) proposed projects related to supply chains and logistics in the RIF 2025-2027 and (ii) private sector involvement in the RIF 2023-2025 from GMS member countries (Cambodia, PRC, Lao PDR, Myanmar, Thailand, Viet Nam) (15 min each) <ul style="list-style-type: none"> - Cambodia: Ms. Sorn Sopheavatey, Deputy Director General of Logistics from the Ministry of Public Works and Transport (MPWT) - PRC: Mr. Ma Zhijian, Division Chief of the Department of International Cooperation of the Yunnan Transport Bureau - Lao PDR: Mr. Kham Athideth Manikham, director of the Department of Transport of the Ministry of Public Works and Transport - Myanmar: Dr. Myo Nyein Aye Nil, Deputy Director General, Department of Transport Planning from the Ministry of Transport and Communications of Myanmar (<i>online</i>) - Thailand: Mr. Sukapat Tiempathom, Civil Engineer at Professional Level at the Office of Transport and Traffic Policy and Planning (OTP) of the Ministry of Transport of Thailand |



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| | <ul style="list-style-type: none"> - Vietnam: Mr. Do Nguyen Viet Hung, Senior Official from the International Cooperation Department from the Ministry of Transport of Vietnam |
| 10:30–10:45 | <i>Coffee break</i> |
| 10:45–12:15 | <p>(Part 2)</p> <ul style="list-style-type: none"> • Private sector representatives from 6 countries make presentations according to the following topics (10 min each): <ul style="list-style-type: none"> ○ Identify expected areas where the transport sector can stabilize supply chains and logistics and common needs among GMS countries for better supply chains and logistics. ○ Identify expected areas where the private sector can contribute to supply chains and logistics and common needs among GMS countries for private sector participation. ○ Develop an indicative roadmap for strengthening supply chains and logistics and/or expanding private sector participation. ○ Present the findings and recommendations of the participants. These will be reflected in the updated GMS Transport Sector Strategy 2030. - Cambodia: Mr. Hak Leanghor, President of the Cambodia Logistics Association (CLA) - PRC: Mr. Xu Jian, vice-president of the Research Institute of Highways of the Ministry of Transport of PRC - Lao PDR: Mr. Souphoth Phet Aloun, member of the Lao International Truckers and Forwarders Association (LITFA) - Myanmar: Ms. Hal Hla Yee, General Secretary, Myanmar International Freight Forwarders Association (MIFFA) - Thailand: Mr. Voratat Tantimongkolsuk, Director of the Board of Trade of Thailand - Vietnam: Mr. Pham Nam Long, Director of the Abivin Co. Ltd, Viet Nam Logistics Business Association <p>(Part 3)</p> <ul style="list-style-type: none"> • Discussion (30 min) |
| 12:15–12:30 | <p>Wrap-Up and Closing Remarks</p> <p>By Co-chair</p> |
| 12:30 – 14:00 | <i>Final Lunch with all STF-26 representatives</i> |



Annex 2

List of Participants



Participants

GMS OFFICIALS

DELEGATION OF CAMBODIA

1. **Ms. Sorn Sopheavatey**, Deputy Director General of Logistics, Ministry of Public Works and Transport (MPWT)
2. **Mr. Srey Vireak**, Director of Logistics Cooperation Department, Ministry of Public Works and Transport (MPWT)
3. **Mr. Sar Vathanak**, Chief Officer of Department of International Cooperation, Ministry of Public Works and Transport (MPWT)
4. **Mr. Hak Leanghor**, President, Cambodia Logistics Association (CLA)
5. **Mr. Meas Virak**, BOD member of the Cambodia Logistics Association (CLA)
6. **Mr. Kong Chanrith**, assistant to president Cambodia Logistics Association (CLA)
7. **Mr. Ou Vathanakraksmeay**, Council for the Development of Cambodia

DELEGATION OF PRC

1. **Xu Chengguang**, Vice Minister, Ministry of Transport
2. **Wang Xingxing**, Deputy Director General, Department of International Cooperation, Ministry of Transport
3. **Xi Jinchi**, Deputy Director, Department of Transportation Services, Ministry of Transport
4. **Sun Yonghong**, President, Research Institute of Highway, Ministry of Transport
5. **Xu Jian, Vice President**, Research Institute of Highway, Ministry of Transport
6. **Chen Bingbo**, Deputy Director, China International Innovation Center for Sustainable Transportation
7. **Liu Ke**, Director General, Department of Transport, Guangxi Zhuang Autonomous Region
8. **Guo Qinghong**, Division Chief, Transportation Division, Department of Transport, Guangxi Zhuang Autonomous Region
9. **Li Lulu**, Sr. Economist, Comprehensive Planning Division, Department of Transport, Guangxi Zhuang Autonomous Region
10. **Song Jian**, Deputy Chief, Road Transportation Development Center, Guangxi Zhuang Autonomous Region
11. **Wang Yan**, Sector Chief, International Transportation Sector, Road Transportation Development Center, Guangxi Zhuang Autonomous Region.
12. **Xia Junsong**, Director General, Department of Transport, Yunnan Province
13. **Ma Zhijian**, Division Chief, Department of International Cooperation, Yunnan Transportation Bureau
14. **He Shenglong**, Division Chief, Transportation Division, Department of Transport, Yunnan Province



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15. **He Jian**, Deputy Director of General Office, Department of Transport, Yunnan Province
16. **Wei Guoping**, Sector Chief, Transportation Division, Department of Transport, Yunnan Province
17. **Chai Yongfei**, Staff, Transportation Division, Department of Transport, Yunnan Province

DELEGATION OF LAO PDR

1. **Dr. Bounta Onnavong**, Director General, Department of Transport, Ministry of Public Works and Transport
2. **Mr. Kham Athideth Manikham**, Director, Department of Transport, Ministry of Public Works and Transport
3. **Ms. Xaysomnuk Souvannavong**, Deputy Director, Division of Freight and Logistics, Department of Transport, Ministry of Public Works and Transport
4. **Mr. Souphoth Phet Aloun**, member, Lao International Truckers and Forwarders Association (LITFA)

DELEGATION OF MYANMAR

1. **Mr. Nay Myo Win Aung Nil**, Deputy Director, Department of Transport Planning, Ministry of Transport and Communications
2. **Dr. Aye, Aye**, Myanmar International Freight Forwarders' Association (MIFFA)
3. **Min Min Htwe Min** Myanmar Railway, Ministry of Transport and Communication.
4. **Dr. Myo Nyein Aye**, Deputy Director General (Planning), Department of Transport Planning (DOTP), Ministry of Transport and Communications (MOTC).
5. **Ms. Hal Hla Yee, General Secretary**, Myanmar International Freight Forwarders Association (MIFFA)
6. **Nwe Nwe Khin**, Deputy Director, Road Transport Administration Department under Ministry of Transport and Communications
7. **Lwin Kyaw**, Ministry of Construction, Department of Highways.

DELEGATION OF THAILAND

1. **Ms. Dollaya Panthanont**, Transport Technical Officer, Professional Level, International Affairs Division, Ministry of Transport
2. **Mr. Sarat Nitiwongvorakul**, Transport Technical Officer, Practitioner Level, Department of Land Transport, Ministry of Transport
3. **Ms. Kantaphon Phatrat**, Transport Technical Officer, Practitioner Level, International Affairs Division, Ministry of Transport
4. **Mr. Sukapat Tiempathom**, Civil Engineer, Professional Level, Office of Transport and Traffic Policy and Planning (OTP)
5. **Mr. Voratat Tantimongkolsuk**, Director, Board of Trade of Thailand



DELEGATION OF VIETNAM

1. **Ms. Kieu Thi Diem**, Deputy Director General, International Cooperation Department, Ministry of Transport
2. **Mr. Le Duc Trung**, Deputy Director General, International Cooperation Department, Ministry of Transport
3. **Mr. Do Nguyen Viet Hung**, Deputy Director General, International Cooperation Department, Ministry of Transport
4. **Mr. Pham Nam Long**, Director, Abivin Co. Ltd, Viet Nam Logistics Business Association

DEVELOPMENT PARTNERS

ASIAN DEVELOPMENT BANK

1. **Mr. Dong Kyu Lee**, Director, Transport Sector Office
2. **Mr. Yasushi Tanaka**, Principal Transport Specialist, Transport Sector Office
3. **Mr. Mohammad Nazrul Islam**, Senior Transport Specialist, Transport Sector Office
4. **Ms. Margarita Javier**, Associate Project Analyst, Transport Sector Office
5. **Ms. Maria Carmela Abadeza**, Associate Project Analyst, Transport Sector Office
6. **Mr. Mohammad Ehteshamul Hoque**, Trade Specialist
7. **Mr. Steven Beck**, Director, Trade and Supply Chain Division
8. **Mr. Filologo Linsangan Pante, Jr**, Transport Strategy Specialist/Consultant
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