



# Greater Mekong Subregion Economic Cooperation Program

## 25<sup>th</sup> Meeting of the Subregional Transport Forum (STF-25)

14 June 2022

0900 – 1730 H Phnom Penh/Bangkok/Ha Noi/Vientiane time,  
0830-1700 H Nay Pyi Taw time, 10:00 -18:30 H Manila/Beijing time

### SUMMARY OF PROCEEDINGS

#### Introduction

1. The Twenty-fifth Meeting of the Greater Mekong Subregion (GMS) Subregional Transport Forum (STF-25) was held on 14 June 2022 as a hybrid meeting (in-person and virtual through Zoom app) in Siem Reap, Cambodia. The Forum, with the theme “*Taking Action on GMS 2030 Strategy and COVID-19 Plan with Emerging Ideas*”, was jointly organized by the Ministry of Public Works and Transport (MPWT) of the Royal Government of Cambodia and the Asian Development Bank (ADB). The objectives of the Forum were to: (i) report and exchange ideas on how the WG can contribute to implementing the priorities and initiatives under the GMS-2030 and COVID-19 Plan; and (ii) Updates and/or agree on steps on (a) Road Safety in GMS (b) Greater Mekong Railway Association (GMRA) and GMS Railway Development; (c) FRETA and improvements in logistics in GMS; and (d) Early Harvest GMS CBTA. The Forum program and agenda is attached as [Appendix 1](#).

2. The Forum participants included delegations from the Kingdom of Cambodia (in-person), the People’s Republic of China (PRC) (virtual), the Lao People’s Democratic Republic (Lao PDR) (in-person), the Republic of the Union of Myanmar (virtual); the Kingdom of Thailand (virtual), the Socialist Republic of Viet Nam (in-person), and ADB. Representatives from other development partner organizations also attended the Forum. The list of participants is attached as [Appendix 2](#).

3. The Forum was graced by His Excellency Trac Thai Sieng, Secretary of State, representing H.E. Sun Chanthol, Senior Minister, MPWT of the Royal Government of Cambodia as the keynote speaker, chaired by His Excellency Pich Chhieng, Director General, General Department of Logistics, MPWT and co-chaired by Mr. Hiroaki Yamaguchi, Director, Southeast Asia Department Transport and Communications Division, ADB.

#### Opening Session

4. His Excellency Trac Thai Sieng in his opening speech, welcomed and thanked all participants both attending in-person and online. He emphasized the importance of the transport sector in GMS cooperation and cited some of its recent achievements, among others, dynamic progress of the transport investment and technical assistance projects in GMS Regional Investment Framework (RIF) 2022 — 78 projects worth \$65.8 billion which makes up 85% of the total RIF value and through the framework of the GMRA, GMS countries are now moving forward in pursuing various priority railway links. He noted that the GMS-2030 clearly defines priority areas as well as innovative approaches for the transport sector and the GMS COVID-19 Plan also identifies short to medium term measures which are highly relevant for transportation. He encouraged the Forum to discuss the transport priorities under GMS Strategic Framework 2030 (GMS-2030) and identify both medium and long-term actions to help implementing those priorities, review current practices to promote the recovery of the transport sector after the pandemic and, propose additional short and medium-term solutions under the

GMS Program.

5. In his opening remarks, His Excellency Pich Chhieng, Chair, appreciated all participants especially the ADB for its support and cooperation in organizing the hybrid meeting. He recognized that the GMS 2030 is clear with transport priority areas but raised that it is crucial for GMS countries to discuss and agree on specific initiatives to put these priority objectives into action. He outlined the specific key issues to be discussed and wished the Forum to be a success.

6. Co-chair Mr. Hiroaki Yamaguchi, in his opening statement, thanked the government of Cambodia for hosting and chairing STF-25. He noted that amidst the challenges, GMS countries have a clear understanding of the need to enhance collaboration in their path to recovery given their endorsement of the new GMS 2030, a clear signal of such will and desire to work together. He pointed out that the transport sector features prominently in the strategy, and it is our job in this forum to identify and deliver key elements of change that will help implement the GMS 2030 and launch the subregion into the next decade as reflected in the theme of STF-25, *“Taking Action on GMS 2030 Strategy and COVID-19 Plan with Emerging Ideas”*. He raised that while exchanging ideas on specific actions and initiatives, the Forum will review the newly proposed GMS Regional Investment Framework (RIF) to be launched in 2023. Railway development and connectivity, Road Safety, how FRETA can be more engaged in promoting logistics and connectivity, new approach in engaging with development partners and useful updates from development partners on their activities in the sub-region’s transport sector.

7. The opening statements of Keynote Speaker, the Chair and Co-Chair are in [Appendix 3](#).

### **Session 1. Progress of GMS 2030 and COVID Plan Implementation in GMS Transport Sector**

8. Mr. Alfredo Perdiguero, Director, Regional Cooperation and Operations Coordination Division of ADB’s Southeast Asia Department briefed the Forum on the GMS Leaders’ approved GMS 2030 and COVID-19 Plan, their relevance to the transport sector and their alignment with the GMS Transport Strategy 2030. The proposed new RIF 2022, including the criteria and process for inclusion of GMS projects, was also presented. The transport sector performance in the RIF 2022 was also highlighted. His presentation is in [Appendix 4](#).

**Action Point:** *Countries were requested to send comments on the new RIF 2022 criteria, process and timeline of preparation, if any before 30 June 2022 when it is scheduled for approval by the GMS SOM scheduled for 30 June 2022.*

9. Country presentations followed where they shared their respective views on specific areas in the transport sector that should be prioritized as well as ongoing and planned activities that are in support of GMS 2030 and COVID Plan implementation.

10. Ms. Sorn Sopheavatey, Deputy Director General, General Department of Logistics Ministry of Public Works and Transport, Secretariat of National Logistics Council presented **Cambodia’s** report. Under Deepening Connectivity of Economic/Transport Corridors, Cambodia informed that an Intermodal Transport Connectivity & Logistic System Master Plan (ITC-LS) is under finalization which identified 332 projects with an estimated investment of \$48.6 billion in the next 10 years. On cross border transport facilitation, Cambodia and Viet Nam are revising the MoU on Type and Quantity of Commercial Motor Vehicle and the Agreement on Waterway Transportation. A Joint Working Group was setup to address challenges at Bavet-Moc Bai international border gate. Also, Cambodia and Thailand, re-opened Poipet-Aranyaprathet and

discussed temporary opening of Stung Bot-Banong lan to allow container trucks to cross the bridge and possibility of opening new border gate at Thor Da-Ta Sen. On Digitization of Transport and Intelligent Transport System, they reported on key policy measures on transport and logistics among others. Regarding Strengthening Private Sector Participation, Cambodia has been guided by the New Investment Law and the New Law on Public Private Partnership. Her presentation is in [Appendix 5](#).

11. Ms. Zhihui PENG, Director, International Cooperation Division of Transport Department, Yunnan Province, **PRC** reported the Yunnan Province current transport projects coverage, successful case for Transport Connectivity Cooperation and some connectivity proposals. She cited among others the following recent achievements: (i) invested 387.8 billion RMB (\$58 billion equivalent) in comprehensive transport construction in 2021; (ii) reached 10,000 kilometers (km) of expressways including highways from Kunming to Laos, Myanmar and Viet Nam; (iii) reached 4,741 km of railways including high-speed railway to Laos and Viet Nam while the one leading to Myanmar is under construction; (iv) in waterways, mileage of navigation channels reached 5,109 km; and 15 airports in Kunming giving rank 4 in China. The China-Laos Railway that began operating in December 2021 was highlighted as a successful case of transport connectivity cooperation. In terms of hardware connectivity, PRC proposed that GMS countries fully utilize the existing road network to pan and connect the infrastructure construction of corridors. On software connectivity, suggested that ADB continue to play a coordinating role to promote full implementation of the MOU of Early Harvest CBTA. Her presentation is in [Appendix 6](#).

12. His Excellency Sengdarith Kattignasack, Assistant Minister, Ministry of Public Works and Transport of **Lao PDR** presented an overview of the Lao PDR Transport Sector Policy Framework which is consistent with the National Socio-economic Development Plan (NSED) 2021-25 and GMS 2030 priorities. He cited the South East Asia Regional Economic Corridor and Connectivity Project (SEARECC) as a prototype project that is following an multi-modal and area-based development approach which is among the core guiding principles of the sector policy framework. SEARECC have the following components: (1) Lao PDR and Regional Transport Connectivity Enhancement which includes, among others, improvement of border crossing facilities at Phang Hok bordering with Viet Nam and Muang Ngeun bordering with Thailand; (2) Logistics development and border crossing management; and (3) Institutional Strengthening. He also highlighted the importance of strengthening private sector participation in Lao PDR's infrastructure development and cited 3 transport projects completed during 2020 and 2021 with private sector participation namely: (i) Lao-China Railway (2021); (ii) Vientiane-Vang Viang Expressway (2020); and (iii) Vientiane Logistic Park. Lao PDR's presentation is in [Appendix 7](#).

*(A ten- minute break was called by the Chair before proceeding to Myanmar presentation.)*

13. Dr. Myo Nyein Aye, Deputy Director General, Department of Transport Planning, Ministry of Transport and Communications, Myanmar reported on their recent achievements in support of the long-term vision of GMS Transport Sector Strategy 2030 and its strategic thrusts. On completing the economic corridor network and improving links with South Asia and Southeast Asia, they have a Master Plan for arterial road development since 2014 which they developed with assistance of Korea International Cooperation Agency (KOICA). On facilitating cross border transport, Myanmar signed IICBTA MOU with Thailand on 13 March 2019 and implementation started on 1 November 2019; COVID-19 hindered good progress, but Myanmar is currently negotiating Initial Implementation of the Cross Border Transport Agreement (IICBTA) MOU signing with Lao PDR and with China.

14. In promoting logistics development, a new Department for Transport Planning and

Logistics was established under the Ministry of Transport and Communications and Myanmar also promote green freight and logistics best practices in Yangon Port, among others. Myanmar also updated on its road safety enhancing programs which considerably decreased road crashes by 70% in 2021 from 2015's crashes of 26,680. Myanmar is also starting to deploy digital system (online booking system) for vehicle registration and license issuance specially during COVID-19 pandemic. Some civil aviation recovery measures were instituted which include the lifting of suspension on commercial international passenger operations since 17 April 2022 as guided by Myanmar Economic Recovery Plan covering 2021 to 2024 period. His presentation is in [Appendix 8](#).

15. Ms. Pornchanan Mungkarndee, Chief, Regional and Neighboring Country Cooperation Sub-Division, Ministry of Transport, **Thailand** presented its country report with respect to progress in GMS 2030 and COVID Plan implementation in the transport sector. In line with its 13<sup>th</sup> National Economic and Social Development Plan, Thailand continues to focus on investing in infrastructure towards making Thailand a trade and investment gateway and a major economy in the region particularly as a regional transportation and logistics hub. In terms of infrastructure development, and implementation of GMS RIF 2022 projects, 5 projects were completed while 11 are still ongoing. Thailand also put a priority in developing their rail transit system and plan to implement their Intercity Motorway and Railway Network Development plan which identified 10 routes along the North-South and East-West Economic Corridors. On cross border facilitation, they have been implementing CBTA Early Harvest MOU and IICBTAs but progress has slowed down since the COVID pandemic outbreak. Nevertheless, Thailand set out a phased approach to reopening its borders with pandemic mitigation measures. Since 15 June 2022 Thailand started to re-open its borders for land transport. Her presentation is in [Appendix 9](#).

16. Mr. Trung Le Duc, Principal Official, International Cooperation Department, Ministry of Transport presented **Viet Nam** country report in three parts. On developing the transport sector in Viet Nam, following progress updates were cited, among others: (i) in 2021, 4 master plans on road, railway, waterway and maritime sectors have been approved; (ii) on transport connectivity between Viet Nam and GMS countries, transport infrastructure projects have been completed such as Noi-Bai-Lao Cai Expressway. Meanwhile there are ongoing/planned projects including the Ha Noi- Vientiane Expressway and Vung Ang-Vientiane Railway Link Project; and (iii) regarding facilitation of cross border transport in GMS, Viet Nam continues to implement the MOU Early Harvest of CBTA as well as the GMRA and Framework Agreement on Cross Border Rail Transport Connectivity.

17. In terms of Viet Nam's transport sector adaptation and recovery from COVID-19, following, among others, were highlighted: (i) focusing on restructuring transport market share; (ii) deploying transport solutions to ensure that the supply chain of essential goods for the people and raw materials for production and business activities is not disrupted; (iii) investing on construction and upgrading airport infrastructure; and implemented policy measures to support and remove difficulties in aviation industry. Among the cited priorities for the period 2021-2025 are the following to: (a) complete the construction according to the Master Plan; (ii) develop transportation to limit environmental pollution and to save energy, especially in multimodal transport and logistics; (iv) apply advanced transport technology; and (v) attract and mobilize resources for transport infrastructure. His presentation is in [Appendix 10](#).

18. Co- Chair noted progress reports of countries on IICBTA and invited Mr. Nazrul Islam, Transport Specialist, of ADB Southeast Asia Transport and Communications Division to present a brief update on Early Harvest Implementation of the CBTA in the GMS. Prior to COVID-19, substantial progress has been achieved. He cited, among others, the following: (i) 739 early

harvest permits and transport admission documents (TAD) were issued, which is 30% of total permits (2,500) allowed of which 654 for goods vehicles and 84 passenger vehicles; (ii) good progress made by Myanmar that they have issued IICBTA permits and TADs with Thailand; (iii) cross border movements have begun between Thailand and Lao PDR and between Thailand and Cambodia; and (iv) overall, traffic and trade increased rapidly from 2014 to 2018 between Cambodia and Viet Nam, Cambodia and Thailand and Thailand and Myanmar.

19. But COVID impacted significantly in CBTA implementation with following 4 points reported: (i) Joint Committee meeting was cancelled and only 1 National Transport Facilitation Committee (NTFC) meeting held during pandemic; (ii) expiration of early harvest MOUs and all permits and TADs as well; (iii) PRC and Lao PDR has yet to sign Protocol 1 extension of the MOU; and lastly (iv) trade data submissions have stopped. Thus, all countries are looking forward to the re-opening of GMS countries and resuming the dialogue to set the Early Harvest CBTA back on track. There were no comments when the floor was open for discussion.

*(A lunch break of 90 minutes followed.)*

## **Session 2. Review of GMS 2030 and Road Safety Programs of GMS including innovations in Road Safety**

20.. Mr. Shihiru Date briefly introduced Session 2 topic on Road Safety in the GMS. He highlighted that STF has been focusing on a decade-long assistance in road safety for GMS countries, it remains a substantial issue. He emphasized the importance of knowledge sharing on the topic including experiences in road safety program implementation during this COVID-19 pandemic. He encouraged everyone to be an advocate of road safety following anti-COVID actions of self-education and self-enforcement. His presentation is included as [Appendix 11](#). Country presentations followed on their respective road safety programs including best practices and implementation challenges. Countries were called in reverse order starting with Viet Nam, Myanmar, Lao PDR, Cambodia (2 presentations one from the Ministry of Public Works and Transport at national level and the other by the Ministry of Rural Development, a systematic assistance from ADB over 3 projects, until the ongoing Rural Roads Improvement Project III), Thailand and lastly PRC. Country presentations are in [Appendices 12-18](#).

21. The Co-Chair recognized each country's road safety program and observed the following interesting features of the best practices presented: (i) a lot of behavioral actions or mind-set changing initiatives have been effective in substantial reduction of fatalities or road accidents as seen in the presentations of Myanmar, Lao PDR and Cambodia; (ii) the programs-based approach of incorporating road safety initiatives in the Rural Road Improvement Project of Cambodia is also worth mentioning; (iii) Thailand's changes in road safety approaches such from passive to active and from function-based funding to area-based funding are truly innovative and good practices to try.

22. The Chair thanked ADB and the GMS countries for sharing their experiences on road safety and can't overemphasize the importance of involving all stakeholders to truly bring down road crashes and fatalities. There were no comments from the floor during open discussion.

## **Session 3. Updates on GMRA including current status of negotiations on Framework Agreement for Cross Border Rail Transport Connectivity and way forward on GMS Railway Development**

23. Mr. Nazrul Mohammad Islam, Transport Specialist at Southeast Asia Department, ADB,

presented an overview update on the status of GMRA initiatives including the implementation challenges. Among the cited possible solutions to the challenges of GMRA implementation are: (i) Optimal network development & appropriate standards & technology; (ii) Efficient trade facilitation through the Framework Agreement for Cross-Border Railway Transport Connectivity (FA-CBRTCA); and (iii) Appropriate timing of further development of the GMRA. As next steps, ADB Technical Assistance (TA 9918) will continue to support finalization of the: (a) Updated roadmap for the establishment of a GMRA and Secretariat with greater country involvement (by September 2022); (b) Final draft of the Framework Agreement for Cross-Border Railway Transport Connectivity (June 2022); (c) Rail Operational Readiness Plan (September 2022); and (d) An updated GMS cross-border rail network strategy including pre-feasibility study of alignment options A (long 257km option via Bat Doeung, Cambodia-Snoul, Vietnam cost \$2billion with mainly domestic demand) and B (short 160km option via Bavet, Cambodia-Moc Bai, Vietnam cost \$1.3billion) for project 2- CAM-VIE: Snoul/ Loc Ninh- and network analysis of projects 7-THA-LAO-VIE:Mukdahan/Lao Bao/Dong Ha) and 8-LAO-CAM: Dong Kralor/ Voun Kam (September 2022). His presentation is in [Appendix 19](#).

24. Ms. Porchannan Mungkardee, Chief, Regional and Neighboring Country Cooperation Sub-Division, Thailand Ministry of Transport, presented a more focused update on Outputs 1(Preferred organization structure of the Greater Mekong Railway Association) and 1a (Framework Agreement for the Cross Border Railway Transport Connectivity) of the GMRA TA 9918, Thailand being the current Chair of GMRA. On output 1- Preferred organization structure of the GMRA, the GMRA Working Group together with the TA consulting team is in discussion to find a viable form of a Secretariat with greater involvement of the countries, as well as agreeing on a timetable to establish the GMRA as a legal, intergovernmental organization. It was added that sustainable funding is a key challenge as is a timetable for establishing a legal intergovernmental organization. Regarding output 1a- FA-CBRTC, to ensure its full implementation to support the new cross-border railway operations two potential directions have been identified: (i) the establishment of a Secretariat as an interim institutional mechanism prior to the establishment of a formal GMRA, which would assist to finalize the Annexes to the Framework Agreement; and (ii) permit GMRA Countries to sign the Framework Agreement in a step-wise fashion, according to their readiness and capacity which would allow a number of GMRA Countries to complete the negotiation of the outstanding provisions of the FA-CBRTC move ahead with the respective processes of domestic ratification without delay. Her presentation is in [Appendix 20](#).

25. The Chair supported the next steps as outlined in both presentations and urged all GMS countries to continue cooperation to move GMRA forward. He opened the floor for discussion, but since there was none, proceeded to the next session.

#### **Session 4. FRETA and Improvements in logistics in GMS**

26. As introduced by the Co-Chair, Session 4 topic is related to GMS 2030 innovative approach of Embracing Private Sector Solutions in particular to support investments in inland dry ports, logistics hubs, and inland container depots and foster close linkages with the private sector (freight transport associations) while building the capacity of relevant stakeholders.

27. Mr. LUI Jin Xin, President of China Kunming South Asia and Southeast Asia International Logistics Research Institute shared successful cases and some technical solutions on how to recover the loss of international transportation volumes between China Yunnan and Myanmar, Lao PDR and Viet Nam due to the COVID 19 pandemic. He cited, among others, the following technical solutions: (i) Closed-loop management, contactless operation process, smart port

customs clearance, centralized disinfection & detection & isolation; (ii) Transform into multimodal container transport, construct emergency logistics infrastructure, set up inspection points; and (iii) International consultation and exchange, support the enterprises to carry out the joint research programs. He also suggested ADB support and participate in the meetings and activities of the Multimodal Transport Logistics Alliance of China-Laos-Thailand Economic Corridor (SSLIR, LNCCI, TLSP). His presentation is in [Appendix 21](#).

28. In response to SSLIR suggestion, Co-chair indicated that possible ADB support to the logistics alliance can be explored and cited that in other sub-regions ADB is already supporting some multimodal transport pilot projects. He opened the floor for discussion, but since there was none, proceeded to turn the floor over to the Chair.

*(The Chair declared a fifteen-minute break.)*

### **Session 5. Development Partners' Presentations**

29. The Chair acknowledged the support of development partners (DPs), particularly the crucial role they play in the development of the GMS transport sector. The Co-chair introduced Session 5 as an opportunity to hear updates from the DPs and their views on potential ways of further enhancing collaboration with them in the GMS' transport sector.

30. Co-chair first called on **ADB** as GMS Secretariat to present an ongoing study under GMS 2030 on exploring new approaches for deepening engagement of development partners in the subregion. Ms. Alely Bernardo, Senior Partnership Specialist, ADB Southeast Asia Department and Mr. Pradeep Srivastava, consultant for said study made a brief presentation including background, the draft framework (with 3 levels of engagement with the development partners, namely, project level, sector/thematic level and institutional level), questions for sector representatives on the role of DPs and questions for DPs preferences and process. Their presentation is in [Appendix 22](#).

***Action Point:** The GMS Secretariat specially noted that any request for clarification and responses to questions raised in the presentation are most welcome during today's discussion for Session 5 or can be sent to the GMS Secretariat via email after the meeting.*

319. Mr. Aleksandr Prodan, Senior Strategy and Policy Officer- Connectivity, Strategy, Policy and Budget Department, Asian Infrastructure Investment Bank (**AIIB**) updated the Forum on what AIIB has been assisting so far, and future potential areas of assistance for GMS countries. He also shared the following information about AIIB: (i) overview; (ii) thematic priorities; (iii) corporate targets; (iv) investment operations; (v) financial instruments; (vi) special fund resources; and (vii) transport sector strategy including a sample transport project in Lao PDR, ongoing. His presentation is in [Appendix 23](#).

32. Mr. Andrew Phin, Senior Manager, Partnerships for Infrastructure of **Australian Government** Department of Foreign Affairs and Trade (**DFAT**) presented about Partnership for Infrastructure (P4I) which provides flexible, innovative services tailored to the distinct needs of the following countries: Cambodia, Indonesia, Lao PDR, Malaysia, Philippines, Thailand, Timor Leste, Viet Nam and the Association of Southeast Asian Nations (ASEAN). He highlighted relevant P4I activities supporting interconnectivity and cross border initiatives which include, among others, Laos Economic Connectivity Project, Enhancing Container Processing Procedures in ASEAN, Cross Border Scoping Study, and Maritime and Logistics Scoping Study. His presentation is in [Appendix 24](#).

33. Mr. Kenichi Kobayashi, **JICA** Expert in MPWT Cambodia presented on behalf of JICA office about JICA's contribution to ASEAN Connectivity with emphasis on JICA Projects for improving connectivity of "Southern Economic Corridor" in Cambodia. These include: (i) Sihanoukville Port (Loan); (ii) Sihanoukville Port Special Economic Zone (Loan); (iii) Cambodia National Road No.5 (Loan); (iv) Cambodia National Roads No.6 & 7 (Grant); (v) Cambodia National Road No.1 (Grant); (vi) Neak Loeung Bridge (Tsubasa bridge); (vii) Project for Improvement of Road Traffic Safety on Trunk Roads in Cambodia (JICA Technical Cooperation Project 2021-2025); and (viii) Project for Improving the Logistics System of Cambodia (JICA Technical Cooperation Project 2019-2023). His presentation is in [Appendix 25](#).

34. Mr. Saranyu Viriyavejakul, Sr. Col. (Ret.), Vice President, **NEDA of Thailand**, presented the key features and updates on specific ongoing projects and TAs supported by NEDA in GMS member countries. These include: (i) The Development of Stung Bot Border Crossing facilities and the Access Road to National Road No. 5 Project (Cambodia); (ii) Two – Lane Road linking the Dawei Special Economic Zone and Myanmar – Thailand border; (iii) Improvement of the National Road No. 67 (NR67) (Section of Siem Reap – Anlong Veng – Choam/Sa Ngam) Project (Cambodia); (iv) Lao-Thai Railway Construction Project Phase II (Thanaleng – Vientiane); (v) 5th Thai-Lao friendship bridge (Bolikhamsai-Bung kan) construction project; (vi) Feasibility Study and Detailed Design of The Improvement of National Road 12 (R12) Section of Thakhek to Khammouane to Na Phao Checkpoint Project (Lao); and (vii) Feasibility Study and Detailed Design of The Construction of Chiangman – Luang Prabang Mekong Bridge Project (Lao). His presentation is in [Appendix 26](#).

35. Mr. Chanin Manopiniwes, Senior Infrastructure Economist, **World Bank** presented the World Bank Group (WBG) Transport Engagement in Southeast Asia (EAP) with the following outline: (i) Overview of WBG Infrastructure Engagement in EAP including Transport and GMS countries; (ii) Strategic Approach: Green, Resilient and Inclusive Development (GRID) in EAP; (iii) Transport Engagement Showcase: Southeast Asia-Regional Economic Corridor and Connectivity Project and Viet Nam- Southern Waterway Logistic Corridor; (iv) Regional Connectivity Analytical works completed in recent years and proposed for 2022-2024; and (v) recent and ongoing support for road safety. His presentation is in [Appendix 27](#).

36. Co-chair also recognized other DPs in attendance as follows: AFD, European Union, KFW, Nepal Infrastructure Bank Limited and UNESCAP. He opened the floor for discussion, but since there were no comments, proceeded to turn over the floor to the Chair. The Chair appreciated the DP's continued support for the GMS transport sector and confirmed that the information shared was useful for the countries to strengthen DP partnerships.

## **Session 6. Other Matters**

37. Antonio Ressano, Principal Regional Cooperation Specialist of ADB Southeast Asia Regional Cooperation and Operations Coordination Division raised as Other Matters regarding an ongoing initiative of the GMS Secretariat to develop a GMS 2030 Results Framework which will include Transport Sector level outcome and output indicators. He briefly touched upon the following: (i) background, mandate and rationale; (ii) three-level approach and methodology; (iii) initial proposed transport sector level 2 indicators; and (iii) overall timeline and workplan leading up for endorsement in the coming 25<sup>th</sup> GMS Ministerial Meeting towards the end of 2022. His presentation is in [Appendix 28](#).



**Action Point:** Co-chair reiterated that the GMS Secretariat will reach out again with GMS transport sector stakeholders for a more substantive consultation.

38. For the next STF meeting, Co-chair invited PRC Head of Delegation to express their views. PRC confirmed that it would like to host the next STF meeting (STF-26), in 2023, the details of which will be confirmed in due course.

### **Wrap Up and Closing Session**

39. Co-chair made a quick summary of the key results of the Forum, among others, the following: (i) country reports in Session1 show that their implementation of transport priorities are in line with GMS 2030; (ii) GMS countries want to resume dialogue and initiatives under GMS CBTA; (iii) GMS countries are requested to prepare for their RIF projects considering the new and more practical RIF criteria and process for 2022; (iv) On road safety, behavioral interventions and wide-ranging stakeholders' involvement are key to effective reduction of road crashes and fatalities; (v) GMS countries will continue working on GMS railway development through GMRA and target to finalize FA-CBRTC within 2022; (vi) ADB to explore suggestions: to facilitate a multi-modal transport logistics alliance; loans for smart ports construction and support to resume international shipping in the Mekong River; and (vii) GMS countries continue to work together with DPs with their complementary assistance and for DPs to facilitate best leverage to support GMS transport priorities. He again expressed appreciation for everyone's participation of this productive Forum.

40. The Chair sincerely thanked his Co-chair, the country delegations, the DPs, the Secretariat and all participants for their active participation in the Forum, which he noted has been very fruitful and successful despite the limitations of a hybrid format. He then declared the 25<sup>th</sup> Meeting of the Subregional Transport Forum closed.