



**Asia-Pacific
Economic Cooperation**

2009/SOM2/IEG-EC/SEM/003

Session 2

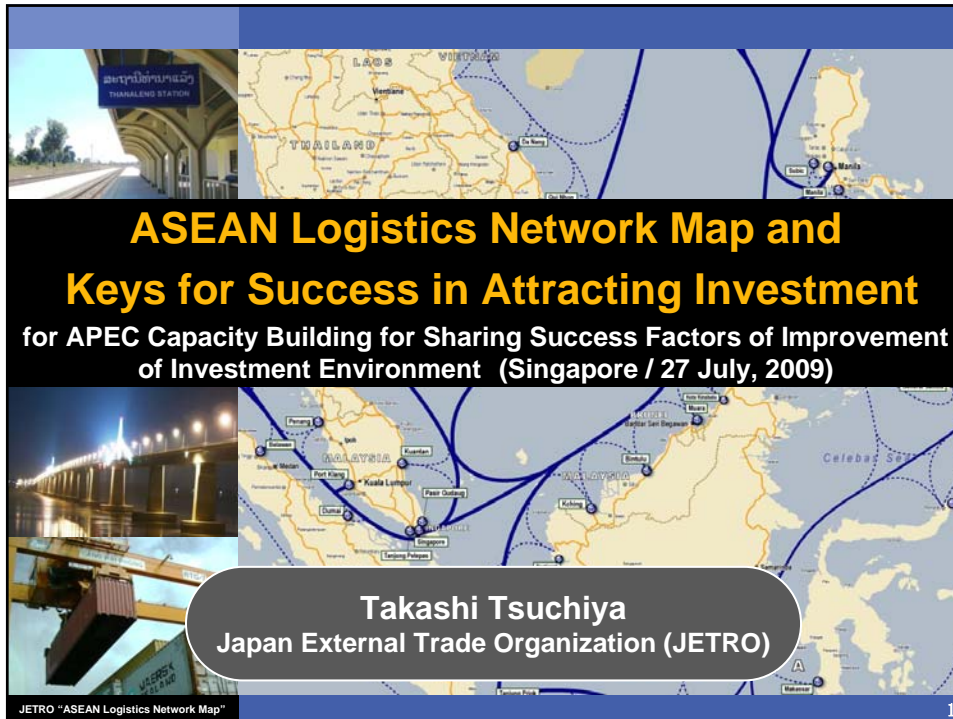
ASEAN Logistics Network Map and Keys for Success in Attracting Investment

Submitted by: Japan



**Capacity Building for Sharing Success Factors
for Improvement of Investment Environment**

**Singapore
27 July 2009**



**ASEAN Logistics Network Map and
Keys for Success in Attracting Investment**
for APEC Capacity Building for Sharing Success Factors of Improvement
of Investment Environment (Singapore / 27 July, 2009)

Takashi Tsuchiya
Japan External Trade Organization (JETRO)

JETRO "ASEAN Logistics Network Map" 1

Overview of Land Transport in ASEAN

View in the past: air and sea seen as major transport modes; land used only as contingency.

↓

Progress in regional economic integration and improvements in hard infrastructure: increasing needs for more efficient transport for **small volume and frequent shipping** for better SCM.


↓

View today: land transport has become a viable and advantageous option, being seen as "faster than sea and cheaper than air."

↓

However, **practical information** was lacking, and is needed by business sectors.

Ex.) How much can land transport shorten lead times?
How does land transport compare to sea, in terms of cost?
What are the possible issues with land transport (e.g., quality, punctuality, etc.) ?

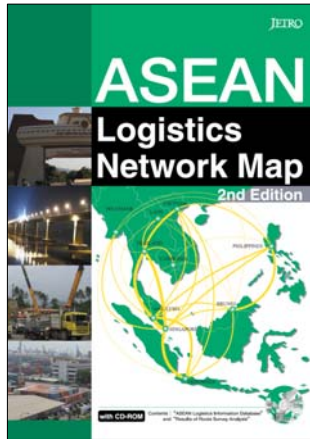


JETRO "ASEAN Logistics Network Map" 2

“ASEAN Logistics Network Map” Study by JETRO

Objectives: Clarification of the present situation of ASEAN’s logistics networks

- Identify issues and propose measures for their improvement
- Pass on comments from business sector to government bodies



Structure:

Survey of 8 priority routes

- Transportation modes: land, air and sea
- Areas examined: door-to-door costs, time and quality (risks)

AND

Logistics database (CD-ROM)

- Examines both hard & soft infrastructure
- User-friendly (web browser compatible)

Please visit *JETRO Online Bookshop*

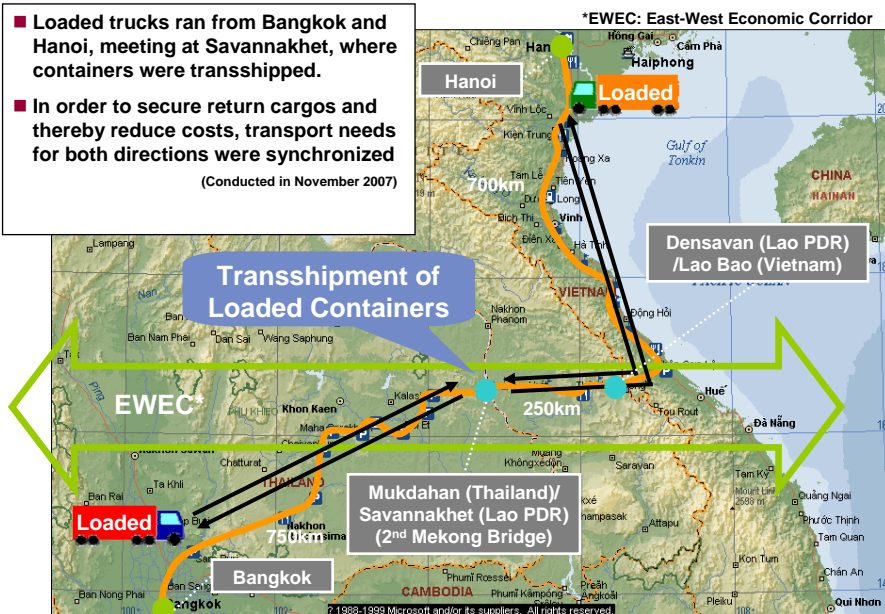
(<http://books.jetro.go.jp/en/>)

JETRO’s Trial Transport (Bangkok – Hanoi)

- Loaded trucks ran from Bangkok and Hanoi, meeting at Savannakhet, where containers were transhipped.

- In order to secure return cargos and thereby reduce costs, transport needs for both directions were synchronized

(Conducted in November 2007)



Competitiveness of Land Transport (Bangkok – Hanoi)

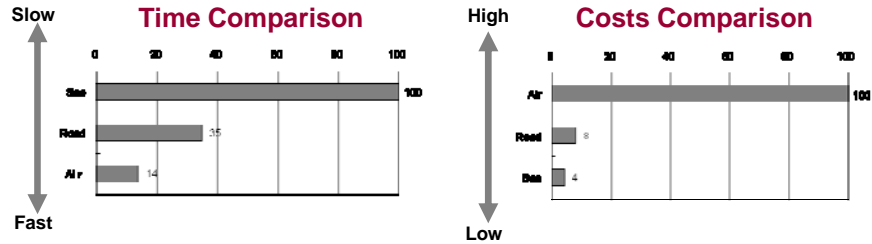
- Compared to sea, land transport offers considerable time savings
- Main issue is cost, due to difficulty in securing return cargo

Time

Sea (213 hrs.) > Road (74 hrs.) > Air (29 hrs.)

Costs*

Air (USD 69,910) > Road (USD 5,500) > Sea (USD 2,910)
(for 40-ft. container or 30 tons of cargo)

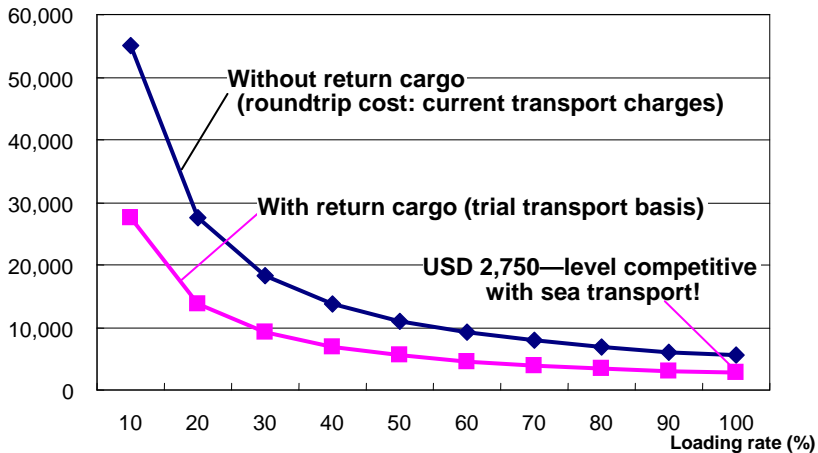


In terms of time, land transport enjoys advantage over sea and is favorable in comparison with air; high cost, however, remains an issue.

*Notes: 1) it is rare to ship 30 tons of cargo by air;
2) cost of road transport estimated on "without return cargo" basis.

Estimation of Improvement: Cost

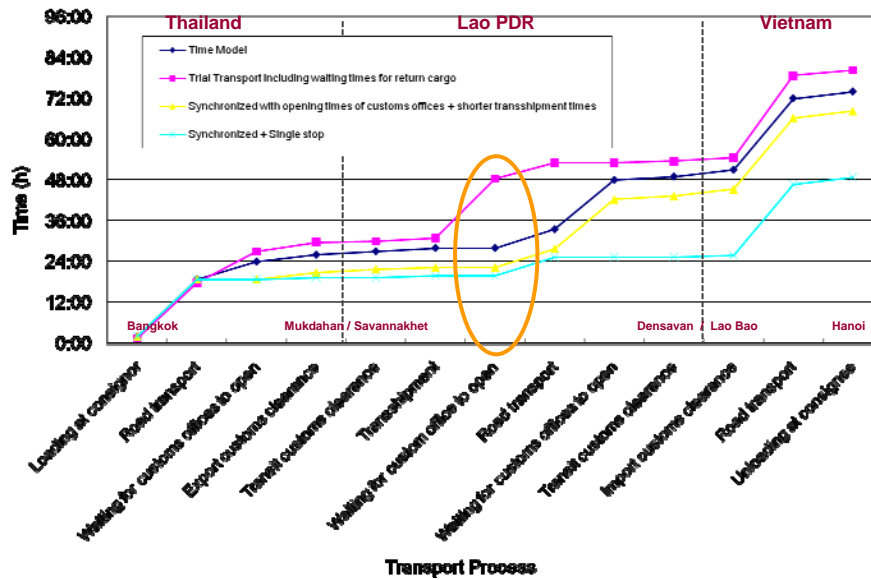
Cost (USD) per 30 tons by road transport



The most effective way to reduce costs is to **secure return cargo**; the second is to **improve loading rates** through LCL* (consolidation).

*LCL: Less-than-Container Load

Estimation of Improvement: Time



Single Stop Service at borders is the most effective for saving time.

Keys for Success for Land Transport (Bangkok – Hanoi)

Costs	<ul style="list-style-type: none"> Boost cooperation among carriers and information sharing among shippers to promote "collaborative transport" 	Cut Costs!
	<ul style="list-style-type: none"> Improve institutional frameworks for LCL, support backup service operators at borders 	
	<ul style="list-style-type: none"> Build freight distribution centers near borders to adjust cargo volumes 	Greener !
	<ul style="list-style-type: none"> Deregulate corporate market entry restrictions 	
	<ul style="list-style-type: none"> Promote "Green Logistics" skills 	
Time	<ul style="list-style-type: none"> Expedite customs clearance 	Faster !
	<ul style="list-style-type: none"> Fully implement "Single Window & Single Stop Service" 	
	<ul style="list-style-type: none"> Extend service hours of customs 	
	<ul style="list-style-type: none"> Adoption of Authorized Economic Operator Systems 	
	<ul style="list-style-type: none"> Mutual entry of trailer, in order to eliminate the usage of cranes for transshipment of containers 	
Quality	<ul style="list-style-type: none"> Introduce GPS cargo monitoring system 	Boost Up !
	<ul style="list-style-type: none"> Develop human resources in logistics 	
	<ul style="list-style-type: none"> Introduce equipment for proper handling of materials 	
	<ul style="list-style-type: none"> Mutual entry of trailer, in order to eliminate the usage of cranes for transshipment of containers 	
	<ul style="list-style-type: none"> Add warehouses, better roads, street lights, etc. 	

Actual Examples Involving the Keys for Success

- Distribution Center for LCL**
 - A Japanese logistics service provider invested in Savannakhet.
 - The company built warehouses near border, enabling them to adjust cargo volumes.
 - Because the firm could utilize LCL, it was able to keep prices down.
- Logistics Qualification System Program (LQSP)**
 - The Thai National Shipper's Council started a logistics training program, supported by JETRO and the Japan Institute of Logistics System (JILS), to develop logistics human resources.

The program provides training and certification for improving skills of logistics staff.



Thank you very much for your kind attention!

Please contact:

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Trade and Economic Cooperation Department

Japan External Organization (JETRO) TEB@jetro.go.jp



Appendix

Reference Materials

- Introduction of JETRO
- Introduction of “ASEAN Logistics Network Map”
- Trial Transport between Bangkok and Hanoi
- Introduction of JETRO’s Projects Now

Introduction of JETRO

- **JETRO (Japan External Trade Organization)** is a government-related organization that works to promote mutual trade and investment between Japan and the rest of the world, originally established in 1958. (<http://www.jetro.go.jp/>)
- JETRO has been conducting **studies on logistics environment in ASEAN** and India since 2006 as one of the important factors of investment conditions.
- Not only studies, JETRO also has been conducting **projects to support improvement of logistics management for business sectors in ASEAN**, to support ASEAN Economic Integration through industrial competitiveness of ASEAN.

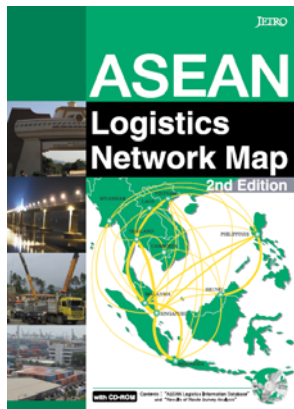
Introduction of “ASEAN Logistics Network Map”



“ASEAN Logistics Network Map” study by JETRO

Objectives: Clarification of the present situation of logistics network in ASEAN

- To identify bottlenecks and to propose measures for improvements
- To carry business sectors’ needs to administrative bodies



Structure:

Route survey for 8 priority routes

- Transportation mode: land, sea, air
- Door-to-door cost, time and quality (risk) are analysed by each phase of transport process

AND

Logistics database (CD-ROM)

- Hard infrastructure & Soft infrastructure
- User-friendly (works on web browser)

Please visit “JETRO Online Bookshop” (<http://books.jetro.go.jp/en/>)

Route survey: Surveyed Routes

Selected by Business Sectors' interests in ASEAN and Japan



Route 1: Thailand - Malaysia – Singapore

Route 2: Thailand - Laos - Vietnam (Hanoi) (part of EWEC)

Route 3: Vietnam - South China

Route 4: Thailand - Myanmar (part of EWEC)

Route 5: Thailand - Cambodia - Vietnam (Ho Chi Minh City)

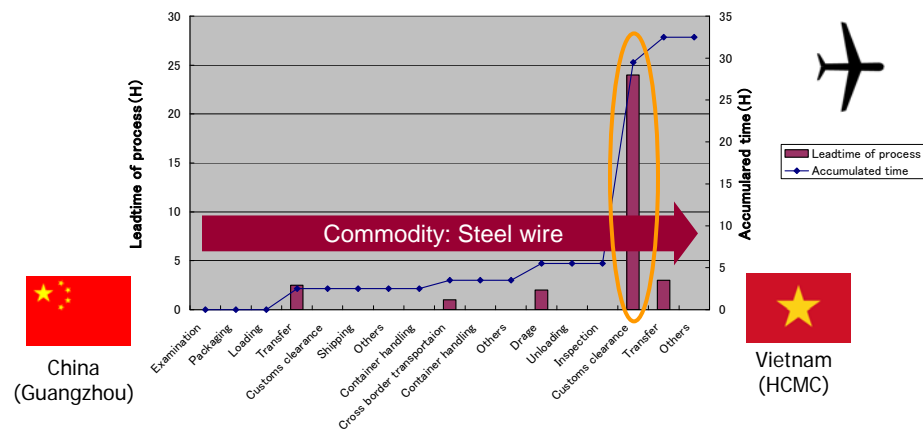
Route 6: Singapore - Indonesia

Route 7: Thailand - Philippines

Route 8: ASEAN - India

Route survey: Data Sample 1

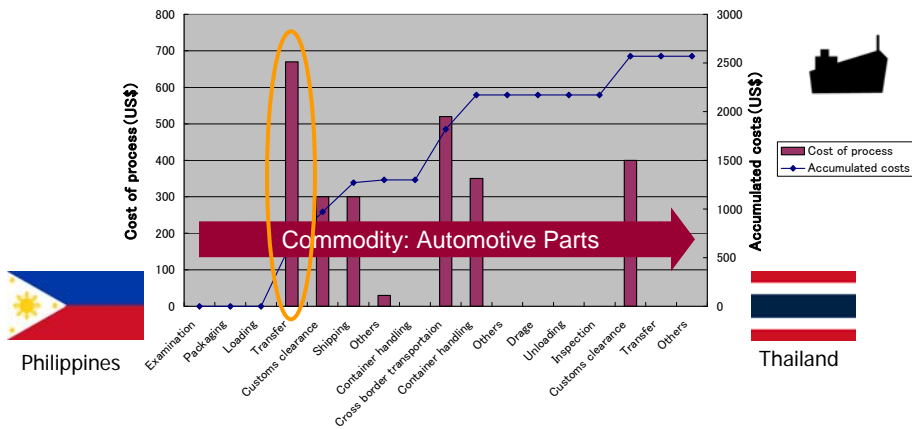
Transportation Time of Steel Wire from China to Vietnam by Air (Data resource: Logistics service provider)



In this sample, the import custom clearance in Vietnam takes most of the time, and it diminishes the merit of air transport.

Route survey: Data Sample 2

Transportation Cost of Automotive Parts from Philippines to Thailand by Sea (Data resource: Shipper company)



In this sample, the domestic transportation cost in Philippines holds the largest share, while customs clearance also costs much in both countries.

Database: Collected Information

- **Basic Information:** Basic Information, Intra ASEAN Trade, Development Projects, Population Density, Dangerous Areas, etc...
- **Road Information:** Major Road Network, Basic Information, Traffic Volume, No. of Lanes, Surface Condition, Vehicle Capacity Ratio, etc...
- **Port Information:** Major Port Location, Basic Information, Lead time to Major Ports, Container Movement, Freight Rate, etc...
- **Air Port Information:** Major Air Port Location, Frequency of Flight, Lead time to Major Air Ports, etc...
- **Railway Information:** Railway Network, Basic Information
- **Regulations/Procedures:** Custom Procedures, EDI, Legal System, Logistics Education, etc...
- **Logistics Column:** Hot Issues concerning Logistics in ASEAN

Database: Screen Layout

Select Country

Select Type of Info

Ex. Frequency of Flight from Philippines to Major Airports in ASEAN region

JETRO "ASEAN Logistics Network Map" 9

Database: Sample Maps 1 (Each Country)

User-friendly (works on web browser)
Easy to compare logistics environment of each country

JETRO "ASEAN Logistics Network Map" 10

Database: Sample Maps 2 (ASEAN Wide)



Data collection from private companies' point of view
Most of the data are visualized as maps,
so that users can grasp image easily.



Questionnaire to Japanese enterprises

The number of effective answers is 94.

□ In this questionnaire, we asked about the following as items related to route survey of this time.

i) Countries with problems on logistics routes in ASEAN region used in daily business (top three countries chosen among ten countries)

ii) Policy problems in the countries concerned (up to three items chosen)

□ Choices of policy problems

Improvement and maintenance of soft infrastructure

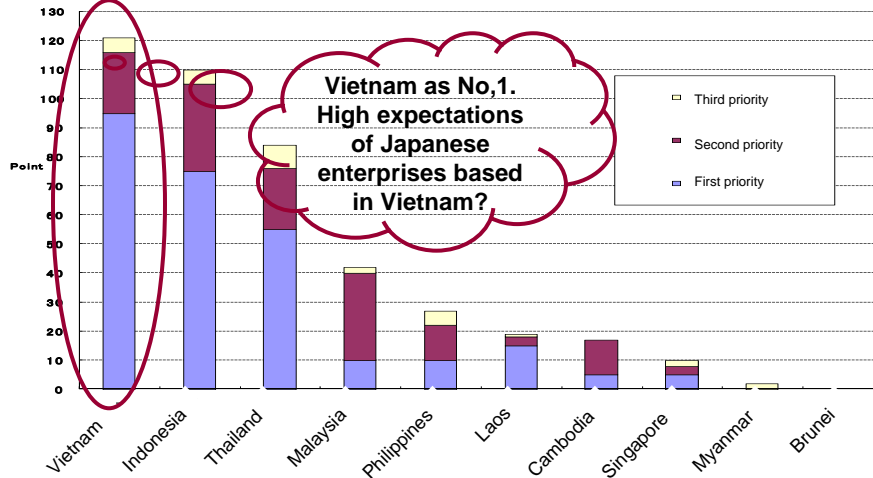
- ① Reforms of existing laws
- ② Ensuring transparency of standards/regulations
- ③ Building up fair entry opportunity
- ④ Easing of regulations
- ⑤ Evaluation/certification system of logistics businesses
- ⑥ BPR, such as customs procedures
- ⑦ Electronic customs clearances/permission
- ⑧ Truck passport system
- ⑨ Reviews of traffic regulations in cities
- ⑩ Building Load Matching System
- ⑪ Logistics staff training by public organizations

Improvement and maintenance of hard infrastructure

- ⑫ Building roads (including maintenance)
- ⑬ Building railroads (including maintenance)
- ⑭ Building logistics facilities in cities
- ⑮ Capacity growth of airports/ports, improvements of circulations
- ⑯ Building logistics facilities for logistics
- ⑰ Standardization (pallets, returnable box, information system, etc.)

Result of Questionnaire: 1

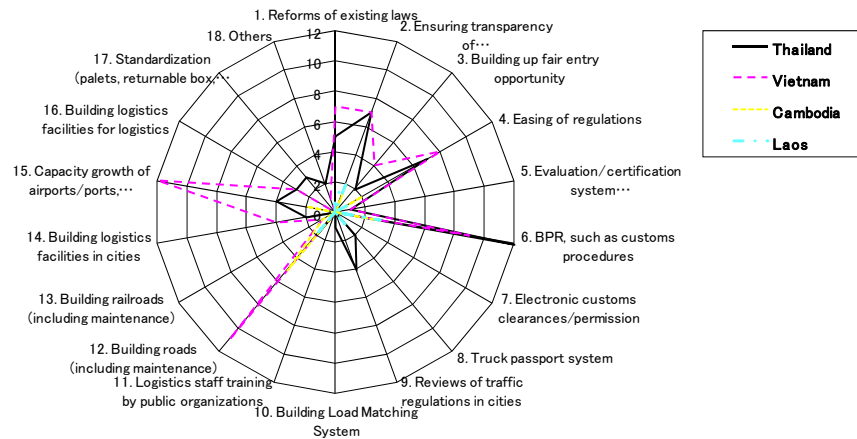
Countries in question on the logistics route within the ASEAN area
 In the beginning, concerning 1), we allocate 5 points, 3 points and 1 point to the first, the second and the third country, respectively and total points calculated for each country are indicated in the Figure.



Result of Questionnaire: 2

Problems in 4 countries on the East-West Corridor

□ Problems of four countries (Thailand, Vietnam, Cambodia and Laos) related to two routes (2 and 5) in the East-West Corridor, to which improvement needs for international logistics are the highest, will be shown as a radar chart.

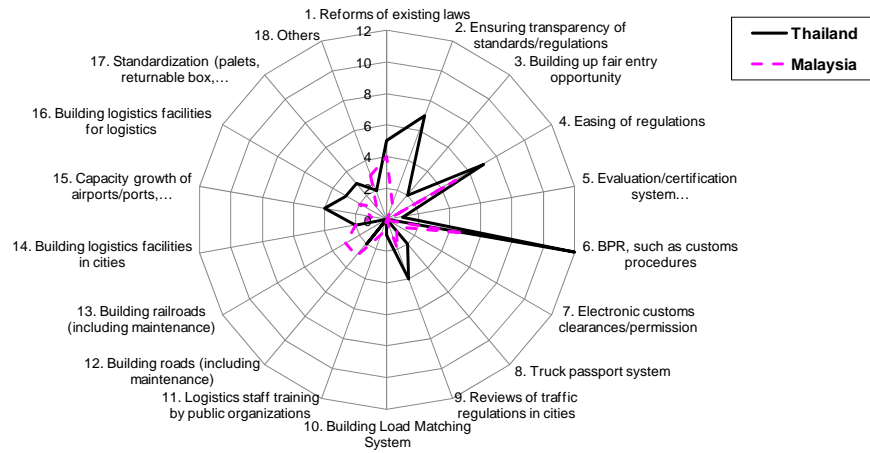


Result of Questionnaire: 3

Problems in the North-South Corridor

□ Shown in a Figure below is a radar chart of problems requested for two countries (Thailand and Malaysia) related to North-South Corridor Route 1.

□ As to Thailand, requests for soft infrastructure such as BPR of customs clearance, deregulation and clarification of rules and standards were evident. Though this tendency is the same for Malaysia, the absolute number is smaller than that of Thailand.



Trial Transport between Bangkok and Hanoi



Issues claimed on Land Transport (Bangkok~Hanoi)

Cost	<ul style="list-style-type: none"> ■ Difficulties in securing Return Cargo due to imbalanced trade volume ■ Difficulties in consolidation by LCL (Less than Container Load) due to absence of Back up system in transit countries ■ Market entry restriction (Licenses, Approvals, etc) ■ Transshipment cost ■ Insurance Premium ■ Insufficient “Green Logistics” for cost reduction (Eco-Driving, Utilization of Returnable Containers, etc)
Time	<ul style="list-style-type: none"> ■ Limited operating hour of customs ■ Insufficient implementation of SSS (Single Stop Service) and SWS (Single Window Service) on site ■ Difficulties in predicting custom clearance schedule ■ Difficulties in tracing of moving cargo (absence of sufficient system such as GPS monitoring system)
Quality	<ul style="list-style-type: none"> ■ Damage risk in cargo handling especially in transshipment at the borders (absence of skilled worker, proper material handling equipment) ■ Surface condition of road, lack of street lights, etc

Competitiveness of Land Transport (Bangkok – Hanoi)

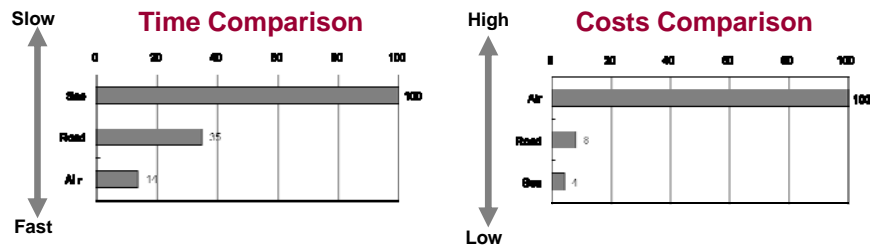
- Compared to sea, land transport offers considerable time savings
- Main issue is cost, due to difficulty in securing return cargo

Time

Sea (213 hrs.) > Road (74 hrs.) > Air (29 hrs.)

Costs*

Air (USD 69,910) > Road (USD 5,500) > Sea (USD 2,910)
(for 40-ft. container or 30 tons of cargo)



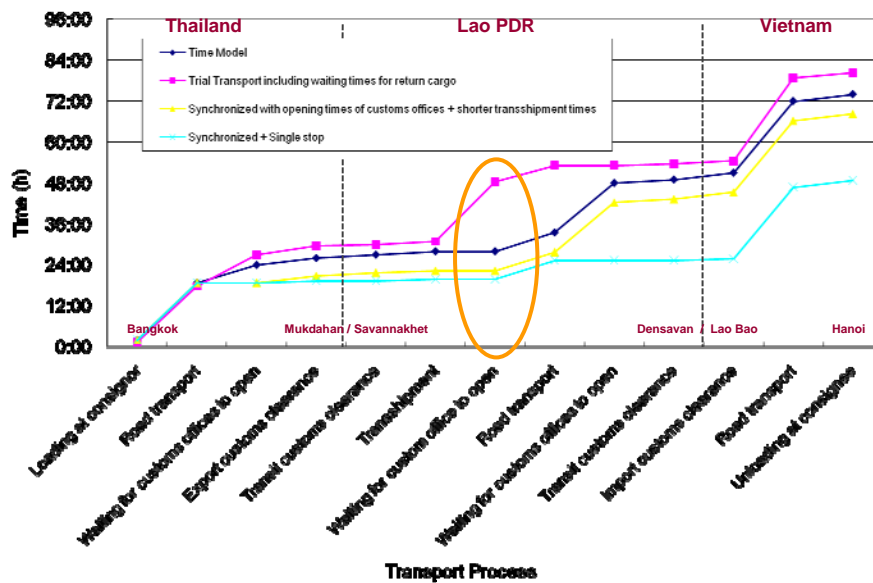
In terms of time, land transport enjoys advantage over sea and is favorable in comparison with air; high cost, however, remains an issue.

*Notes: 1) it is rare to ship 30 tons of cargo by air;
2) cost of road transport estimated on “without return cargo” basis.

Door-to-door Time estimation method

Country		Thailand		Lao PDR			Vietnam	
City		Bangkok	Mukdahan	Savannakhet	Densavan	Lao Bao	Hanoi	
Movement of Trucks and Containers								
		Dept from terminal (east bound) / Dept from factory (west bound)	Arrive at Customs	Arrive at Customs	Arrive at CY	Arrive at Customs	Arrive at Customs	Arr at factory (east bound) / Arr at terminal (west bound)
Bangkok to Hanoi (east bound)	Date	30-Oct-07	31-Oct-07	31-Oct-07	31-Oct-07	1-Nov-07	1-Nov-07	2-Nov-07
	Accum. Time (h)	6:30	8:00	10:45	11:05	10:20	10:45	11:55
	Accum. Distance (km)	0	744	755	760	1,004	1,005	1,719
Remarks		Stay overnight in Mukdahan	Waiting time: 30mins (Mukdahan Customs), Customs clearance and X-ray inspection: 1 hour and 15 mins (2nd Makong Bridge)	Custom clearance: 13mins	Stay overnight in Savannakhet	Custom clearance: 20mins	Custom clearance: 55mins (Running at night (Dong Ha to Thanh Hoa))	Arr at factory, deavanning
Hanoi to Bangkok (west bound)	Date	1-Nov-07	31-Oct-07	30-Oct-07	31-Oct-07	30-Oct-07	30-Oct-07	29-Oct-07
	Accum. Time (h)	23:00	13:30	19:00	10:00	10:15	9:30	10:40
	Accum. Distance (km)	1,724	994	975	981	725	723	0
Remarks			Custom clearance and X-ray inspection: 30mins (2nd Makong Bridge), Custom clearance: 1hour 50mins (Mukdahan), Stay overnight in Mukdahan	Stay overnight in Savannakhet	After dept from Savannakhet Customs, transshipment at CY	Custom clearance: 1hour 15mins	Custom clearance: 45mins	

Estimation of Improvement: Time



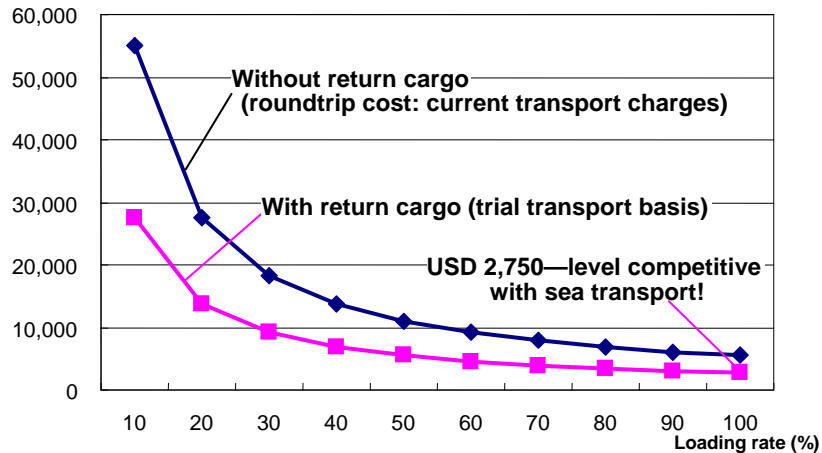
Door-to-door Cost estimation method

Country	Node/Link	Functions	Basic elements of cost	Conditions	cost(US\$)
Thailand	Bangkok	Loading	(1)Road transport charge	Transport charge includes loading charge	700
	Bangkok ~ Mukdahan	Road Transport		Transport charge including loading •Distance: 700km •Unit cost: setting 1US\$/km •Transport charge: 700US\$	
	Mukdahan	Export custom	(3)Document fee	200US\$	
Laos	Savannakhet	Transit custom	(3)Document fee	200US\$	200
		Transshipment	(2)Transshipment fee	Setting 100US\$ (in the case using crane)	100
	Savannakhet ~ Den Savan	Road Transport	(1)Road transport charge	Transport charge including loading •Distance: 250km •Unit cost: setting 1US\$/km •Transport charge: 250US\$	250
	Den Savan	Transit custom	(3)Document fee	200US\$	200
Vietnam	Lao Bao	Import custom	(3)Document fee	200US\$	200
	Lao Bao ~ Hanoi	Road Transport	(1)Road transport charge	Transport charge including loading •Distance: 700km •Unit cost: setting 1US\$/km •Transport charge: 700US\$	700
	Hanoi	Unloading		Transport charge includes unloading charge	
Total		Document processing	(3)Document fee		200
Total			(1)Road transport		1,650
			(2)Transshipment fee		100
			(3)Document fee	Custom document processing fee	800
				Total document processing fee	200
Total					2,750

Cost of each phase of transportation is estimated under conditions above.
Total cost will be doubled (5,500USD) if no return cargo by chartered service.

Estimation of Improvement: Cost

Cost (USD) per 30 tons by road transport

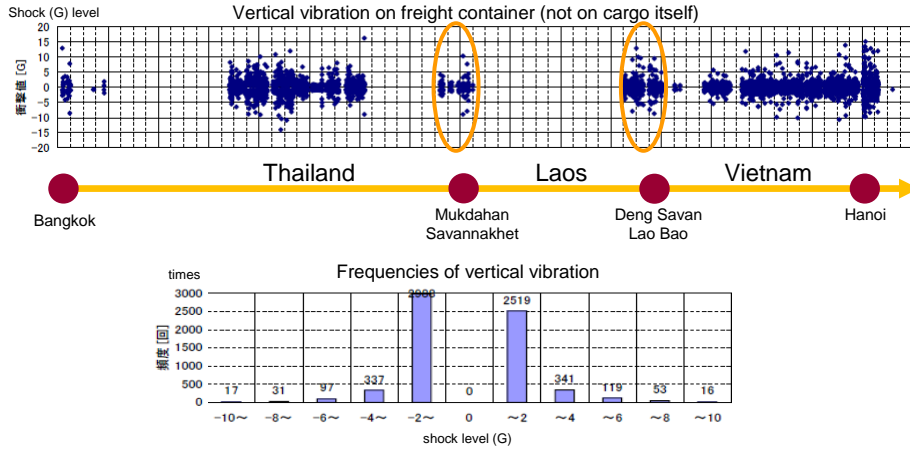


The most effective way to reduce costs is to **secure return cargo**; the second is to **improve loading rates** through LCL* (consolidation).

*LCL: Less-than-Container Load

Example of Door-to-door Quality estimation method

In case of careful transport with container transshipment by high-level truck drivers and staffs for material handling, the shock level is the same as expressways in Japan.



Source: JETRO's trial transport on EWEC

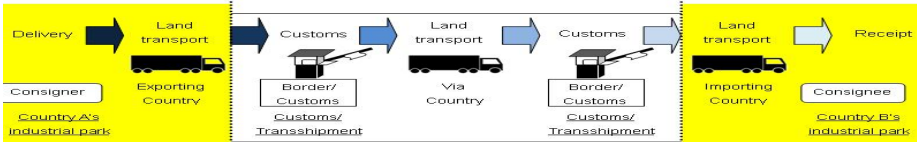
Keys for Success for Land Transport (Bangkok – Hanoi)

Costs	<ul style="list-style-type: none"> Boost cooperation among carriers and information sharing among shippers to promote "collaborative transport" 	➔	Cut Costs!
	<ul style="list-style-type: none"> Improve institutional frameworks for LCL, support backup service operators at borders 		
	<ul style="list-style-type: none"> Build freight distribution centers near borders to adjust cargo volumes Deregulate corporate market entry restrictions Promote "Green Logistics" skills 	➔	Greener!
	<ul style="list-style-type: none"> Expedite customs clearance Fully implement "Single Window & Single Stop Service" Extend service hours of customs Adoption of Authorized Economic Operator Systems 		
Time	<ul style="list-style-type: none"> Mutual entry of trailer, in order to eliminate the usage of cranes for transshipment of containers Introduce GPS cargo monitoring system 	➔	Faster!
	<ul style="list-style-type: none"> Develop human resources in logistics Introduce equipment for proper handling of materials Mutual entry of trailer, in order to eliminate the usage of cranes for transshipment of containers Add warehouses, better roads, street lights, etc. 		
Quality		➔	Boost Up!

General Issues on Land Transport (Behind the Border)

Major issues (Above: issues of routes under developing, Below: situation of developed routes such as BGK- KL-SPR)

Cost	Time	Quality
<p>C-1:High (sometimes double cost) due to imbalanced trade volume C-2:Packing cost & insurance premium due to risk of cargo damage C-3:High cost due to low loading rate, lack of LCL system and its back-up</p> <p>Issues above have been tackled in developed routes. "Green logistics" is new issue. (energy saving by eco-driving, usage of returnable unit)</p>	<p>T-1:Risk of Delay due to traffic condition, lack of monitoring system of cargo</p> <p>Issue above has been tackled in developed routes. Issuing C/O is still not quick enough. There is issue on custom broker appointment system.</p>	<p>Q-1:Risk of cargo damage due to manual handling by unskilled workers without proper material handling equipment Q-2:Risk of cargo damage due to road and traffic condition</p> <p>Issues above has been tackled in developed routes. Truck theft sometimes occur when truck is loading high-value goods.</p>



Behind the Border ← → Behind the Border

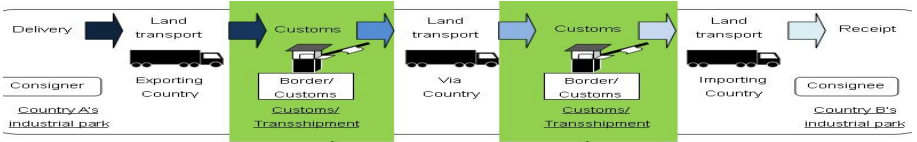
Possible measures (Above: measures can be tackled with short term, Below: measures can be tackled with long term)

	Cost	Time	Quality
Short term	<p>C-1,C-3:Promoting "Collaborative transport" C-3:Building up Institutional framework for LCL C-3:Deregulation of market entry restriction for forwarder C-3:Promoting Green logistics</p>	<p>T-1:Improvement of traffic control T-1:Introduction of Monitoring system of cargo/vehicle</p>	<p>Q-1,Q-2:Human training on logistics professionals Q-1:Introduction of proper material handling equipment Q-2:Improvement of traffic control</p>
Long term	<p>C-1:Balancing trade by development of production network C-2:Road development</p>	<p>T-1:Road development</p>	<p>Q-1:Warehouse development Q-2:Traffic safety facility development (signals, guardrails...) Q-2:Road development</p>

General Issues on Land Transport (At the Border)

Major issues (Above: issues of routes under developing, Below: situation of developed routes such as BGK- KL-SPR)

Cost	Time	Quality
<p>C-4:Transshipment cost of cargo and vehicle</p> <p>Transshipment is still issue even in some developed routes. There are double license plate systems.</p>	<p>T-2:Transshipment time of cargo and vehicle T-3:Waiting time for custom opening T-4:Long custom processing time T-5:Long physical inspection time</p> <p>Transshipment is still issue even in some developed routes. EDI systems have been introduced.</p>	<p>Q-3:Risk of cargo damage due to transshipment Q-4:Risk of wet and dirt of cargo in outdoor</p> <p>Risk of cargo damage in transshipment is still issue even in some developed routes.</p>



At the Border

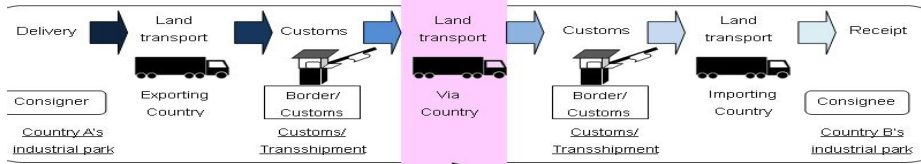
Possible measures (Above: measures can be tackled with short term, Below: measures can be tackled with long term)

	Cost	Time	Quality
Short term	<p>C-4:Mutual entry of trailer without crane handling or manual handling</p>	<p>T-2:Mutual entry of trailer without crane handling or manual handling T-3:Flexible business hour of custom T-4,T-5:usage of "advanced notice custom system" T-4,T-5:Improvement of operation of HS code</p>	<p>Q-3:Human training on logistics professionals Q-3:Mutual entry of trailer without crane handling or manual handling</p>
Long term	<p>C-4:Development of distribution center C-4:Implementation of GMS/CBTA such as exchange of traffic right</p>	<p>T-2,T-3,T-4,T-5:Implementation of GMS/CBTA such as single stop inspection and single window</p>	<p>Q-4:Development of transshipment facilities Q-3:Implementation of GMS/CBTA such as exchange of traffic right</p>

General Issues on Land Transport (Across the Border)

Major issues (Above: issues of routes under developing, Below: situation of developed routes such as BGK- KL-SPR)

Cost	Time	Quality
	<p>T-6:Waiting time for custom office opening</p> <p>T-7:Mutual entry of vehicle</p> <p>T-8:Using cross-river by ship, waiting time for ship schedule</p> <p>T-6,T-7 is still issue in some developed routes.</p>	<p>Q-5:Using cross-river by ship, risk of cargo damage</p>

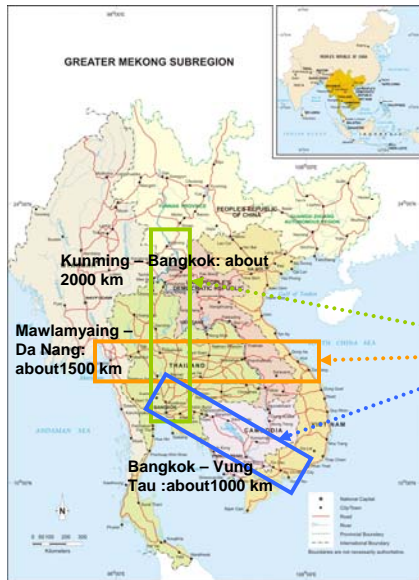


Across the Border

Possible measures (Above: measures can be tackled with short term, Below: measures can be tackled with long term)

	Cost	Time	Quality
Short term		<p>T-6:Harmonization of business hour of custom office</p> <p>T-8:Coordination of ship schedule</p>	
Long term		<p>T-7:Implementation of GMS/CBTA on exchange of traffic right, mutual recognition of transport operator, vehicle specification, road and traffic condition etc.</p> <p>T-8:Development of bridge</p>	<p>Q-5:Development of bridge</p>

Example of Hard Infrastructure Development in GMS



Source: ADB, GMS TRANSPORT STRATEGY 2006-2015, 2007.

Greater Mekong Sub region Program by Asian Development Bank(ADB)

- It is a regional development supporting project which started in 1992 by ADB.
- Supporting for Thailand, Cambodia, Lao PDR, Myanmar, Vietnam, South of China.
- The role of ADB: 1 Financial aid, 2 Secretariat's function, 3 Advisory function by experts
- Focus on Transportation Infrastructure
 - Economic Corridor
 - Cross Boarder Transport Agreement
- 11 Flagship Project

- | | |
|--|---------------|
| <ol style="list-style-type: none"> i. North-South Economic Corridor ii. East-West Economic Corridor iii. Southern Economic Corridor | } Main Issues |
| <ol style="list-style-type: none"> iv. Telecommunications Backbone and Information and Communications Technology v. Regional Power Interconnection and Trading Arrangements vi. Facilitating Cross-Border Trade and Investment vii. Enhancing Private Sector Participation and Competitiveness viii. Developing Human Resources and Skills Competencies ix. Strategic Environmental Framework x. Flood Control and Water Resource Management xi. GMS Tourism Development | |

Example of Soft Infrastructure Development in GMS



Source: ADB

JETRO "ASEAN Logistics Network Map"

■ This transport agreement is prepared by ADB based on present related international institution from 1996. And ADB was negotiating with related countries. As the results, an original agreement for crossing the frontier between Laos, Thailand and Vietnam to facilitate cross border trade in goods and services was ratified at November of 1999. After that, Cambodia and Myanmar and China entered the member of this agreement and agreed and ratified until 2003.

■ There are agreements between two or three countries apart from CBTA.

■ CBTA includes 44 act and 20 Annex and Protocol. After 2004, the agreement of 20 Annex and Protocol was held and now is under process for ratification.

■ After 2006, in order to apply the possible program in possible place, the setting of high priority 2 points (Mukdahan/Savannakhet, Den Savan/Lao Bao) including 2nd friendship bridge and 7 cross border points (both side means 14 points) was held and recently the speed up of related development is seen.

■ After the ratification, each country needs to harmonize its system to domestic system.

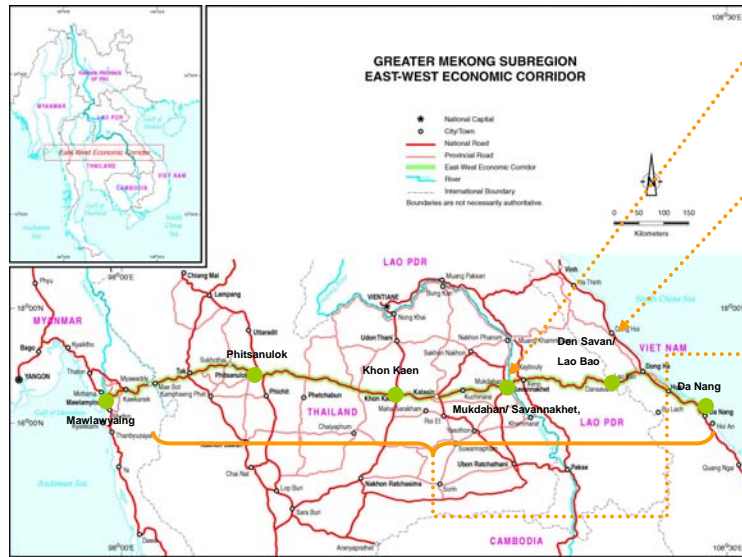
■ It relates many aspects of cross-border transport.

- The promotion cross-boarder movement of goods
- Single Stop, Single Window Inspection
- Harmonization and integration of system
- Mutual entry
- Junction transportation
- Cross-border movement of people

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Initial Implementation of CBTA at EWEC

The MOU signed by Thai, Lao, Vietnamese Ministries of Traffic in August 23rd 2007



Source: ADB

JETRO "ASEAN Logistics Network Map"

Single Window Inspection

Custom, Quarantine, and Immigration shall be carried out jointly and simultaneously.

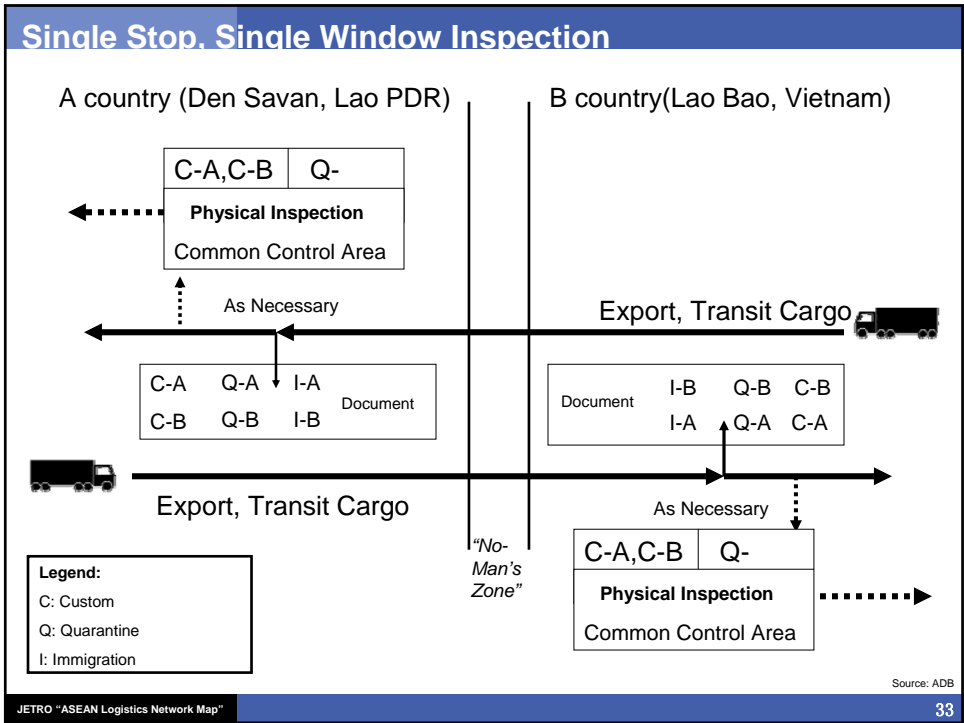
Single Stop Inspection

At the border facilities in Common Control Area, officials of the two countries carry out inspections jointly.

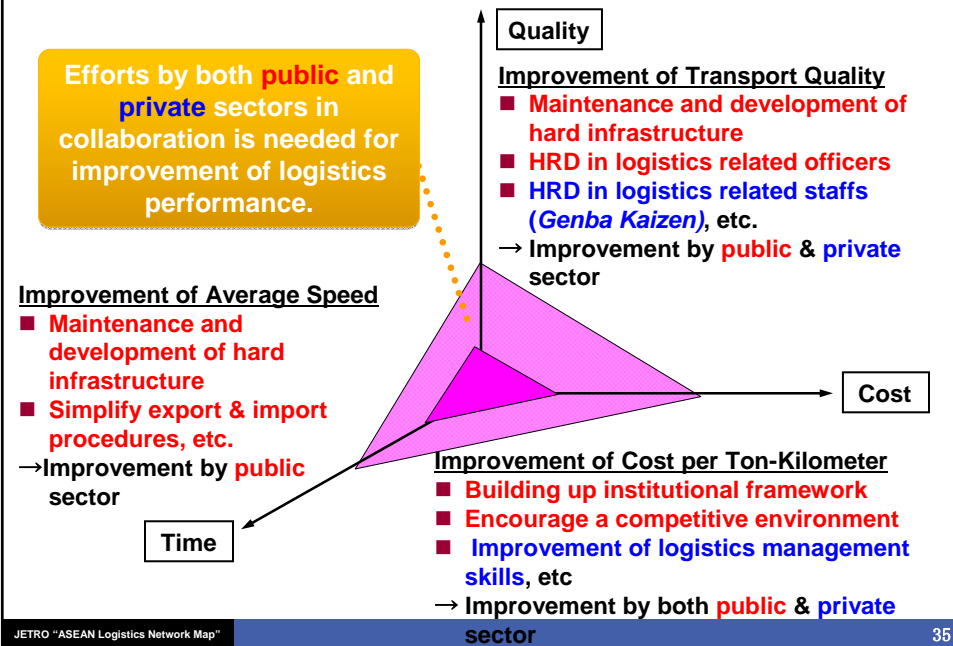
Exchange of traffic rights

Transport operators operate each other (The mutual entry of the vehicle and the mutual recognition of the driving license are provided apart from it).

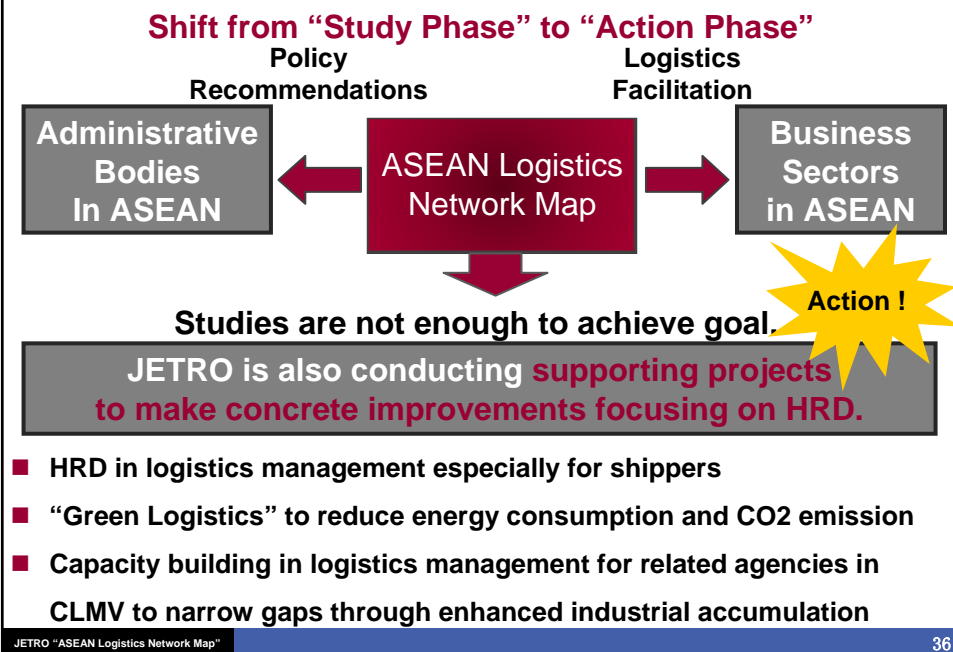
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Toward Improvement of Logistics Performance

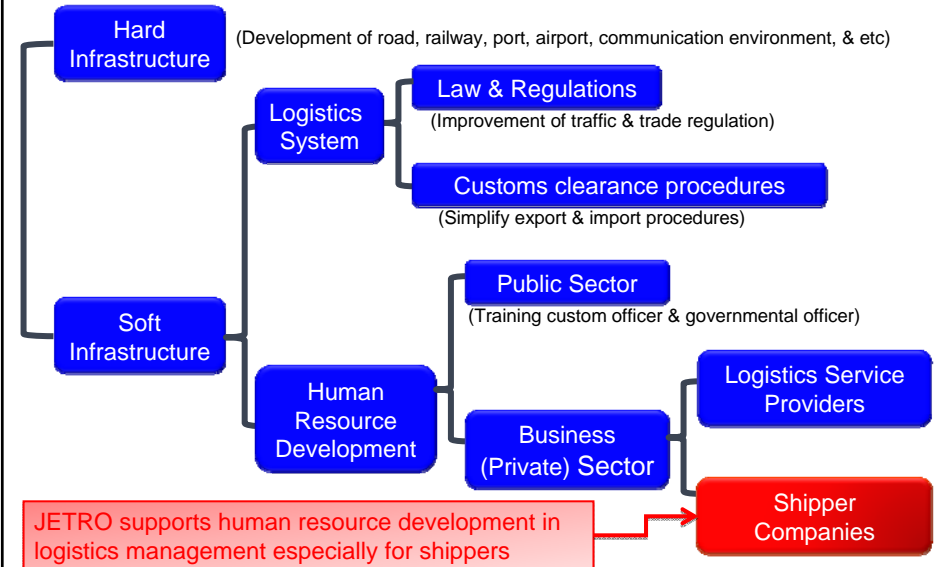


Introduction of JETRO's Current Projects



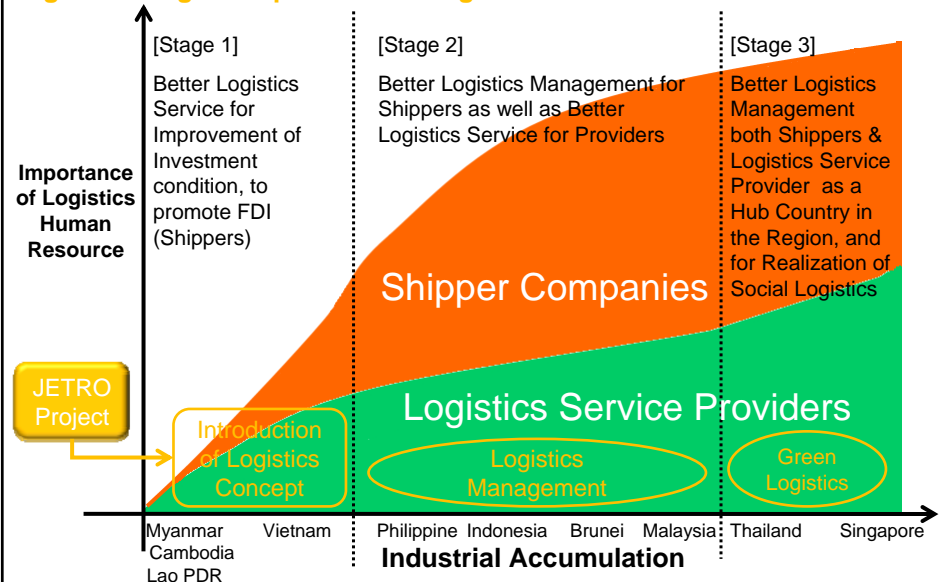
JETRO's "Action" for supporting HRD

The factors for realization of seamless logistics network



JETRO's "Action" for supporting HRD

Logistics Stage & Importance of Logistics Human Resource



Our Network which we're proud of

Network: "ASEAN – wide Logistics Forum" (Network by business and academic sectors between ASEAN and Japan)

Japan: Japan External Trade Organization(JETRO), Japan Institute of Logistics Systems(JILS)

Brunei: The Brunei Economic Development Board(BEDB)

Cambodia: Cambodia Freight Forwarder Association(CAMFFA)

Indonesia: Indonesia Chamber of Commerce and Industry(KADIN), Indonesia Logistics Association(ALI), Indonesia National Shippers' Council(INS)

Lao PDR: Lao National Chamber of Commerce and Industry(LNCCI), Lao International Freight Forwarders Association(LIFFA)

Malaysia: Federation of Malaysian Manufactures, Federation of Malaysian Freight Forwarders

Myanmar: Myanmar International Freight Forwarders' Association(MIFFA), Union of Myanmar Federation of Chambers of Commerce & Industry(UMFCCI), Myanmar Custom Brokers Association (MCBA)

Philippines: Philippines Chamber of Commerce and Industry(PCCI), Supply Chain Management Association of the Philippines(SCMAP), Centre for Research and Communication(CRC), University of the Philippines School of Urban and Regional Planning(UP-SURP)

Singapore: National University of Singapore(NUS) Centre for Maritime Studies(CMS)

Thailand: Thai National Shippers' Council(TNSC), Thai Federation on Logistics(TFL)

Vietnam: Vietnam Chambers of Commerce and Industry(VCCI)

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Supporters (data resources, data sharing ...)

Government of Japan(METI,MLIT,MOF,MOFA), JICA, JBIC, Economic Research Institute for ASEAN and East Asia(ERIA),ASEAN Secretariat, Asian Development Bank(ADB),United Nations Economic and Social Commission for Asia and the Pacific(UNESCAP)