



Japan-ASEAN Cooperation



## Sustainable Human Resource Development in logistics services for ASEAN Member States



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## Sustainable Human Resource Development in logistics services for ASEAN Member States

# CROSS BORDER TRANSPORT OPERATION AND LAWS

## CHAPTER FOUR

### MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN CROSS BORDER TRANSPORT



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## GMS – Greater Mekong Subregional

1. Six countries are involved, namely Cambodia, China (Yunnan and Guangxi Zhuang), Lao PDR, Myanmar, Thailand and Vietnam
2. Major supporter is ADB
3. Focusing in Transport, Energy, Telecommunication, Environment, Human Resource Development, Tourism, Trade private sector investment and Agriculture



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## GMS – Greater Mekong Subregional

### 4. Strategic thrusts :

- Strengthen Infrastructure linkage
- Facilitate Cross border trade, investment & tourism
- Enhance Private Sector participation & competitive
- Develop human resource & skill competencies
- Protect Environment & promote sustainable use of shared natural resources



## **Sustainable Human Resource Development in logistics services for ASEAN Member States**

# **MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN**

## **CROSS BORDER TRANSPORT AGREEMENT – CBTA**

**In 1992 six countries initiated GMS Economic Cooperation Program .**

**In 1999 Lao PDR, Thailand and Vietnam signed Cross Border Transport Agreement  
Followed by Cambodia 2001, China 2002, Myanmar 2003**



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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## CROSS BORDER TRANSPORT AGREEMENT – CBTA

Consists of 17 Annex and 3 Protocols

In August 2004 The IICBTA – The Initial Implementation of The Cross-Border Transport Agreement) as a pilot transit system has been implemented for connecting border between

Thailand – Lao PDR      Thai – Cambodia      Thailand – Myanmar  
Lao PDR – Vietnam      Cambodia – Vietnam      China - Vietnam



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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## CROSS BORDER TRANSPORT AGREEMENT – CBTA

Lao Bao-Dansavvan (V-L)

Poi Pet – Arunyaprathet (C-T)

Mukdaharn – Savannaket (T-L)

Mai Sod – Myawadee (T-M)

Bavet – Moc Bai (C-V)

Mai Sai – Tachilek (T-M)

He Kou – Lao Cai (Chi- V)



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Designation of Transit Transport Routes and Facilities:

- A) ASEAN has no designated route on GMS Southern Economic Corridor  
Bangkok – Trat ,Hat Lek – Cham Yearm (Cambodia)





## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Designation of Transit Transport Routes and Facilities:

**B) GMS has no designated route on ASEAN Transit route:**

**Trapeing Kreal (Cambodia/Lao border) – Stung Treng – Kampong Cham – Phnom Penh – Sihanoukville Port**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Designation of Frontier Posts

ASEAN has yet agreed on Designation of Frontier Posts but  
GMS has already agreed.



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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Designation of Frontier Posts

1. North-South Economic Corridor Border Crossing:  
Mohan – Boten (China - Lao PDR), Houayxay – Chiang Khong (Lao PDR – Thailand), Tachilek – Mae Sai (Myanmar – Thailand), Hekou – Lao Cai ( China – Vietnam)



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### Designation of Frontier Posts

#### 2. East-West Economic Corridor Bordering Crossing:

Myawaddy – Mae Sot (Myanmar – Thailand), Mukdahan –  
Savannakhet (Thailand – Lao PDR) Dansavanh – Lao Bao (Lao PDR –  
Vietnam)



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## COMPARISON CBTA AND ASEAN

### Designation of Frontier Posts

#### 3. Southern Economic Corridor Border Crossing:

Aranyaprathet – Poipet (Thailand – Cambodia) , Bavet – Moc Bai  
( Cambodia – Vietnam) Hat Lek – Cham Yeam (Thailand – Cambodia)



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## COMPARISON CBTA AND ASEAN

### Designation of Frontier Posts

#### 4. Other Corridor Boarder Crossing:

Ruili – Muse (China – Myanmar), Veunekkham Dong Karlor (Lao PDR – Cambodia)

Thanaleng – Nong Khai (Lao PDR – Thailand), Nam Phao – Cau Treo (Lao PDR – Vietnam) Wang Tao – Chong Mek (Lao PDR – Thailand)



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Types and Quantity of Road Vehicles

**A) ASEAN grants 500 vehicles / GMS grants 500 permits**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Types and Quantity of Road Vehicles

**ASEAN: Rigid Motor Vehicle (Boxed, Refrigerated, Tanker, Container) ,  
Articulated Vehicle (prime mover)**





## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Types and Quantity of Road Vehicles

**GMS: Rigid Motor Vehicle (Boxed, Refrigerated, Tanker, Container) ,  
Articulated Vehicle (prime mover drawing semi-trailer), semi-trailers ( a vehicle drawn by a motor vehicle in manner that part of the trailer is superimposed on the motor vehicle and a sub part of the weight of the trailer and its load is borne by the motor vehicle)**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Technical Requirement of Vehicles - ASEAN

#### Maximum Vehicle Dimensions, viz:

- i) Maximum length of vehicle as detailed in LOA 12.2 M truck and 16 M trailer
- ii) Maximum width of vehicles as detailed in Breadth 2.5 M



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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Technical Requirement of Vehicles - ASEAN

Emission Standards as follows:

Exhaust emission (smoke) - 50% (Opacity or Bosch unit) or 50 HSU (Hartridge Smoke Unit)



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### Technical Requirement of Vehicles - ASEAN

- i) Brake Efficiency: 50% of the axle weight and
- ii) Side Slips: plus (+) or minus (-) 5 m/km.

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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

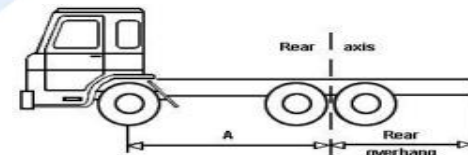
## COMPARISON CBTA AND ASEAN

### Technical Requirement of Vehicles

iii) Maximum height of vehicles as detailed in 4.2 M ;

and

iv) Rear overhang as detailed in 60% Wheel Base for  
Truck



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### TYPE OF VEHICLE

### MAXIMUM PERMISSIBLE GROSS VEHICLE WEIGHT (Tonnes)



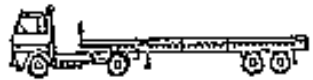
3-Axle Rigid

**21.0 T**



4-Axle Rigid

**25.0 T**



4-Axle Articulated

**32.0 T**



5-Axle Articulated

**36.0 T**



6-Axle Articulated

**38.0 T**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN - GMS

### Technical Requirement of Vehicles

**VERY DETAILS**

**WEIGHT LIMIT UNCLEAR**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

**COMPULSORY MOTOR VEHICLE INSURANCE**

**ASEAN – BLUE CARD**

**GMS – DO NOT MENTION**





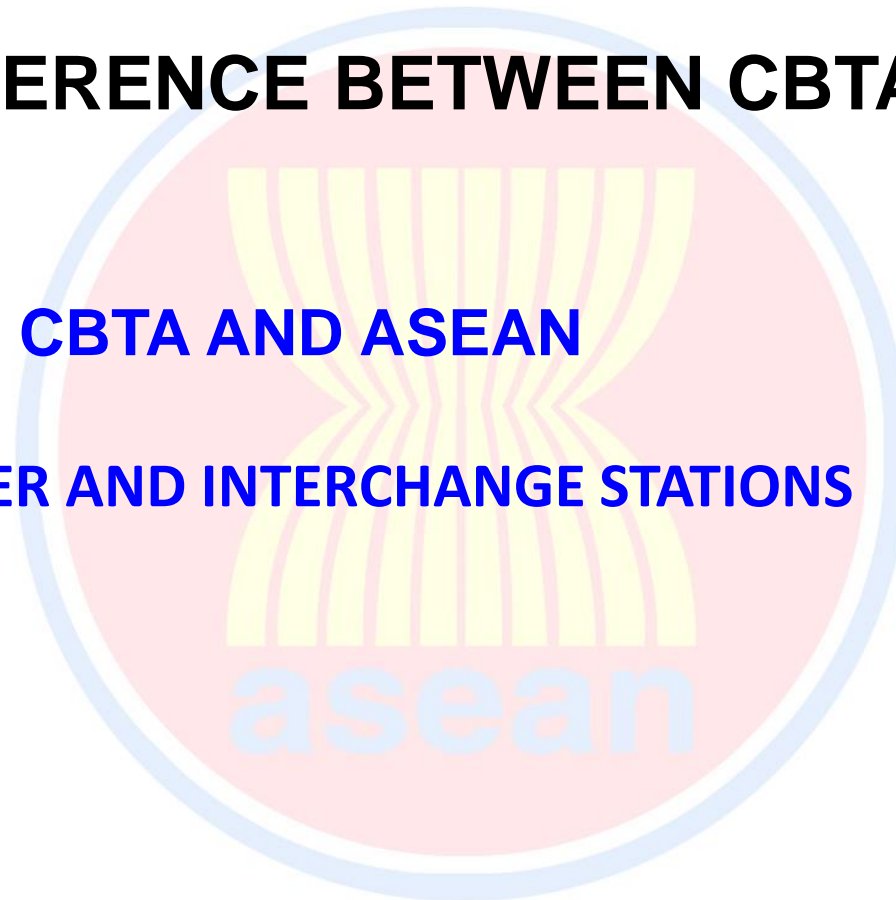
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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## COMPARISON CBTA AND ASEAN

### RAILWAYS BORDER AND INTERCHANGE STATIONS

**ASEAN – YES**  
**GMS – NON**



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## ASEAN Customs Transit System vs. CBTA Customs Transit System:

### ACTS

- Electronic Base declaration
- Inspection at Origin (will be changed)
- Guarantor shall be established in territory and has branch or agent
- Guarantee can be Multiple
- Require guarantee every shipment time

### CBTA

- Paper Base declaration
- Inspection at CCA
- Appointment of Issuing and guaranteeing Organization based on MOU
- Guarantee is Single trip

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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## ASEAN Customs Transit System vs. CBTA Customs Transit System:

### ACTS

- Guarantee amount is based on Customs Debt
- ATT will benefit from Goods, Vehicle and container control
- ACTs needs Discharge after getting Data from destination
- Paper declaration will be used when computer down

### CBTA

- Guarantor limit liability SDR70,000 maximum
- Liability limit of Guarantor SDR 35,000 per entry
- CTS controls Goods, Vehicle and container
- CTS discharge when truck return to origin
- Paper base will be used at all time

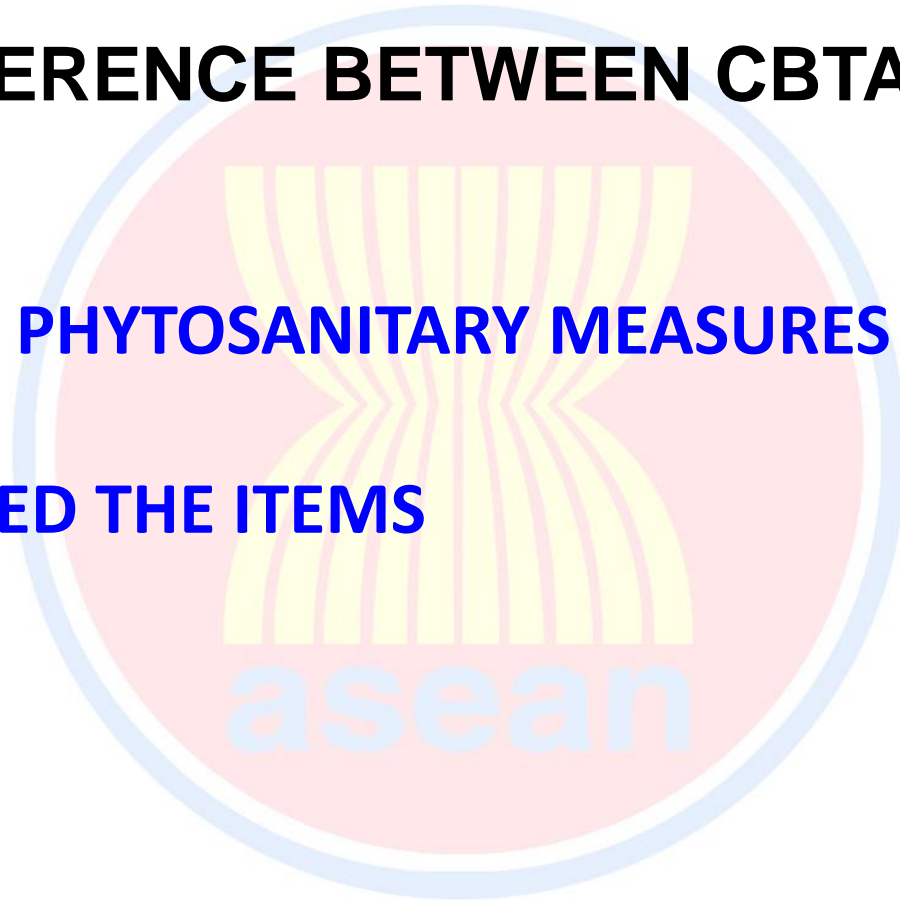


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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## SANITARY AND PHYTOSANITARY MEASURES

## BOTH HAS LISTED THE ITEMS





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# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## DANGEROUS GOODS

**ASEAN** Transit transport operator shall apply for permit of carriage the goods to relevant authorities of the contracting parties across whose territory the transit transport passes. Application shall be made to NTTCC of relevant contracting party and said NTTCC shall liaise with NTTCC across whose territory the transit transport passes.



## Sustainable Human Resource Development in logistics services for ASEAN Member States

# MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

## DANGEROUS GOODS

**GMS** If the contracting parties permit on a case by case basis the cross border movement of Dangerous Goods as defined in list, they should require the full application of the measures under ADR and/or the UN Model Regulations.