Chapter Four

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CROSS BORDER TRANSPORT OPERATION AND LAWS

CHAPTER FOUR

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

CROSS BORDER TRANSPORT AGREEMENT – CBTA

Lao Bao-Dansavvan (V-L)
Poi Pet – Arunyaprathet (C-T)
Mukdaharn – Savannakhet (T-L)
Mai Sod – Myawadee (T-M)
Bavet – Moc Bai (C-V)
Mai Sai – Tachilek (T-M)
He Kou – Lao Cai (Chi-V)
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 Yeam (Cambodia)
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
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISION CBTA AND ASEAN

Designation of Frontier Posts

ASEAN has yet agreed on Designation of Frontier Posts but GMS has already agreed.
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN

Designation of Frontier Posts

MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN

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)
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISION 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)
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN

Designation of Frontier Posts
4. Other Corridor Boarder Crossing:

Ruili – Muse (China – Myanmar), Veunekkhham 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)
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
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISION CBTA AND ASEAN

Types and Quantity of Road Vehicles

ASEAN: Rigid Motor Vehicle (Boxed, Refrigerated, Tanker, Container), Articulated Vehicle (prime mover)
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)
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
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)
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.
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
## Type of Vehicle

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Maximum Permissible Gross Vehicle Weight (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-Axle Rigid</td>
<td>21.0 T</td>
</tr>
<tr>
<td>4-Axle Rigid</td>
<td>25.0 T</td>
</tr>
<tr>
<td>4-Axle Articulated</td>
<td>32.0 T</td>
</tr>
<tr>
<td>5-Axle Articulated</td>
<td>36.0 T</td>
</tr>
<tr>
<td>6-Axle Articulated</td>
<td>38.0 T</td>
</tr>
</tbody>
</table>
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN - GMS

Technical Requirement of Vehicles

VERY DETAILS

WEIGHT LIMIT UNCLEAR
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN

COMPULSORY MOTOR VEHICLE INSURANCE

ASEAN – BLUE CARD
GMS – DO NOT MENTION
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

COMPARISON CBTA AND ASEAN

RAILWAYS BORDER AND INTERCHANGE STATIONS

ASEAN – YES
GMS – NON
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

ASEAN Customs Transit System vs. CBTA Customs Transit System:

**ASEAN 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
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

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

<table>
<thead>
<tr>
<th>ACTS</th>
<th>CBTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guarantee amount is based on Customs Debt</td>
<td>• Guarantor limit liability SDR70,000 maximum</td>
</tr>
<tr>
<td>ATT will benefit from Goods, Vehicle and container control</td>
<td>• Liability limit of Guarantor SDR 35,000 per entry</td>
</tr>
<tr>
<td>ACTs needs Discharge after getting Data from destination</td>
<td>• CTS controls Goods, Vehicle and container</td>
</tr>
<tr>
<td>Paper declaration will be used when computer down</td>
<td>• CTS discharge when truck return to origin</td>
</tr>
<tr>
<td></td>
<td>• Paper base will be used at all time</td>
</tr>
</tbody>
</table>
MAJOR DIFFERENCE BETWEEN CBTA AND ASEAN

SANITARY AND PHYTOSANITARY MEASURES

BOTH HAS LISTED THE ITEMS
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.
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.