

LIST OF BEST PRACTICES AND ACHIEVEMENTS IN LOGISTICS SERVICES

Brunei	Cambodia	Indonesia	Lao PDR
<ul style="list-style-type: none"> • Creation of Motor Transport Licensing Authority (MTLA) • Increasing Cross-Border facilitation = ASEAN Framework Goods Transit Agreement • Providing RORO services to ease business/cargo transportation • Building of Inland Container Depot at Border Posts with neighboring countries • Planning on deregulation and outsourcing to private sector and moving away from government oriented services provider • Advantage of e-customs system which helps in reducing paperwork 	<ol style="list-style-type: none"> 1. Physical Connectivity <ul style="list-style-type: none"> • Land infrastructure : 3 main corridors: AH: Asian Highway PP: Phnom Penh <ul style="list-style-type: none"> - AH5 – PP – AH1 - AH4 – PP – AH7 - Thai Border – Koh Kong – Kompot-Viet Nam Border • Rail Infrastructure: 2 main links: <ul style="list-style-type: none"> - PP – Thai Border - PP – Sihanoukville • 2 international ports: <ul style="list-style-type: none"> - Sea port: Port of Sihanoukville - Phnom Penh Autonomous Port <p>Cambodia has signed bilateral agreement on using the Mekong River from PPAP to the port of Viet Nam.</p> 2. Institutional Arrangement <ul style="list-style-type: none"> • Land Transport Law was amended and is waiting for the new adoption from Assembly • Road Safety Committee has been established • Maritime Law and Inland Waterway Transport Law is being drafted • Cross-border Agreement on Truck Facilitation: <ul style="list-style-type: none"> - Cambodia-Thai: 40 trucks quota - Cambodia-Viet: 500 trucks quota • Encouragement from CAMFA (freight association) and CAMTA (truck association) 	<p><i>Indonesia to submit</i></p>	<ol style="list-style-type: none"> 1. Laos – Viet Nam Transport Agreement: No limitation on vehicles and routes 2. Laos – Viet Nam Joint Customs Inspection Border (Dansavanh – Lao border) 3. Establishment of Lao Local Transport and Logistics Operator 4. Establishment of Special Economic Zone (Savan – Seno)

Malaysia	Philippines	Thailand	Viet Nam
<ol style="list-style-type: none"> The MLSC (Malaysia Logistics & Supply Chain Council) – 4 Groups: <ul style="list-style-type: none"> Infrastructure and Transport Institutional and Regulatory Framework Best Practices Trade Facilitation The Reducing Unnecessary Regulatory Burdens (RURB) concept. It has started since last year, based on request/ recommendation from the industry and public. <ul style="list-style-type: none"> 12 projects including the Goods Driving License 7 completed 5 ongoing PEMUDAH (Special Task Force to Facilitate Business). 3 outcomes: <ul style="list-style-type: none"> Focus Group on Trade Across Border (chaired by MITI Malaysia) The Import/Export Guidebook (available at MPC website) CC SD – Customer Centric Services Delivery: aimed to improve customs delivery. Development of the Logistics & Trade Facilitation Masterplan in line with ASEAN Masterplan on Connectivity. This is also one initiative to move forward in the logistics development 	<ol style="list-style-type: none"> Best Practice: <ul style="list-style-type: none"> Simplification of documentary requirements of private ports ancillary services and entrance clearance of vessels Creation of a Cabinet Cluster on Logistics to address port congestion and related matters Quality Management System (QMS) – ISO Certification on Vessel entrance and clearance in several ports and compliance with Executive Order No. 605 - INSTITUTIONALIZING THE STRUCTURE, MECHANISMS AND STANDARDS TO IMPLEMENT THE GOVERNMENT QUALITY MANAGEMENT PROGRAM, AMENDING FOR THE PURPOSE ADMINISTRATIVE ORDER NO. 161, S. 2006 Port Safety Health Environment Management System (PSHEMS) – port management system designed to ensure safety in port operations, protection of human life and property, health of port workers and the protection of the environment. Ways to Move Forward <ul style="list-style-type: none"> Regulation on Shipping Flexibility Logistics Industry to be regulated by one (1) government Agency (DOTC) Harbor Pilot Operations Implementation of the ASEAN RORO (Davao/General Santos-Bitung routes) 	<p>Thailand’s practices towards the enhancing national competitiveness.</p> <ol style="list-style-type: none"> Implementation of international standard such as IMO (International Maritime Organization), UN vehicle regulation. Increasing capability of National Single Window to facilitate and enhancing the amount of the cross border trade. Emphasizing the regulation on transport such as road safety, tracking system and road quality criteria. Reviewing the possibility to amend the law regarding the facilitation of business operation and synchronization of the international agreements. <p>With the measures mentioned above, it will help facilitating business and increasing national and regional competitiveness.</p>	<p>List of best practices defined by Enterprises:</p> <p><u>Regulators</u></p> <ul style="list-style-type: none"> Legalised the ASEAN Framework on Multimodal Transport on 2007. We strongly support Multimodal Transport in VN. Decree 140 of Government: define the working scope for logistics companies Time for customs procedures take 25% duration time of import and export supply chain. Need more facilitation. Regulations 16/2016 on overloaded/ oversized vehicle to control the safety road transport Decree 86/204 on requirements to do transparent business for road vehicles Application of ASEAN Single Window – at the border gate of “Van Saban”. To sign the GMS cross-border transport agreement together with Lao, Cambodia, Myanmar, which will allow 500 vehicle from each country to enter one another. Driving License issued to Lao, Cambodia, Viet Nam and Borders of China.