

MINISTRY OF TRANSPORT OF VIETNAM

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Colleagues,
Ladies and Gentlemen

First of all, on behalf of the Vietnam delegation, I would like to express our warm greeting to all participants to attend the Regional Meeting on Harmonization of legal instruments and Documentation for the cross border and Transit Transport by Road and my sincere thanks to ESCAP for the sponsorship extended to us.

Taking this opportunity I would like to share with you information about the current status of the implementation of the cross border transport agreements by roads which have been signed in the form of bilateral and regional basis and shared with you some of our experiences on how to facilitate and enhance the



1 Bilateral Road Transport Agreements

2 What are the main provisions of those agreements:

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4 Regional Road Transport Agreements

5 Single Window Inspection and Single Stop inspection model

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1-Bilateral Road Transport Agreements

There is the total length of 287.000 km of road system in Viet Nam of which 18.600 km is of highways and about 700 km of expressways. Viet Nam is bordering with China in the North, Laos and Cambodia in the West. So far, Viet Nam has signed bilateral Road Transport Agreements and related protocol to implement those agreement with all neighbouring countries. The content of these agreement are more or less identical to each others, except for some provisions due to the differences in terms of national laws and regulations and available conditions for implementing certain provisions

2- What are the main provisions of those agreements:

Almost provisions in the Bilateral Road Transport Agreements are identical to each others except for some differentials in terms of quota given for the numbers of vehicles to be permitted to perform the cross border transport between the contracting parties, documents to be required for vehicles and drivers.

Similar to the model of bilateral agreements proposed by ESCAP, such agreements consist of the main provisions, such as designation of routes and border gates; regular transport of passengers and goods by commercial vehicles; irregular transport by non commercial vehicles; issuance of permits for transport; cabotage; vehicle standards and specifications (weights and dimensions); transport of dangerous goods; custom regime; insurance regimes; joint committee and dispute settlements; entry into force and amendments; and annexes and protocols to either further detail the content of each provisions or provide guidance to exercise such provisions;

3-Current status of implementations of bilateral agreements:

Since Viet Nam has signed Road Transport Agreements with our neighboring countries for a long time and since we have upgraded our annexes and protocols attached to those Agreements during the implementation so frequent. Therefore, so far it can be said that in general, the road transport agreements between Viet Nam and Laos, Cambodia and China have been performed well by all relevant authorities.

According to the Agreements, once a year, a review meeting by the competent authorities of the contracting parties is conducted to review the implementation and discuss the changes or amendments to be needed and formed into MOU. All the provisions in the agreements have been legalized into our national laws and regulations. The remarkable progress is lying in the fact that at the early stage, commercial as well as non commercial vehicles are not allowed to perform the cross border operation but now they are permitted and number of vehicles permitted to perform cross border transport is increasing remarkably i.e between Viet Nam and Laos, there is no limits in term of number of vehicles to perform the cross border transport. Between Viet Nam and Cambodia, from 100 vehicles from the initial state of the agreement implementation, now this figure is increased into 500 vehicles and 150 CLV vehicles. Taking into account the traffic increase recently, both sides are considering to open more border gates and gradually increase the quota for cross border transport. In addition to that we are trying to apply the model of “one window inspection and one stop inspection” with the provision of common cargo area (CCA) for faster cross border control in order to reduce checking time at the border gates and facilitate the movement of passengers and goods.

3-Current status of implementations of bilateral agreements:

Viet Nam and China have signed the Road Transport Agreement since 1993. At the same time, two countries have also signed the Railway Cross Border Transport Agreement which had been conducted from 1960. For bilateral Road transport Agreement, at early stage, cross border transport of cargoes and passengers can not be performed vehicles of one contracting party to the destination inside the territory of the other contracting party. This means that passengers and cargoes should be unloaded and loaded at the border areas. In 2011, both countries signed a Protocol to amend this Agreement to allow the cross border transport of goods and passengers. Both sides also provided the detailed guidance to vehicles and drivers involved in the cross border transport. Although some difficulties are faced due to the differences in the national laws and regulations, the procedures required by the competent authorities of the either contracting parties (especially related with custom requirements). At the recent review meeting held in Quang Chau - China on 12-13 December 2015, both sides reviewed the progress of the agreement implemenations and problems faced by the transport companies of both sides. It was reported that both sides have committed to consider and solve the issues faced by the transport companies and remove the unnessary procedures with the aim to facilitate the cross border transport between the two countries, facilitate the movement of perishible goods/agro-products in most convinient ways, taking into account that transport infrastructure of both sides are most ready to perform such arrangements.

Transport Agreements:

Now, Viet Nam, being a member of ASEAN has signed ASEAN agreements and their related protocols and annexes, namely ASEAN Agreement on Transport (AFAFIT), ASEAN Framework Agreement on Transport (AFATIT), ASEAN Framework Agreement for Multimodal Transport and related protocols and annexes related customs procedures and customs rules concluded and signed shortly. It is expected that starting from late 2015 these agreements and related protocols and annexes will be implemented by all members of ASEAN. In addition, Viet Nam, being a member of the Greater Mekong Subregion Economic Cooperation Programme (this programme is joined by 6 countries: Viet Nam, Laos, Cambodia, Thailand, Myanmar and China) has signed the Agreement on the Facilitation of the Cross Border Movement of Goods and Services between member countries (abbreviated name as GMS CBTA). Viet Nam, Laos and Cambodia were signed to allow intra-cross border trade between these countries.

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