

# **GMS Program: Overview and Recent Developments**

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# The Greater Mekong Subregion (GMS) in 2008

## Myanmar

Land area: 677 thou sq km  
 Population: 58.1 M  
 GDP per capita: US\$340 (2007)

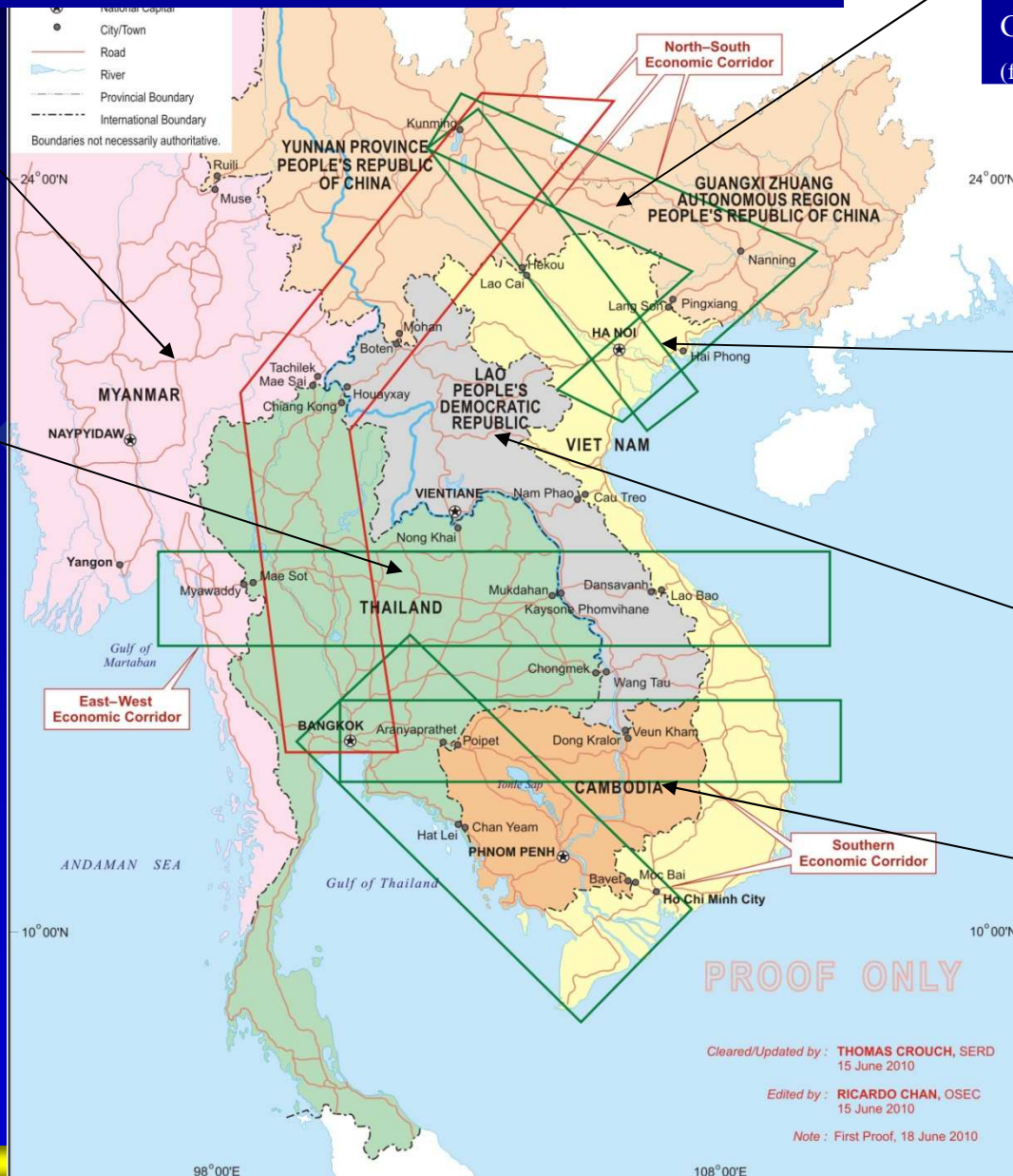
## Thailand

Land area: 513 thou sq km  
 Population: 66.5 M  
 GDP per capita: US\$4,124

## The GMS in 2008

Land area: 2.6 M sq km  
 Population: 325.1 M  
 GDP per capita: US\$1,798\*

\* Myanmar figure from 2007



## People's Republic of China

Land area: 631 thou sq km  
 Population: 93.6 M  
 GDP per capita: US\$1,988  
 (figures for Yunnan and Guangxi only)

## Viet Nam

Land area: 331 thou sq km  
 Population: 86.3 M  
 GDP per capita: US\$1,051

## Lao PDR

Land area: 237 thou sq km  
 Population: 5.9 M  
 GDP per capita: US\$832

## Cambodia

Land area: 181 thou sq km  
 Population: 14.7 M  
 GDP per capita: US\$576

PROOF ONLY

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# Directions Set by Recent Key GMS Events

- **3<sup>rd</sup> GMS Summit:**
  - greater focus on software aspects, particularly those required to enhance competitiveness, e.g., the GMS CBTA and other transport and trade facilitation (TTF) initiatives
  - new impetus to economic corridor development
  - Vientiane Plan of Action (2008-2012)
- **15<sup>th</sup> Ministerial Conference:**
  - remove impediments to the effective and speedy implementation of the CBTA and other TTF measures
- **Second Economic Corridors Forum:**
  - strengthen institutional arrangements for CBTA and TTF implementation
  - close and active participation of the private sector and local authorities, in economic corridor development

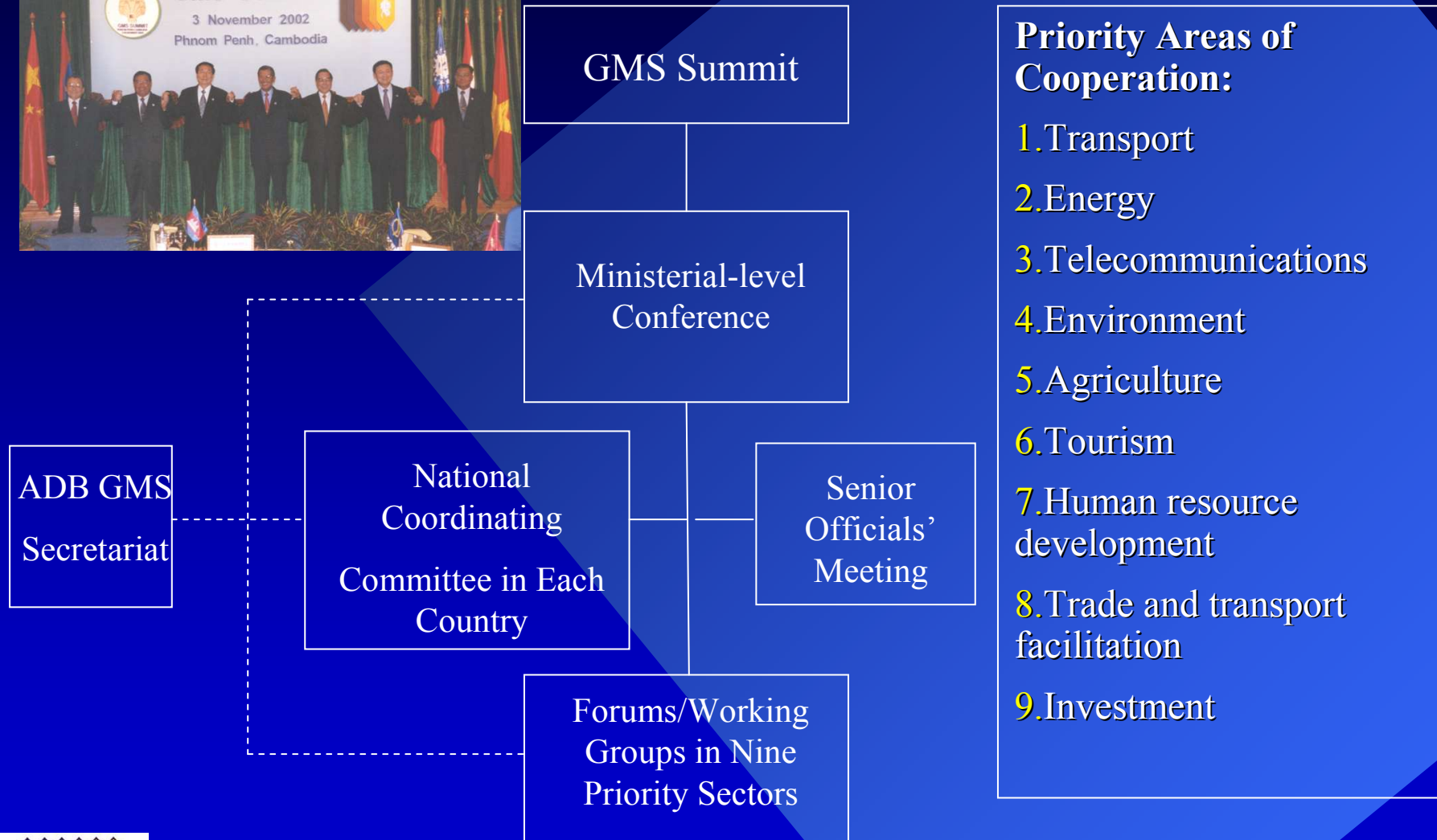


# Strategic Priorities

- **Vision:** an integrated, prosperous and harmonious subregion
- **The 3Cs:**
  - **Connectivity**
  - **Competitiveness**
  - **Community**
- **Economic Corridor Approach**
- **Priorities aligned with ADB Strategy 2020 and RCI Strategy**



# Institutional Structure



## Priority Areas of Cooperation:

1. Transport
2. Energy
3. Telecommunications
4. Environment
5. Agriculture
6. Tourism
7. Human resource development
8. Trade and transport facilitation
9. Investment



# Competitiveness and Community: The “Softer” Aspects of Regional Cooperation and Development

- Transport and Trade Facilitation: the GMS Cross- Border Transport Agreement
- Core Environment Program (CEP)
- Promoting GMS as a single tourist destination
- Core Agricultural Support Program
- Building capacity for development management; comprehensive HRD Strategy



# GMS Projects : Overall investments

- 44 infrastructure projects amounting to US\$11 billion mobilized by ADB by end 2009
  - Transport corridors, airports, railway upgrading
  - Hydropower projects for power exports
  - Tourism infrastructure
  - Communicable disease control
- 196 technical assistance projects amounting to US\$220 million mobilized by ADB by end 2009
  - Project preparation
  - Economic, thematic and sector work
  - Coordination/secretariat support
- Deepening partnerships with governments, donors, academia, civil society, and private sector



# Economic Corridor Development

- The ECF is the new component of the GMS institutional framework that is tasked with raising the profile of economic corridor development in the GMS.
- The ECF-2 was also marked by the inaugural meeting of the Governors' Forum, a body under the ECF, which provides the framework and mechanism for stronger cooperation among provincial and local officials as well as the closer engagement of the private sector in addressing economic corridor development issues.
- Plan to have corridor-specific forums starting with the East West Economic Corridor later this year.



# GMS Transport Sector Strategy (2006-2015)

- The GMS Transport Sector Strategy (TSS 2006-2015), which recommended the provision of seamless transport services on a fully connected and integrated GMS transport network, will benefit Cambodia in terms of:
  - (i) improving its links and synergies with the GMS transport system;
  - (ii) promoting multi-modalism, leading to improved competitiveness through reduced travel time and transport costs; and
  - (iii) enhancing public and private sector investments in its various transport infrastructure- roads, rail, air, and waterways- needed to complete the GMS transport corridors.
- The new TSS further expanded the GMS transport corridor network to nine corridors



# Transport and Trade Facilitation

- Ultimate goal is to transform the transport corridors into genuine economic corridors through, among other things, the development and effective implementation of TTF measures
- This will involve in the preparation of a plan of actions to improve the effectiveness of all transport and trade facilitation measures, thus helping to further enhance the subregion's overall competitiveness. Includes institutional changes to facilitate a more effective implementation mechanism for the CBTA and other TTF measures and better coordination among all concerned agencies.
- We are current processing a RETA to strengthen TTF measures and improve border management in the GMS



## Major Challenges facing the Subregion

- Transforming the GMS connectivity or transport corridors into genuine economic corridors: institutional/policy reform; private sector engagement
- Exploiting emerging opportunities in a resurgent and dynamic Asia, e.g. linking with PRC and India/South Asia; complementarities with ASEAN
- Addressing global warming and climate change: “low carbon” development path; mitigation and adaptation
- Addressing potential negative effects of increased connectivity: communicable disease control; human trafficking and transnational crime; flood and draught management; biodiversity protection
- Responding to changing demographics and increased urbanization: HRD, labor and migration; urban infrastructure
- Increased mobilization of private investments for the GMS program, including public-private partnerships

⇒ **Preparation of a new GMS Long Term Strategic Framework to address these and other issues.**



# New GMS Strategic Framework (2012-2022)

- Currently undertaking country consultations
- Assessment of the achievements/progress of the GMS Program and lessons learnt from the first SF
- Take into account the changes in the global and regional environment and their implications for the subregion and the GMS Program.
- Review/Fine-tuning of strategic thrusts and identification of core elements of the new SF
- The new SF will need to assess how the Program is currently organized and managed and what changes will be appropriate as the Program moves into the third decade in operation.
- Early draft should be ready for discussion at the 16<sup>th</sup> GMS Ministerial Meeting in August 2010



# Thank You

For more information:  
on the GMS Program – visit  
<http://www.adb.org/gms>



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