Kayin State Investment Fair
24 November 2017 (Friday)
Mingalar Hpa Si Ballroom, Thiri Hpa An Hotel, Hpa-an, Kayin State, Myanmar

Co-organized by Myanmar Investment Commission (MIC), Kayin State Government and Japan International Cooperation Agency (JICA)

Transportation and Logistics Development
From Transport Corridor To Economic Corridor

Captain Aung Khin Myint
Chairman
Myanmar International Freight Forwarder’s Association

MIFFA becoming AFFA member at 10th AFFA meeting in Hanoi, Vietnam.
Member of FIATA 29 Sept- 03 Oct,
MOU-2012
<table>
<thead>
<tr>
<th>Association</th>
<th>Description</th>
<th>Members</th>
<th>Scope</th>
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<tr>
<td>MMMDA</td>
<td>MYANMAR MERCANTILE MARINE DEVELOPMENT ASSO:</td>
<td>58</td>
<td>Shipping lines, Main Line Operators, NVOCCs</td>
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<tr>
<td>CVSA</td>
<td>COASTAL VOYAGE SHIP-OWNER ASSO:</td>
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<td>CAOSTAL SHIPS, BARGE, LANDING CRAFT OWNERS</td>
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<tr>
<td>MCTA</td>
<td>MYANMAR CONTAINER TRUCK ASSO:</td>
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<td>MHFTSA</td>
<td>MYANMAR HIGHWAY FREIGHT TRANSPORTATION &amp; SERVICE ASSO:</td>
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<td>Truck owners and Cargo Gate owners</td>
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<tr>
<td>MIFFA</td>
<td>MYANMAR INTERNATIONAL FREIGHT FORWARDERS’ ASSO:</td>
<td>442</td>
<td>Air, Sea, Road, Rails, MTO’s, Freight Forwarders, MTO, NVOCCs, Warehouse operators</td>
</tr>
<tr>
<td>MCBA</td>
<td>MYANMAR CUSTOMS BROKERS ASSO:</td>
<td>333</td>
<td>Customs clearance agents</td>
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</tbody>
</table>
• **Inputs**
  - The efficiency of customs and border management clearance (“Customs”).
  - The quality of trade and transport infrastructure (Infrastructure”).
  - The ease of arranging competitively priced shipments (Ease of arranging shipments”).

• **Outputs**
  - The competence and quality of logistics services—trucking, forwarding, and customs brokerage (“Quality of logistics services”).
  - The ability to track and trace consignments (“Tracking and tracing”).
  - The frequency with which shipments reach consignees within scheduled or expected delivery times (“Timeliness”).

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<tr>
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<td>83</td>
<td>2.74</td>
<td>101</td>
<td>2.56</td>
<td>129</td>
<td>2.37</td>
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<tr>
<td>Lao PDR</td>
<td>152</td>
<td>2.07</td>
<td>131</td>
<td>2.39</td>
<td>109</td>
<td>2.50</td>
<td>118</td>
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<td><strong>145</strong></td>
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<td>2.37</td>
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<tr>
<td>Thailand</td>
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<td>3.26</td>
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<tr>
<td>Cambodia</td>
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<td>2.46</td>
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<td>Lao PDR</td>
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<td>2.07</td>
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</tbody>
</table>
There are five stages in the transformation of a transport corridor to an economic corridor—

Stage 1: Transport Corridor;

Stage 2: Transport and Trade Facilitation Corridor;

Stage 3: Logistics Corridor;

Stage 4: Urban Development Corridor; and

Stage 5: Economic Corridor.
## Export/Import Border Trade Situation of Myanmar in 2012-2013 to 2017-2018 Fiscal Year (up to September)

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<thead>
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<tbody>
<tr>
<td></td>
<td></td>
<td>EXPORT</td>
<td>IMPORT</td>
<td>TRADE VOLUME</td>
<td>EXPORT</td>
<td>IMPORT</td>
<td>TRADE VOLUME</td>
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<td>1014.174</td>
<td>2829.860</td>
<td>2210.711</td>
<td>1306.973</td>
<td>3517.684</td>
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<td>LWEJEL</td>
<td>21.708</td>
<td>11.062</td>
<td>32.770</td>
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<td>7.035</td>
<td>75.870</td>
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<td>CHIN SHWEHAW</td>
<td>57.019</td>
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<td>216.282</td>
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<td>KYAING TONG</td>
<td>7.392</td>
<td>5.068</td>
<td>12.460</td>
<td>6.482</td>
<td>7.349</td>
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<td>7</td>
<td>MYAWADDY</td>
<td>55.838</td>
<td>88.964</td>
<td>144.802</td>
<td>49.119</td>
<td>222.382</td>
<td>271.501</td>
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<td>8</td>
<td>KAWTHAUNG</td>
<td>29.609</td>
<td>49.297</td>
<td>78.906</td>
<td>39.053</td>
<td>109.171</td>
<td>148.224</td>
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<td>9</td>
<td>MYEIK</td>
<td>127.281</td>
<td>27.820</td>
<td>155.101</td>
<td>113.185</td>
<td>41.237</td>
<td>154.422</td>
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<td>10</td>
<td>NABULAE /HTEE KHEE</td>
<td>0.151</td>
<td>1.342</td>
<td>1.493</td>
<td>0.306</td>
<td>3.910</td>
<td>4.216</td>
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<tr>
<td>11</td>
<td>MAWTAUNG</td>
<td>0.093</td>
<td>1.895</td>
<td>1.988</td>
<td>0.081</td>
<td>0.582</td>
<td>0.663</td>
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<tr>
<td>12</td>
<td>MESE</td>
<td>0.219</td>
<td>0.228</td>
<td>0.447</td>
<td>0.088</td>
<td>0.201</td>
<td>0.289</td>
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<tr>
<td>13</td>
<td>SITTWE</td>
<td>3.656</td>
<td>0.175</td>
<td>3.831</td>
<td>10.351</td>
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<td>14</td>
<td>MAUNG DAW</td>
<td>5.478</td>
<td>1.293</td>
<td>6.771</td>
<td>7.667</td>
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<td>TOTAL</td>
<td>2133.971</td>
<td>1238.555</td>
<td>3372.526</td>
<td>2761.190</td>
<td>1826.904</td>
<td>4588.094</td>
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</table>

**USD in M**
At sea, it will focus on jointly building smooth, secure and efficient transport routes, connecting major seaports along the Belt and Road.
Stage 2: Transport and Trade Facilitation Corridor;

National Trade Facilitation Committee-NTFC
Stage 2: Transport and Trade Facilitation Corridor;

National Transport Facilitation Committee-NTFC
NATIONAL- Single Window System AND MODERNISING CARGO HANDLING SYSTEM

MPA, JICA-
“Port EDI and Modernisation” Project
To improve Port related procedures, Berth allocation, invoice issuance, Statistics management and Logistics monitoring systems of Yangon Port.

Source: Myanmar Customs

MACCS

- Realization of single window
- Connection between systems
- Dedicated line
- Port EDI system

User

Crew landing permit support system

Internet

- Internet

Customs

Import-Export declaration

- Ministry of Finance
- Ministry of Agriculture and Irrigation
- Ministry of Health

Import/ Export related procedures (Ministries and Agencies)

MoTC, DMA, MPA

- Security agreement information
- Entry/departure notification, etc. (Port Manager)
- Arrival notice Entry/departure (report) Crew list Passenger list, etc. (Quarantine)

Port-related procedures (Ministries and Agencies)

- Sea route report Vessels security information Entry/departure notification, etc. (Port commander, director of Guard Office/station)
- Arrival notice Entry/departure notification, Crew list Passenger list, etc. (Quarantine)
- Crew list
- Passenger list

Import/ export approval and permit (confirmation)

Application for importing animals and plants (Animal quarantine procedures) (Plant quarantine)

Notification of food imports

Sea route report Vessels security information Entry/departure notification, etc. (Port commander, director of Guard Office/station)

Arrival notice Entry/departure (report) Crew list Passenger list, etc. (Quarantine)
Framework Agreement on the FACILITATION OF CROSS-BORDER TRANSPORT OF GOODS AND PEOPLE in the GMS-CBTA

Negotiation for the Bilateral IICBTA Between the Republic of the Union of Myanmar and the Government of the Kingdom of Thailand

30-31 August 2017
ADB Bangkok, Thailand

ONE Vehicle – One permit – One Temporary Admission Document

100 GMS Road Transport Permits for Each Country
Operator License holder can apply Permits
Route-EWEC
Pilot project on semi-trailer swap with e-Seal

In order to enhance the cross border logistics, Myawaddy and Maesot, there has been 2 different projects already implemented by the Ministry of Transport and MIFFA.

**SEAMLESS TRANSPORT ALONG THE ROAD**

**Regional cooperation and integration**

- **Step 1:** Manual transshipments
- **Step 2:** Exchange of containers
- **Step 3:** Exchange of trailers
- **Step 4:** Free flow of trucks

- Trailer swapping at borders as an intermediate solutions
  - Reduces costs and times at border operation
Myawaddy-Kawkareil-Kyandoe-Win Sein-Hpa An- Thaton-Paung-Ta Ma- Mawlamyine

From 31st March to 2 April 2017

PRO (1) MAWLAMYINE BRUNCH ADDRRESS, CORNER OF MIDDLE STREET AND UPPER MAIN STREET (KA PA YA) COMPOUND, MAUNG N'AN YAT, MAWLAMYINE  
KO YAN NAING SOE (0378736973)

Shipper address
700/13 M.1 AMATA NAKORN INDUSTRIAL ZONE, MUANG DISTRICT, CHONBURI THAILAND
TEL: 038-213250

PLASTICS PALLET TP17 (60)
PLASTICS PALLET TP25 (280)
Map
Pick up at Factory in Panomsarakarm, Thailand and Delivery to Daizen Warehouse in Thilawa SEZ across Maesot-Myawaddy border. Total distance of 1,040km.

Involved parties
- MoTC- NTFC
- Myanmar International Fright Forwarding Associations (MIFFA)
- Daizen Myanmar Co., Ltd.
- Overland Total Logistics (OTL)

8th June 2017
Thai Head Move out

Myanmar Head Move In

C - M
Physical Inspection At Myawady

C - M
Physical Inspection At Myawady

C - T
Physical Inspection At Measot

C - T
Physical Inspection At Measot

C - M I - M Q - M

C - M I - M Q - M

C - T I - T Q - T

C - T I - T Q - T

THAILAND MYANMAR

Export Cargo As Required

C – Customs
I – Immigration
Q – Quarantine
M - Myanmar
T - Thailand

Thai Head Move out

Myanmar Head Move In

C - M
Physical Inspection At Myawady

C - M
Physical Inspection At Myawady

C - T
Physical Inspection At Measot

C - T
Physical Inspection At Measot

C - M I - M Q - M

C - M I - M Q - M

C - T I - T Q - T

C - T I - T Q - T

U Aung Moe Trucking co., Ltd.
Paplern Transport C o., Ltd.
TAK Transportation Association

Head-70-2343
Head-703017
Trailer-PPB 003-47-08
Trailer-SRB-CS-001-12
Pick up of cargo at Panomsarakarm in Thailand.

Moving across “Friendship Bridge”.

Arrival of Thai prime mover and semi-trailer at Maesot. Export Customs Clearance and queuing to cross “Friendship Bridge”.

“Customs Temporary Admission Pass” issued by Myanmar Customs Dept.
Past Myawaddy Gates.
Arrival at Warehouse in Trade Zone for Trailer Swapping.

- Border Customs Clearance – File running at Myawaddy Trade Zone.
- Weighing of cargo & e-Seal turned on.
Arrival at Thilawa SEZ Customs.
- Customs Inspection at Thilawa SEZ Customs where e-Seal was disconnected.

Arrival at Bonded Warehouse, Daizen Myanmar, located in Thilawa Special Economic Zone.

Semi-trailer with Myanmar prime mover (green) disconnected at Myawaddy & then connected with Thai prime mover (white).
COST and TIME comparison of 3 different ways of importing goods into Myanmar.

### Trucking - Trailer Swapping (bonded cargo)

<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Location</th>
<th>Cost (USD)</th>
<th>No. of Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Trucking</td>
<td>Bangkok - Maesot</td>
<td>870</td>
<td>1</td>
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<tr>
<td>2</td>
<td>Export CC</td>
<td>Maesot</td>
<td>150</td>
<td>0.1</td>
</tr>
<tr>
<td>3</td>
<td>Import CC</td>
<td>Myawaddy</td>
<td>400</td>
<td>0.1</td>
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<tr>
<td>4</td>
<td>Tracking</td>
<td>Myawaddy - Thilawa</td>
<td>1100</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total:** 2520 USD, 2.2 days

### Trucking - Transloading (non-bonded cargo)

<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Location</th>
<th>Cost</th>
<th>No. of Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Trucking</td>
<td>Bangkok - Maesot</td>
<td>820</td>
<td>1</td>
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<tr>
<td>2</td>
<td>Export CC</td>
<td>Maesot</td>
<td>200</td>
<td>0.1</td>
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<td>3</td>
<td>Transloading</td>
<td>Myawaddy</td>
<td>100</td>
<td>0.2</td>
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<td>4</td>
<td>Import CC</td>
<td>Myawaddy</td>
<td>290</td>
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<td>5</td>
<td>Tracking</td>
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<td>1</td>
</tr>
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</table>

**Total:** 2510 USD, 4.3 days

### Sea Freight

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<th>Cost</th>
<th>No. of Days</th>
</tr>
</thead>
<tbody>
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<td>Factory to BKK Port</td>
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<tr>
<td>2</td>
<td>Export CC</td>
<td>Thai Port</td>
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<td>3</td>
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<td>3</td>
<td>Ocean Freight</td>
<td>Thailand - Yangon</td>
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<td>4</td>
<td>Import CC</td>
<td>Yangon</td>
<td>250</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>Tracking</td>
<td>Yangon Port - Thilawa</td>
<td>180</td>
<td>0.2</td>
</tr>
</tbody>
</table>

**Total:** 2530 USD, 17.4 days
E-Seal test Project

Myawaddy Trade Zone - Ma yan Chaung – Myawaddy Trade Zone
What are the factors to be considered to make it a successful scheme?

- **Opportunities for Trailer Swapping Scheme**
  - Increasing volume of importation into Myanmar
  - Infrastructure (roads) in Myanmar under improvement
  - New bridge connecting Myawaddy-Maesot, “Friendship bridge 2” to be constructed by the end of 2017

- **Threats for Trailer Swapping Scheme**
  - Insurance of Foreign (Thai) prime movers, semi-trailers and containers – Myanmar Insurance to accept such insurance service

- **Strengths of Trailer Swapping Scheme**
  - No manual trans loading means
    - reduced time (no need to carry cargoes and no need to do lashing again)
    - less risk for the cargoes being damaged or degraded
    - better health and safety (less risk of workers getting injuries)
  - Less lead time (less than 3 days after pick-up in Bangkok and delivery in Yangon)

- **Weakness of Trailer Swapping Scheme**
  - Not cost effective for low density cargo (high volume & low weight)
  - Require export cargoes for competitive trucking cost (Yangon-Myawaddy)
  - No Back Cargo.
What have we learnt from the project
• No issues with this scheme at Myawaddy customs – proven project & smooth operation
• Waiting to cross “Friendship bridge” takes longer than expected – 4 hours
• No need to do customs inspection at Myawaddy side so the cargo was released very fast at the border
• If Thai prime movers can be insured under Myanmar Insurance, the new scheme will attract more Thai trucking companies and help the scheme to be commercialized.

What are the actual advantages of Trailer Swapping Scheme?
• Compared to sea shipment, the lead time is considerably reduced (by around 80%)
• Compared to trucking trans loading shipment, the quality of cargo can be maintained (under controlled condition)

What cargo would you carry with this new scheme?
• No trans loading means the cargo can be stored in a container “under controlled condition” (temperature, humidity etc)
• It is “containerized” so the volume that can be transported is fixed. For this reason, this scheme is not beneficial for low density cargo (high volume, low weight)
• Assuming above 2 characteristics of the scheme, refrigerated cargoes or cargoes which require short lead time will benefit from the Trailer Swapping Scheme.
CERTIFICATE  
(SUCCESSFUL NEW VALIDATION)

This is to confirm that the Training Program titled

*FIATA Diploma in International Freight Forwarding* in English
consisting of 10 (ten) modules submitted by

**MYANMAR INTERNATIONAL FREIGHT FORWARDERS’ ASSOCIATION - MIFFA**-
complies with the FIATA standards for issuing the

**FIATA DIPLOMA IN FREIGHT FORWARDING**

(by Vocational Training and Examination)
to students of the Vocational Training
run by the above Association.

Kuala Lumpur, Malaysia this 4th Day of October 2017

---

FIATA DIPLOMA IN FREIGHT FORWARDING

4th Oct 2017
There are five stages in the transformation of a transport corridor to an economic corridor—

Stage 1: Transport Corridor;

Stage 2: Transport and Trade Facilitation Corridor;

Stage 3: Logistics Corridor;

Stage 4: Urban Development Corridor; and

Stage 5: Economic Corridor.
Goals and Objectives

**Improve**
- Quality and Variety of T&L Services
- Performance of Supply Chain

**Increase**
- Use of Modern Management Techniques, especially ICT Systems
- Collaboration among Service Providers

Scope
- Cross-cutting Issues
- Integration of Services
- Regulatory simplification

Principal Activities
- Dialogue with Government
- Monitoring Sector Performance
- Research and Training
- Promotion of Sector
THE PROJECT FOR THE NATIONAL LOGISTICS MASTER PLAN STUDY

• Improvement of Laws and Regulations for Logistics - Truck transport - (Foreign cargo handling, other than MACCS (Myanmar Automated Customs Clearance System))

• Container Switching Station/Yard Development at Myawaddy Trade Zone and Three Pagoda Pass

• Establishment of Kyan Multi-modal Logistics Complex Project including ICD

• Local Truck Terminal Development Project at 6 Local Cities (Including Mawlamyaing)
THANK YOU

aungkhinmyint@gmail.com
aungkhinmyint@captaung.com
www.captaung.com