

# 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**  
Chariman  
Myanmar International Freight  
Forwarder's Association

REGULAR-265  
ASSOCIATE-177  
TOTAL-442



MIFFA becoming AFFA member  
at 10<sup>th</sup> AFFA meeting in Hanoi,  
Vietnam.



Member of FIATA 29 Sept- 03 Oct,



MOU-2012

# PRIVATE ASSOCIATIONS

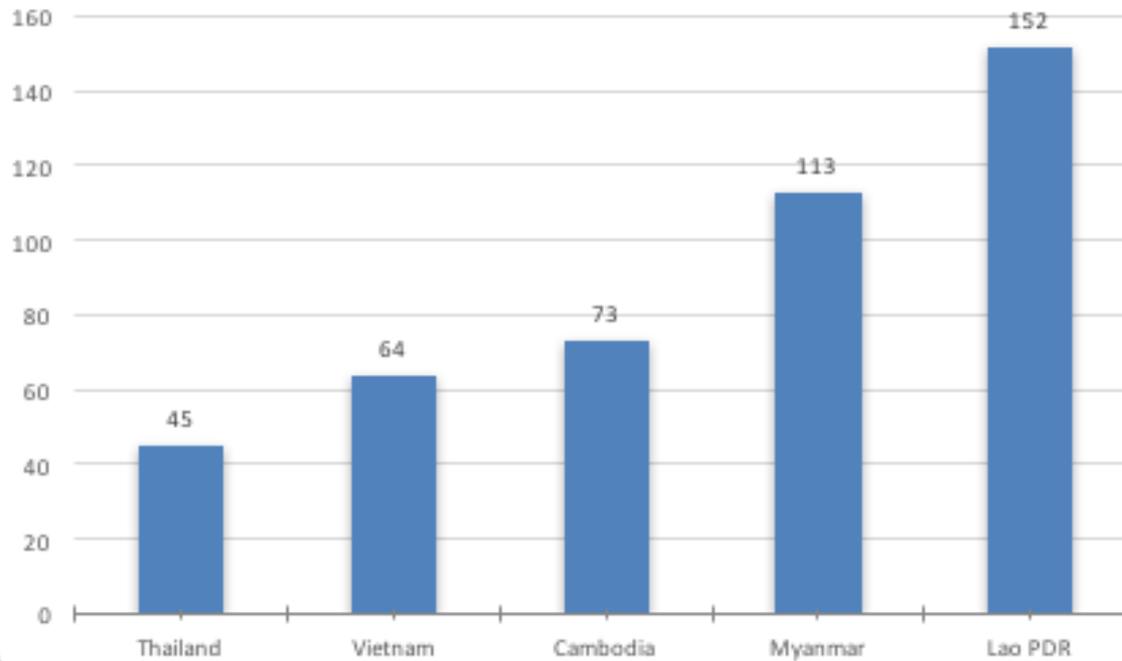
|        |   |  |     |   |
|--------|---|--|-----|---|
| MMMDA  |   | MYANMAR MERCANTILE MARINE DEVELOPMENT ASSO:              | 58  | Shipping lines, Main Line Operators, NVOCCs   |
| CVSA   |   | COASTAL VOYAGE SHIP-OWNER ASSO:                          | 116 | CAOSTAL SHIPS, BARGE, LANDING CRAFT OWNERS.   |
| MCTA   |   | MYANMAR CONTAINER TRUCK ASSO:                            | 624 | Container trucks owners   |
| MHFTSA |   | MYANMAR HIGHWAY FREIGHT TRANSPORTATION AND SERVICE ASSO: | 361 | Truck owners and Cargo Gate owners  |
| MIFFA  |   | MYANMAR INTERNATIONAL FREIGHT FORWARDERS' ASSO:          | 442 | Air, Sea, Road, Rails, MTO's, Freight Forwarders, MTO, NVOCCs, Warehouse operators. |
| MCBA   |  | MYANMAR CUSTOMS BROKERS ASSO:                            | 333 | Customs clearance agents  |

- **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”).

### Logistics Performance Index 2016 (World Bank)

|                            | 2016       |             | 2014       |             | 2012       |             | 2010       |             |
|----------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
|                            | Rank       | Score       | Rank       | Score       | Rank       | Score       | Rank       | Score       |
| Cambodia                   | 73         | 2.80        | 83         | 2.74        | 101        | 2.56        | 129        | 2.37        |
| People’s Republic of China | 27         | 3.66        | 28         | 3.53        | 26         | 3.52        | 27         | 3.49        |
| Lao PDR                    | 152        | 2.07        | 131        | 2.39        | 109        | 2.50        | 118        | 2.46        |
| <b>Myanmar</b>             | <b>113</b> | <b>2.46</b> | <b>145</b> | <b>2.25</b> | <b>129</b> | <b>2.37</b> | <b>133</b> | <b>2.33</b> |
| Thailand                   | 45         | 3.26        | 35         | 3.43        | 38         | 3.18        | 35         | 3.29        |
| Viet Nam                   | 64         | 2.98        | 48         | 3.15        | 53         | 3.00        | 53         | 2.96        |

### CLMVT-LPI (Rank vs Overall Scores)



|          | rank | score |
|----------|------|-------|
| Thailand | 45   | 3.26  |
| Vietnam  | 64   | 2.98  |
| Cambodia | 73   | 2.80  |
| Myanmar  | 113  | 2.46  |
| Lao PDR  | 152  | 2.07  |

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.

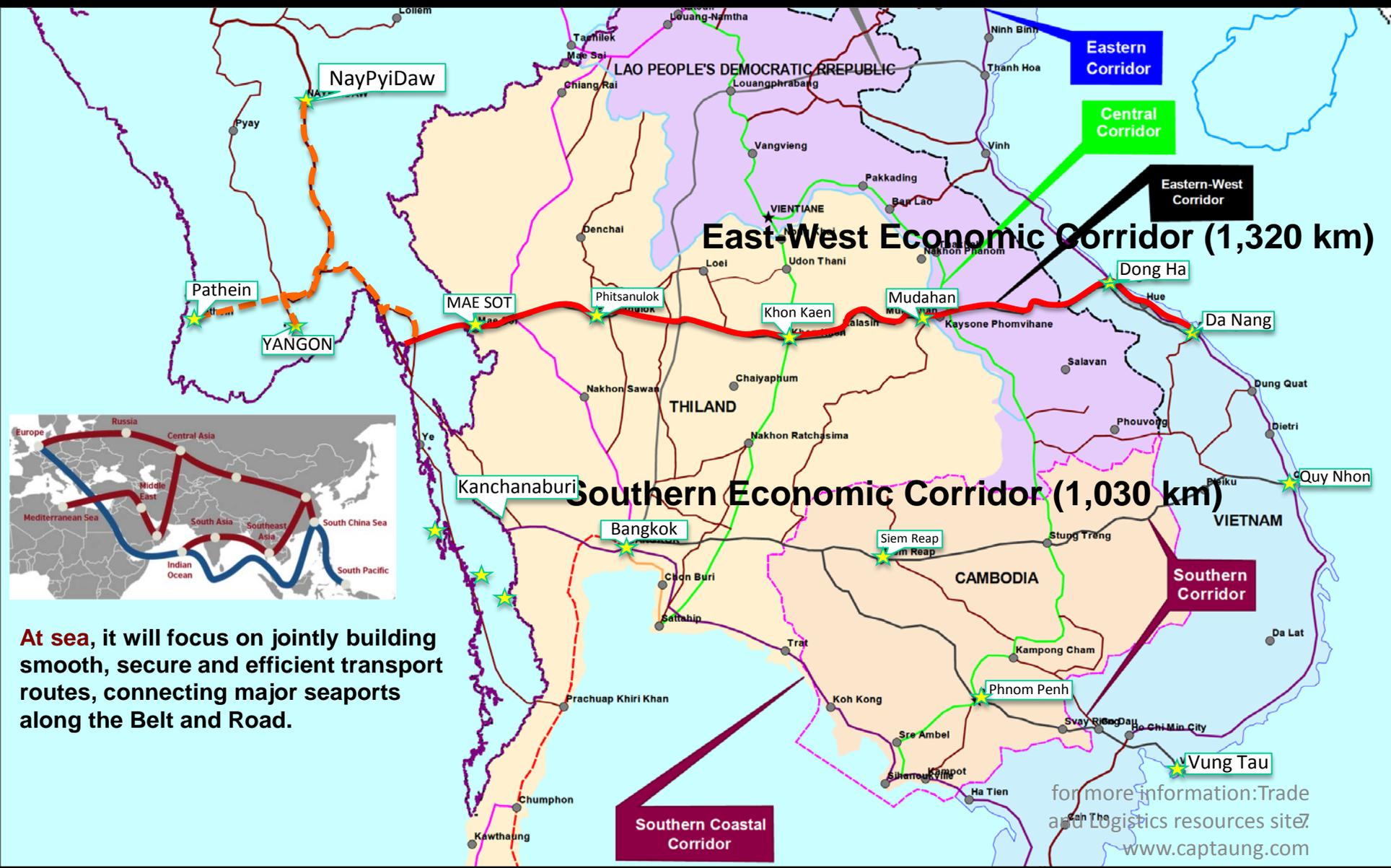
# ဘဏ္ဍာနှစ်အလိုက် (နယ်စခန်းအလိုက်) ပို့ကုန်၊ သွင်းကုန်၊ ကုန်သွယ်မှုပမာဏအခြေအနေ

## Export/Import Border Trade Situation of Myanmar in 2012-2013 to 2017-2018 Fical Year (up to September)

USD In Mill.

| No | STATION            | 2012-2013 |          |              | 2013-2014 |          |              | 2014-2015 |          |              | 2015-2016 |          |              | 2016-2017 |          |              | 2017-2018<br>(UP to SEPTEMBER Monthly) |          |              |
|----|--------------------|-----------|----------|--------------|-----------|----------|--------------|-----------|----------|--------------|-----------|----------|--------------|-----------|----------|--------------|--|----------|--------------|
|    |                    | EXPORT    | IMPORT   | TRADE VOLUME | EXPORT                                 | IMPORT   | TRADE VOLUME |
| 1  | MUSE               | 1815.686  | 1014.174 | 2829.860     | 2210.711  | 1306.973 | 3517.684     | 3614.001  | 1704.162 | 5318.163     | 3809.517  | 1568.360 | 5377.877     | 3703.898  | 1657.791 | 5361.689     | 1720.755                               | 860.531  | 2581.286     |
| 2  | LWEJEL             | 21.708    | 11.062   | 32.770       | 68.835    | 7.035    | 75.870       | 63.874    | 9.301    | 73.175       | 64.338    | 12.617   | 76.955       | 186.193   | 15.877   | 202.070      | 88.478                                 | 7.974    | 96.452       |
| 3  | CHIN SHWEHAW       | 57.019    | 7.359    | 64.378       | 216.282   | 30.614   | 246.896      | 358.210   | 65.645   | 423.855      | 332.989   | 52.786   | 385.775      | 515.600   | 57.579   | 573.179      | 244.666                                | 32.192   | 276.858      |
| 4  | KANPITETEE         | 2.473     | 8.642    | 11.115       | 6.416     | 23.134   | 29.550       | 8.823     | 50.195   | 59.018       | 28.796    | 67.448   | 96.244       | 64.094    | 42.477   | 106.571      | 38.736                                 | 18.498   | 57.234       |
| 5  | KYAING TONG        |           |          |              |           |          |              | 7.392     | 5.068    | 12.460       | 6.482     | 7.349    | 13.831       | 2.090     | 2.398    | 4.488        | 0.075                                  | 0.813    | 0.888        |
| 6  | TARCHILEIK         | 11.844    | 27.892   | 39.736       | 13.545    | 58.956   | 72.501       | 8.445     | 93.520   | 101.965      | 9.660     | 64.929   | 74.589       | 14.460    | 66.940   | 81.400       | 7.383                                  | 32.356   | 39.739       |
| 7  | MYAWADDY           | 55.838    | 88.964   | 144.802      | 49.119    | 222.382  | 271.501      | 32.870    | 424.032  | 456.902      | 43.785    | 682.327  | 726.112      | 60.199    | 868.402  | 928.601      | 33.937                                 | 417.504  | 451.441      |
| 8  | KAWTHAUNG          | 29.609    | 49.297   | 78.906       | 39.053    | 109.171  | 148.224      | 35.851    | 79.846   | 115.697      | 46.380    | 86.000   | 132.380      | 69.284    | 64.637   | 133.921      | 43.989                                 | 35.495   | 79.484       |
| 9  | MYEIK              | 127.281   | 27.820   | 155.101      | 113.185   | 41.237   | 154.422      | 106.425   | 39.574   | 145.999      | 140.829   | 30.170   | 170.999      | 157.109   | 52.419   | 209.528      | 76.697                                 | 35.347   | 112.044      |
| 10 | NABULAE /HTEE KHEE |           |          |              | 0.151     | 1.342    | 1.493        | 0.306     | 3.910    | 4.216        | 2.010     | 11.181   | 13.191       | 11.190    | 0.696    | 11.886       | 2.552                                  | 0.241    | 2.793        |
| 11 | MAWTAUNG           |           |          |              | 0.093     | 1.895    | 1.988        | 0.081     | 0.582    | 0.663        | 0.401     | 2.111    | 2.512        | 2.274     | 0.965    | 3.239        | 1.748                                  | 1.031    | 2.779        |
| 12 | MESE               |           |          |              |           |          |              |           |          |              |           |          |              | 0.219     | 0.228    | 0.447        | 0.088                                  | 0.201    | 0.289        |
| 13 | SITTWE             | 3.656     | 0.175    | 3.831        | 10.351    | 5.708    | 16.059       | 6.426     | 0.085    | 6.511        | 5.346     | 0.981    | 6.327        | 4.465     | 0.184    | 4.649        | 4.353                                  | 0.042    | 4.395        |
| 14 | MAUNG DAW          |           |          |              | 5.478     | 1.293    | 6.771        | 7.667     | 0.107    | 7.774        | 5.370     | 0.065    | 5.435        | 5.918     | 0.027    | 5.945        | 5.147                                  |          | 5.147        |
| 15 | TAMU               | 7.402     | 1.742    | 9.144        | 15.821    | 9.827    | 25.648       | 33.054    | 12.571   | 45.625       | 32.771    | 12.791   | 45.562       | 38.465    | 9.779    | 48.244       | 13.934                                 | 2.278    | 16.212       |
| 16 | RHI                | 1.455     | 1.428    | 2.883        | 12.150    | 7.337    | 19.487       | 9.559     | 5.542    | 15.101       | 20.256    | 5.826    | 26.082       | 24.996    | 14.656   | 39.652       | 12.976                                 | 4.545    | 17.521       |
|    | TOTAL              | 2133.971  | 1238.555 | 3372.526     | 2761.190  | 1826.904 | 4588.094     | 4292.984  | 2494.140 | 6787.124     | 4548.930  | 2604.941 | 7153.871     | 4860.454  | 2855.055 | 7715.509     | 2295.514                               | 1449.048 | 3744.562     |

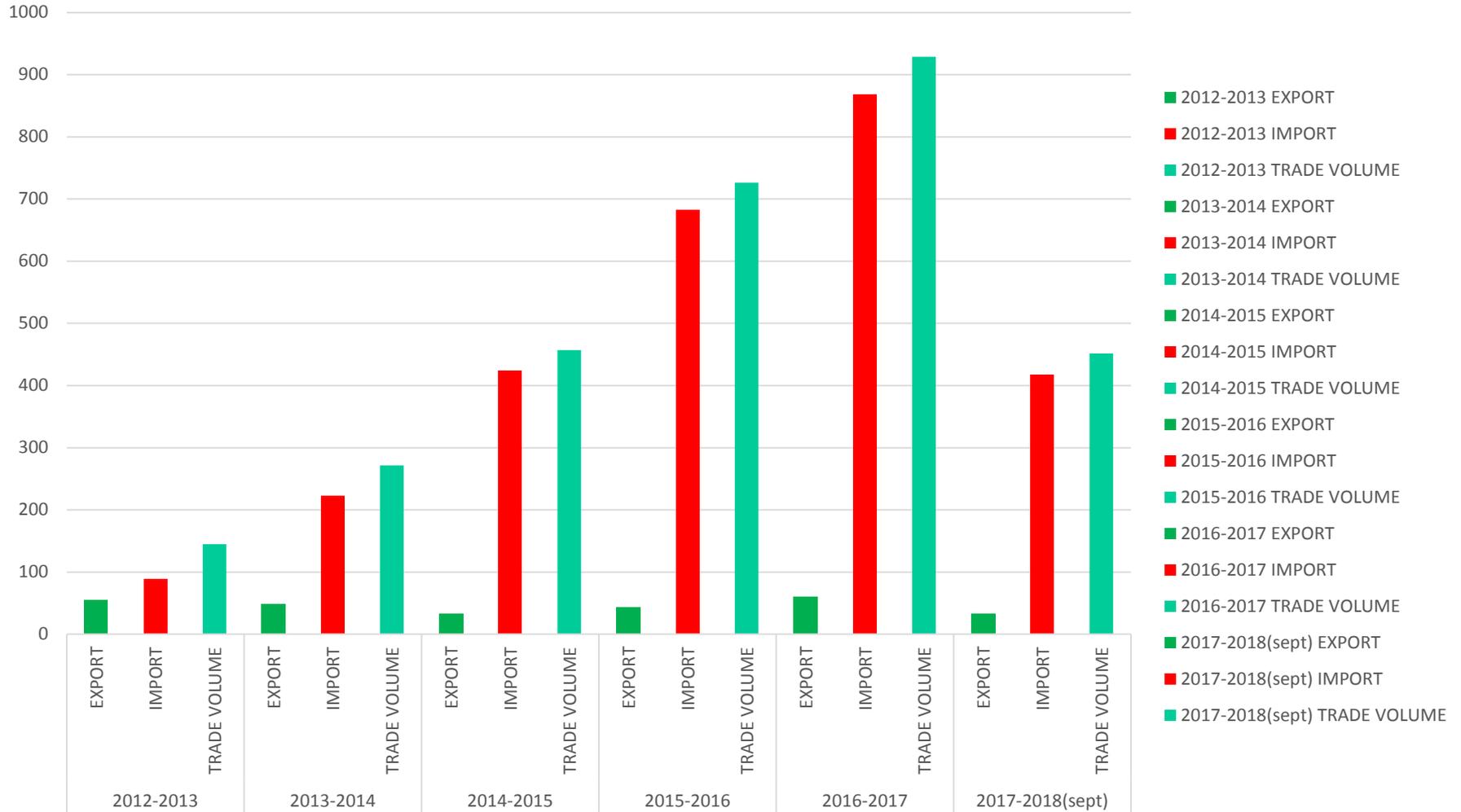
# Stage 1: Transport Corridor;



**At sea,** it will focus on jointly building smooth, secure and efficient transport routes, connecting major seaports along the Belt and Road.

|              | 2012-2013 |        |              | 2013-2014 |         |              | 2014-2015 |         |              | 2015-2016 |         |              | 2016-2017 |         |              | 2017-2018(sept) |         |              |
|--------------|-----------|--------|--------------|-----------|---------|--------------|-----------|---------|--------------|-----------|---------|--------------|-----------|---------|--------------|-----------------|---------|--------------|
|              | EXPORT    | IMPORT | TRADE VOLUME | EXPORT    | IMPORT  | TRADE VOLUME | EXPORT    | IMPORT  | TRADE VOLUME | EXPORT    | IMPORT  | TRADE VOLUME | EXPORT    | IMPORT  | TRADE VOLUME | EXPORT          | IMPORT  | TRADE VOLUME |
| MYAWA<br>DDY | 55.838    | 88.964 | 144.802      | 49.119    | 222.382 | 271.501      | 32.87     | 424.032 | 456.902      | 43.785    | 682.327 | 726.112      | 60.199    | 868.402 | 928.601      | 33.937          | 417.504 | 451.441      |

# MYAWADDY



Stage 2: Transport and Trade Facilitation Corridor;

ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်အစိုးရ  
 စီးပွားရေးနှင့်ကူးသန်းရောင်းဝယ်ရေးဝန်ကြီးဌာန  
 ကုန်သွယ်ရေးနှင့်စီးပွားရေးလုပ်ငန်းများမြှင့်တင်ရေးအထူးလုပ်ငန်းအဖွဲ့  
 စာအမှတ်၊ အထူးလုပ်ငန်းအဖွဲ့ / ၂၀၁၆( ၀၄၂ )  
 ရက်စွဲ ၂၀၁၆ ခုနှစ်၊ ဒီဇင်ဘာလ ၅ ရက်  
 အကြောင်းအရာ။ အမျိုးသားအဆင့် ကုန်သွယ်မှု လွယ်ကူချောမွေ့ရေး ကော်မတီ ဖွဲ့စည်းခြင်း  
 အကျိုးအကြောင်းဖော်ပြချက်

National Trade Facilitation Committee-NTFC

တာဝန်ရှိသူများနှင့် စီးပွားရေးလုပ်ငန်းရှင်များ အတူတကွဆွေးနွေးညှိနှိုင်းခြင်း၊ ပူးပေါင်းဆောင်ရွက်ခြင်း၊ လေ့လာသုံးသပ်ခြင်းနှင့် ကြပ်မတ်ထိန်းကွပ်ခြင်းများကို စနစ်တကျ အကောင်အထည်ဖော်ဆောင်ရွက်ရန်၊ ကုန်သွယ်မှုပတ်ဝန်းကျင်တိုးတက်ရန် ပြုပြင်ပြောင်းလဲမှု အကောင်အထည်ဖော် ဦးစီးဆောင်ရွက်မှုအပါအဝင် ကုန်သွယ်မှုလွယ်ကူချောမွေ့ရေးအပေါ် ကောင်းမွန်အကျိုးရှိသည့် ဆွေးနွေးမှုများနှင့် နှစ်ဦးနှစ်ဖက်အကျိုးရှိသည့် ပူးပေါင်းဆောင်ရွက်မှုကို မြှင့်တင်ပေးရန် ရည်ရွယ်၍ ဖွဲ့စည်းရခြင်းဖြစ်ပါသည်။

အမျိုးသားအဆင့်ကုန်သွယ်မှုလွယ်ကူချောမွေ့ရေးကော်မတီဖွဲ့စည်းခြင်း

၂။ အမျိုးသားအဆင့် ကုန်သွယ်မှုလွယ်ကူချောမွေ့ရေးအတွက် ကော်မတီကို အောက်ပါအတိုင်း ဖွဲ့စည်းသွားမည်ဖြစ်ပြီး လိုအပ်ပါက ဝန်ကြီးဌာနလက်အောက်ရှိ သက်ဆိုင်ရာအရာထမ်းများဖြင့် လိုအပ်သကဲ့သို့ တိုးချဲ့ဖွဲ့စည်းနိုင်သည်-

- (က) ညွှန်ကြားရေးမှူးချုပ် ဥက္ကဋ္ဌ - ဝ  
 ကုန်သွယ်ရေးဦးစီးဌာန  
 စီးပွားရေးနှင့်ကူးသန်းရောင်းဝယ်ရေးဝန်ကြီးဌာန
- (ခ) ညွှန်ကြားရေးမှူးချုပ် ဥက္ကဋ္ဌ-၂  
 အကောက်ခွန်ဦးစီးဌာန

Stage 2: Transport and Trade Facilitation Corridor;

ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်  
အမျိုးသားပို့ဆောင်ရေးကဏ္ဍ ဖွံ့ဖြိုးတိုးတက်ရေးနှင့်  
စီမံကိန်းများအကောင်အထည်ဖော်ရေးကော်မတီ  
အမိန့်ကြော်ငြာစာ  
အမှတ် ( ၁ / ၂၀၁၆ )  
၁၃၇၈ ခုနှစ်၊ တန်ဆောင်မုန်းလဆန်း ၃ ရက်  
(၂၀၁၆ ခုနှစ်၊ နိုဝင်ဘာလ ၂ ရက်)

၁။ နိုင်ငံတော်သမ္မတရုံးသည် အမျိုးသားပို့ဆောင်ရေး ပင်မစီမံကိန်းတွင် ပါဝင်သော လုပ်ငန်း

National Transport Facilitation Committee-NTFC

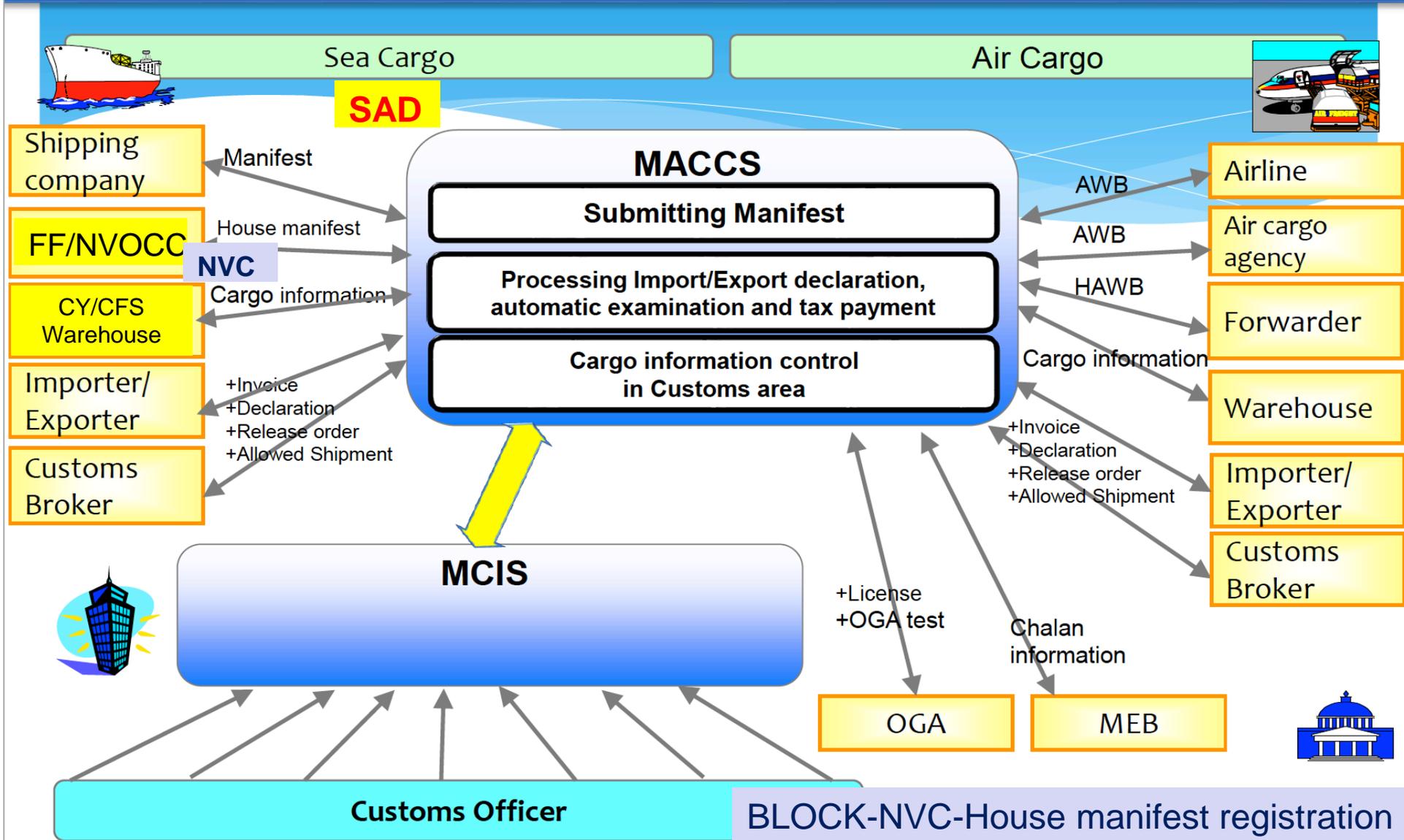
ဖော်ရေးကော်မတီကို ဖွဲ့စည်းခဲ့ပါသည်။ အဆိုပါ ကော်မတီလုပ်ငန်းတာဝန်များတွင် “ မြန်မာနိုင်ငံ၏ ထောက်ပံ့ပို့ဆောင်ရေး၊ မြို့ပြသယ်ယူပို့ဆောင်ရေးကဏ္ဍများအပါအဝင် ပို့ဆောင်ရေးကဏ္ဍတစ်ခုလုံးကို နိုင်ငံတကာစံညွှန်းများနှင့် ကိုက်ညီမှုရှိစေရန် မူဝါဒ၊ မဟာဗျူဟာနှင့် လုပ်ငန်းလမ်းညွှန်မှုချမှတ်ခြင်းများ ဆောင်ရွက်ရန်” ဖော်ပြပါရှိပါသည်။

၂။ သို့ဖြစ်ပါ၍ ပို့ဆောင်ရေးကဏ္ဍတစ်ခုလုံး နိုင်ငံတကာစံညွှန်းများနှင့် ကိုက်ညီစေရန်၊ မူဝါဒ၊ မဟာဗျူဟာနှင့် လုပ်ငန်းလမ်းညွှန်မှုချမှတ်ခြင်းများ ဆောင်ရွက်ရန်၊ အာဆီယံနှင့် မဟာမဲခေါင်ဒေသခွဲအတွင်း ကုန်စည်နှင့်လူများ နယ်စပ်ဖြတ်ကျော်/ နိုင်ငံဖြတ်သန်း သယ်ယူပို့ဆောင်မှု လွယ်ကူချောမွေ့စေရေး မူဘောင်သဘောတူစာချုပ်များအရ နယ်စပ်ဖြတ်ကျော်သယ်ယူပို့ဆောင်မှု လုပ်ငန်းများလွယ်ကူချောမွေ့စေရေးနှင့် အဆိုပါလုပ်ငန်းများကို အကောင်အထည်ဖော်ရာ၌ မိမိတို့နိုင်ငံအတွင်းနှင့် စာချုပ်အဖွဲ့ဝင်နိုင်ငံအချင်းချင်း အခက်အခဲနှင့် ပြဿနာများ ပေါ်ပေါက်ပါက ကိုင်တွယ်ဖြေရှင်းနိုင်ရန်အတွက် “အမျိုးသားပို့ဆောင်မှု လွယ်ကူချောမွေ့စေရေးကော်မတီ (National Transport Facilitation Committee-NTFC)” ကို အောက်ပါပုဂ္ဂိုလ်များဖြင့် ဖွဲ့စည်းလိုက်သည်-

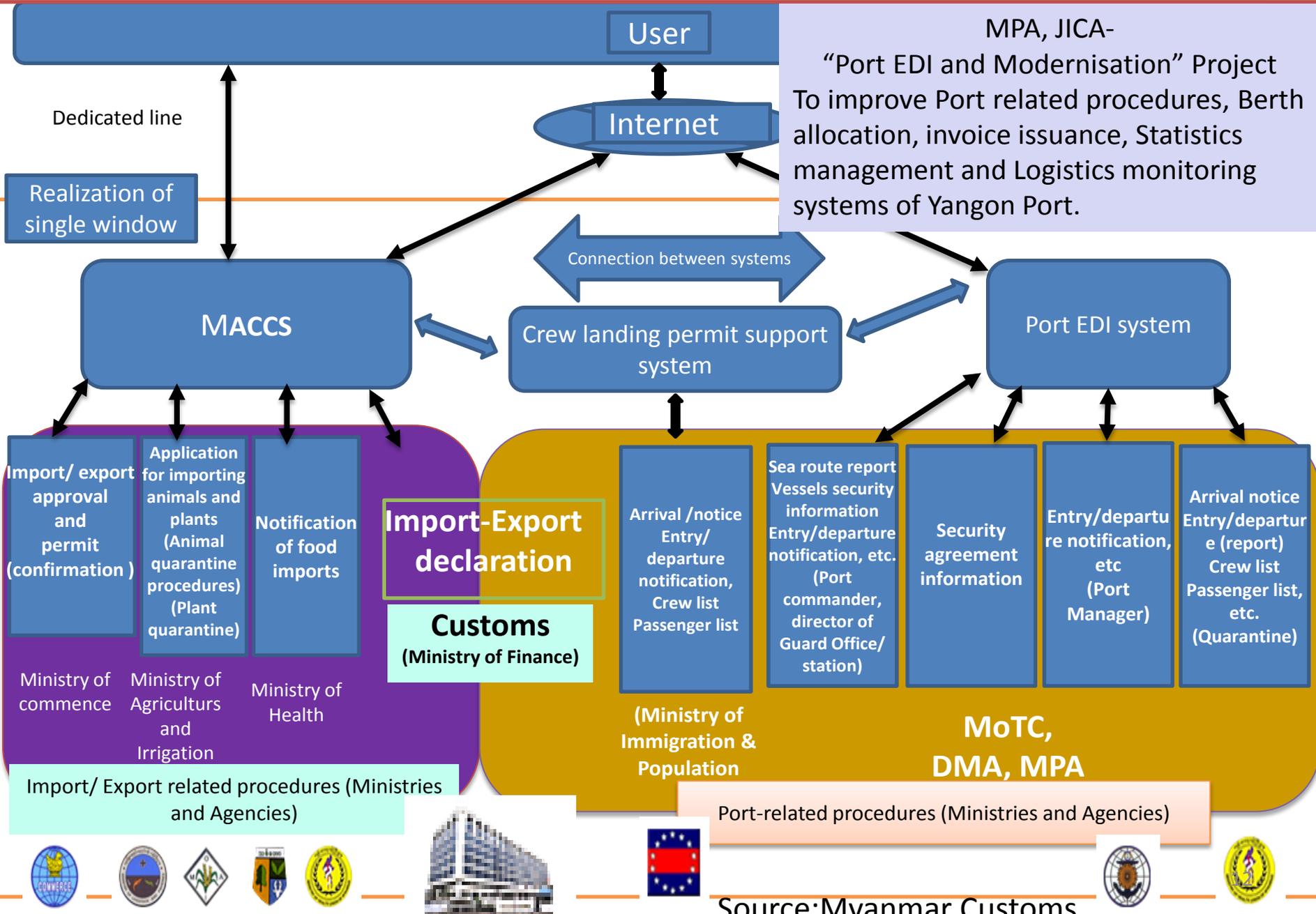
- (က) ပြည်ထောင်စုဝန်ကြီး ဥက္ကဋ္ဌ
- ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန

# MACCS/MCIS စနစ်သို့ အဓိကပူးပေါင်းပါဝင်လာမည့် အဖွဲ့အစည်းများ

## Main player of MACCS/MCIS



# NATIONAL- Single Window System AND MODERNISING CARGO HANDLING SYSTEM



# 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

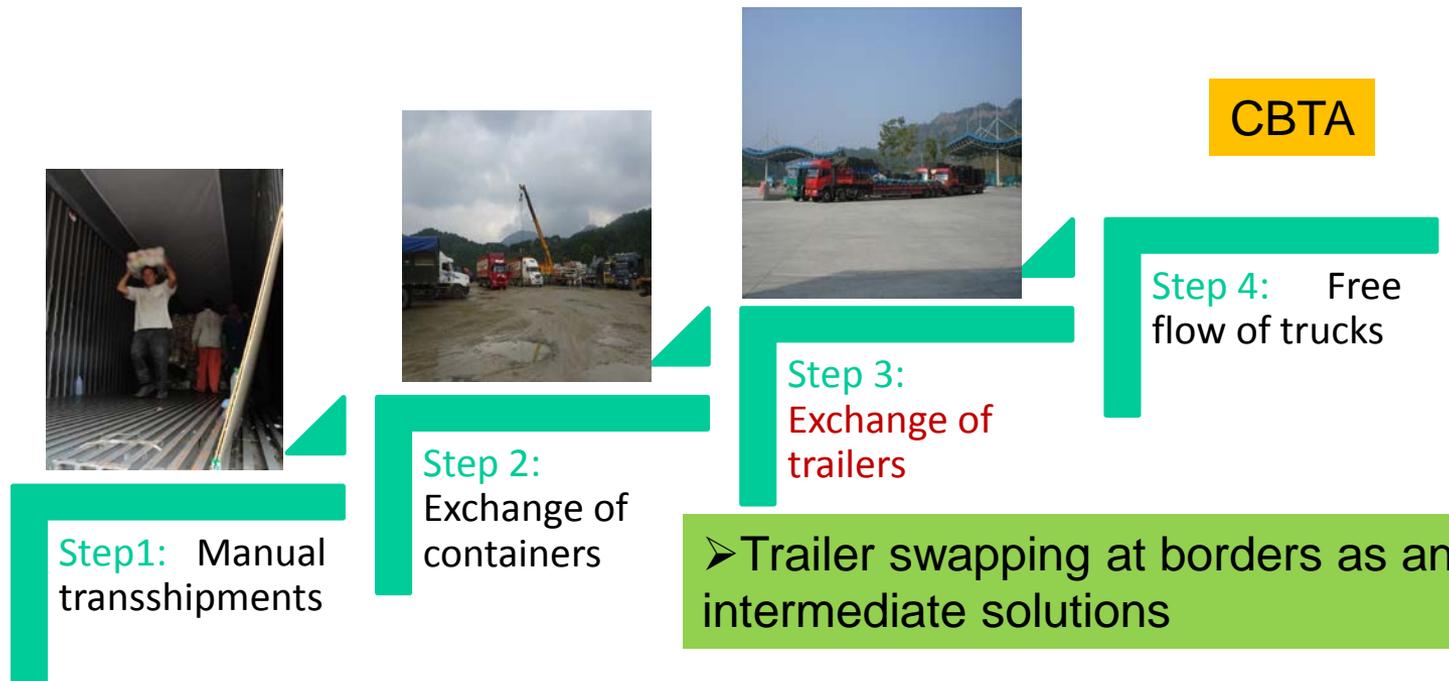
Route-EWEC

## 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



- Reduces costs and times at border operation

# Myawaddy-Kawkareik-Kyandoe-Win Sein-Hpa An- Thaton-Paung-Moke Ta Ma- Mawlamyine

From 31<sup>st</sup> March to 2 April 2017



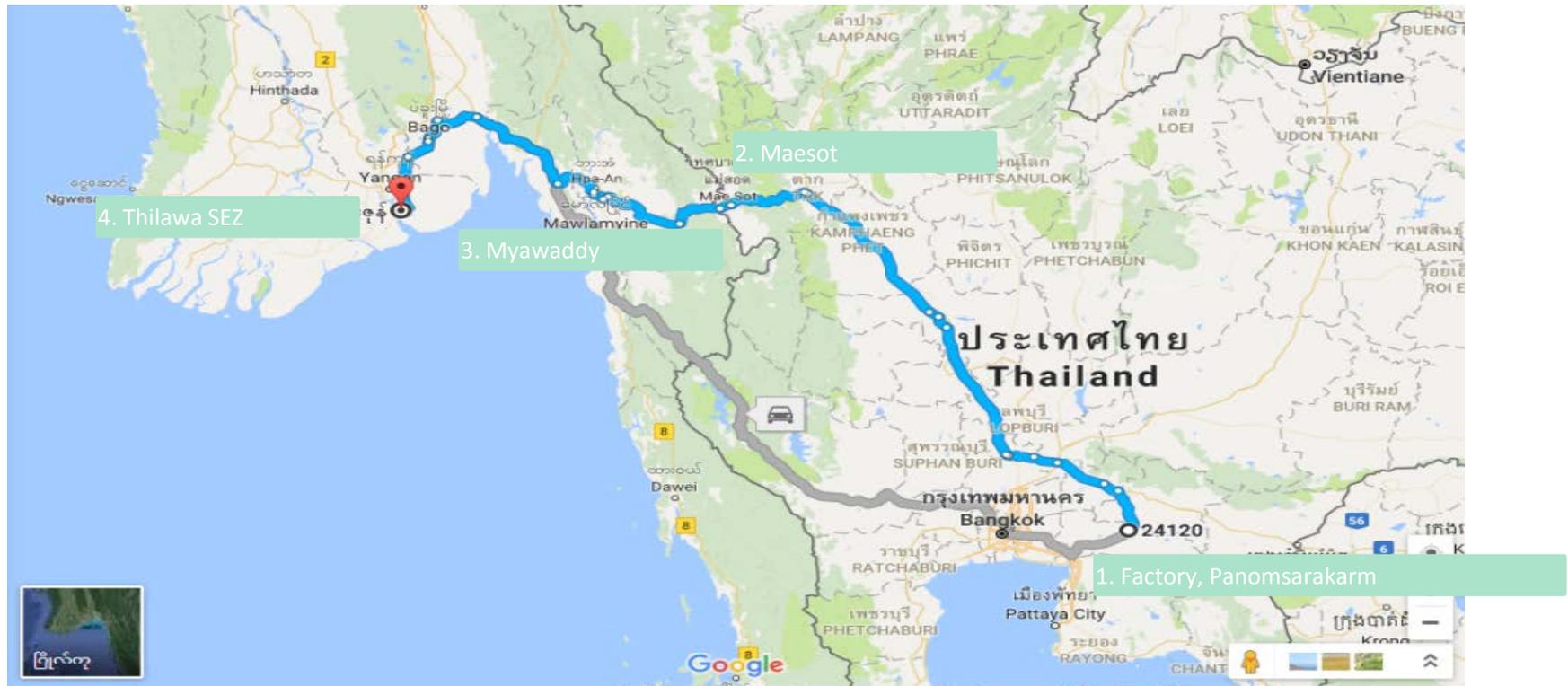
## Map

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)

8<sup>th</sup> June 2017



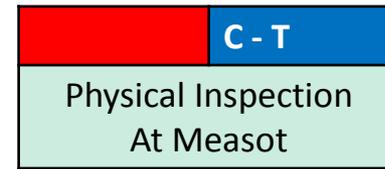
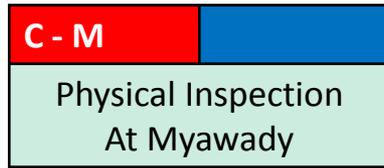


MYANMAR

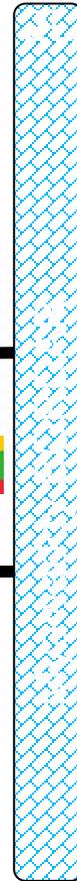
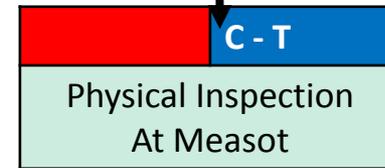
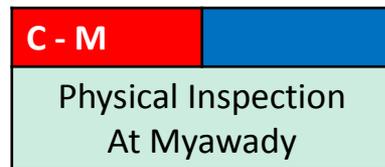
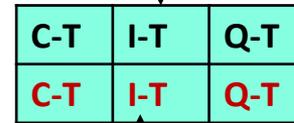
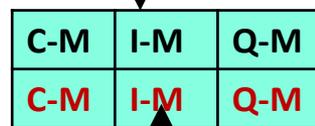


THAILAND

Thai Head  
Move out



Myanmar Head  
Move In



Pick up of cargo at Panomsarakarm in Thailand.



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



Moving across "Friendship Bridge".



"Customs Temporary Admission Pass" issued by Myanmar Customs Dept.

MYANMAR CUSTOMS  
TEMPORARY ADMISSION  
PASS

NO. 333-115  
Expiry Date \_\_\_\_\_

ကုန်ပစ္စည်း-အတတ်ပို့ခံအောင်ခံရခြင်း

VEHICLE REG: NO. \_\_\_\_\_ ISSUE BY Customs (MWD)  
TYPE Trailer No. DKK-63-3966 PERSONAL NO. \_\_\_\_\_  
YEAR Container No. CNW3848177 POINT OF ENTRY Myawaddy  
DATE OF ISSUE \_\_\_\_\_

# 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) |             |                    |            |             |
|--|-------------|--------------------|------------|-------------|
| No   | Description | Location           | Cost (USD) | No. of Days |
| 1  | Trucking    | Bangkok - Maesot   | 870        | 1           |
| 2  | Export CC   | Maesot             | 150        | 0.1         |
| 3  | Import CC   | Myawaddy           | 400        | 0.1         |
| 4  | Tracking    | Myawaddy - Thilawa | 1100       | 1           |
|  |             |                    | 2520       | 2.2         |

| Trucking - Transloading (non-bonded cargo) |              |                    |      |             |
|--|--------------|--------------------|------|-------------|
| No   | Description  | Location           | Cost | No. of Days |
| 1  | Trucking     | Bangkok - Maesot   | 820  | 1           |
| 2  | Export CC    | Maesot             | 200  | 0.1         |
| 3  | Transloading | Myawaddy           | 100  | 0.2         |
| 3  | Import CC    | Myawaddy           | 290  | 2           |
| 4  | Tracking     | Myawaddy - Thilawa | 1100 | 1           |
|  |              |                    | 2510 | 4.3         |

| Sea Freight |               |                       |      |             |
|-------------|---------------|-----------------------|------|-------------|
| No          | Description   | Location              | Cost | No. of Days |
| 1           | Trucking      | Factory to BKK Port   | 300  | 0.2         |
| 2           | Export CC     | Thai Port             | 300  | 3           |
| 3           | Ocean Freight | Thailand - Yangon     | 1500 | 10          |
| 4           | Import CC     | Yangon                | 250  | 4           |
| 5           | Tracking      | Yangon Port - Thilawa | 180  | 0.2         |
|             |               |                       | 2530 | 17.4        |

# E-Seal test Project

## Myawaddy Trade Zone - Ma yan Chaung – Myawaddy Trade Zone

The screenshot displays the E-Tracking System interface. The browser address bar shows the URL: `116.206.176.224/LogisticsSupervisionCenter/index.jsp`. The page title is "E-Tracking System".

**Vehicle List (19):**

- 9L-3486-8242
- 6M-1340-4144
- 9M-9535-3473
- 1M-...

The map shows the Myawaddy Trade Zone with various locations marked, including Ma yan Chaung, Myawaddy, Mawlamyine, and Mae Ping National Park. A legend at the bottom indicates:

- Warning Vehicle (Yellow triangle)
- Alarm Vehicle (Red circle)
- Actual route (Blue line)
- Planned route (Green line)

A circular inset image shows several staff members in white uniforms working at computer monitors in a control room, monitoring the tracking system.

## 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 4<sup>th</sup> Day of October 2017

**FIATA DIPLOMA  
IN  
FREIGHT FORWARDING**

4<sup>th</sup> 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

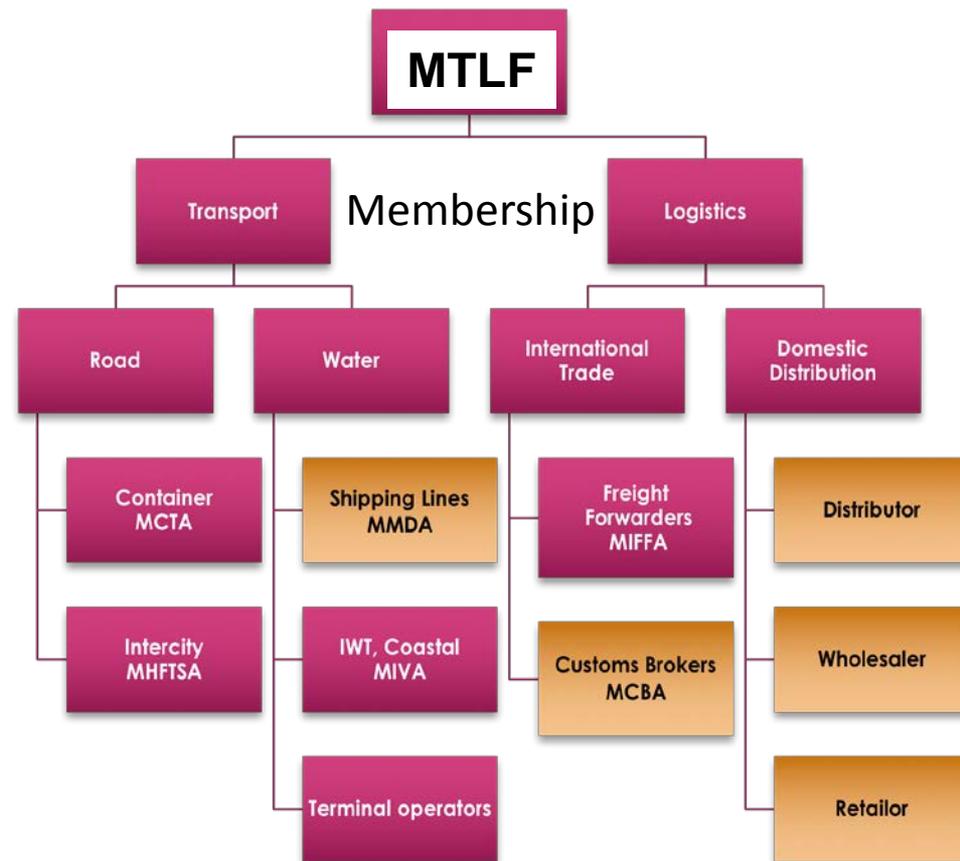
- Quality and Variety of T&L Services
- Performance of Supply Chain

## 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



Ministry of Transport and Communications  
Ministry of Construction  
Republic of the Union of Myanmar

## 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 (In cluding Mawlamyaing)**

# THANK YOU

[aungkhinmyint@gmail.com](mailto:aungkhinmyint@gmail.com)  
[aungkhinmyint@captaung.com](mailto:aungkhinmyint@captaung.com)  
[www.captaung.com](http://www.captaung.com)

