

Trade-led Growth in Times of Crisis
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Session 5

Stakeholder Consultation and Engagement
in a GMS Transport and Trade Facilitation Initiative:
An ARTNeT Case Study

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Asia-Pacific Research and Training Network on Trade

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CDRI – Cambodia's Leading Independent Development Policy Research Institute

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'Trade-Led Growth in Times of Crisis'

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**Session 5: Design of Inclusive Trade Policies
'Stakeholder Consultation and Engagement in a GMS Transport
and Trade Facilitation Initiative:
An ARTNeT Case Study'**

by

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1. ARTNeT Project and Case Studies

Project: Asia Pacific Research and Training Network on Trade (ARTNeT), collaborative research project on *The Political Economy of Regional Integration in the GMS: A Stakeholder Analysis* - research institutes from Cambodia, Lao PDR, Thailand, Vietnam and Yunnan province of China.

Aim: To understand the drivers of regional integration in GMS countries and the characteristics and interactions of the various stakeholders influencing the integration process, particularly on trade and trade facilitation issues, using a stakeholder analysis and case study methodology.

Case Study: GMS Cross Border Transport Agreement (CBTA), as a key element of transport and trade facilitation in regional integration in the GMS, an instructive case study to analyse stakeholders, stakeholder involvement, consultative mechanisms and their role in programme design and implementation.



2. Context: Economic Cooperation and Regional Integration in the GMS and ASEAN

Duvall 2008 ARTNeT paper: *Economic Cooperation and Regional Integration in the Greater Mekong Subregion (GMS)* ‘Although all GMS countries have experienced rapid growth over the past 15 years, no evidence is found that participation of CLMV in subregional cooperation and integration initiatives has led to a narrowing of the gap between the least and most developed GMS and ASEAN countries. While significant progress has been made in reducing poverty, within country inequality also increased during that period. In addition, while intra-GMS and intra-ASEAN trade both increased, trade of Cambodia and Lao PDER with other GHMS or ASEAN countries remains small.

If the various subregional and regional cooperation frameworks are to significantly reduce the development gap among members, activities more directly aimed at this objective may need to be emphasised. Re-thinking institutional arrangements for regional cooperation at both national and subregional/regional levels may be considered in order to facilitate participation of a more representative set of stakeholders in the prioritisation of activities and to ensure synergies between the various initiatives can be captured’.

Lim 2008 ARTNeT paper: *Regional Integration and Inclusive Development Lessons from the ASEAN Experience*: ‘ASEAN’s current support for these arrangements could be expanded to include assistance in mobilising resources and providing expertise, and integration with wider economic cooperation. The benefits are twofold. First, the performance of these subregional initiatives would be improved. Second, ASEAN would be able to better align its goals with these arrangements, creating a more consistent and effective network of trade and investment cooperation in the region’.



3. Rationale: Exploring the Role of Stakeholders and the 'Missing Links' in Effective Initiatives for Regional and Subregional Economic Integration

Dr Surin Pitsuwan (ASEAN Secretary General) - a need for radical and innovative ways to make ASEAN regional integration more effective; a stock take of ASEAN integration measures; a lack of coordination within ASEAN and with GMS initiatives, and low GMS stakeholder interest and ownership; elements of the Initiative for ASEAN Integration (IAI) framework are the same as those for the GMS programme, with the GMS countries a sub-set of IAI. 'Something is missing!' in effectively linking and integrating these policy initiatives as they become operational.

ARTNeT project to: identify barriers, and plus and minus factors affecting integration; use stakeholder analysis to contribute policy recommendations that might promote coordination between initiatives, at regional, sub-regional level, and national levels by better analysing who is driving cooperation, identifying priorities, and developing action plans, and whether these processes are demand or supply driven; identify whether effective stakeholder consultation mechanisms are in place, and how existing mechanisms might be enhanced, particularly for key stakeholder groups such as the private sector, civil society, citizens and consumers.



4. Case Study: Sectoral Focus on Transport and Trade Facilitation (CBTA)

The project focused on transport and trade facilitation, with trade facilitation seen as a fundamental factor in GMS economic integration, but specifically examining the Cross Border Trade Agreement (CBTA).

This sectoral approach to stakeholder analysis was located in the broader context of trade and trade facilitation in the GMS, ASEAN IAI, and bilateral initiatives. Each country case study mapped institutions involved transport and trade initiatives to identify senior representatives of key stakeholders for interview.



5. Stakeholders in Regional and Subregional Integration

- **GMS national or central governments, political leaders, ministries, agencies and officials, and associated consultative mechanisms, varied given different systems of governance;**
- **Provincial, prefectural or sub-national government institutions and officials;**
- **Private sector and state-owned enterprises and their peak bodies or associations such as chambers of commerce, and associated government-private sector consultative mechanisms;**
- **International development partners providing development assistance in support of regional and subregional integration initiatives, particularly the ADB and its GSM programme, but also other multilateral and bilateral agencies providing support for related infrastructure, transport, trade and trade facilitation initiatives, and their international consultants;**
- **To a lesser degree, and more significant in some GSM country systems than others, civil society organisations and policy research institutions working on regional and subregional integration issues.**

Actors in TTF and CBTA

In each GMS country in the study a national coordinating mechanism and the major relevant government agencies and other key stakeholders to coordinate policy making, associated reforms and implementation as follows:

National Transit Transport Coordinating Committee (NTCC)

Trade Facilitation Working Group (TFWG)

National Transit Transport Coordination Committee (NTCC)

CBTA Working Group

National Transport Facilitation Committee (NTFC)

Agencies, interests and stakeholders, names vary between the different countries or departments of commerce or trade, finance, interior, public security, customs and border inspection, health, agriculture, GMS and private sector interests in transport, logistics, banking and insurance.

Transport service providers: Transporters of goods and passengers, and companies, banking and insurance service providers.

Land transport services: Traders and investors, tourists and other cross

预览已结束，完整报告链接和二维码如下：

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