

POLICY DIRECTIONS FOR HARMONIZING SUBREGIONAL CROSS BORDER PROCEDURES: THE CASE OF THE BIMP-EAGA¹

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Abstract: Recent developments showed countries sharing borders, economic and geographical characteristics establishing subregional cooperation, principally to improve their cross border procedures. This paper assesses the Brunei, Indonesia, Malaysia, and the Philippines East ASEAN Growth Area (BIMP-EAGA) subregions' transport system and presents cross border procedures to come up with policy directions toward harmonizing subregional cross border procedures. The intermodal transport system of the BIMP-EAGA subregion is anchored more on maritime transport. The physical characteristics of the subregion were found to influence policy directions formulation. Furthermore, the paper indicated the importance of information and communication technology (ICT) and intelligent transport systems (ITS) in harmonizing and standardizing cross border procedures and thereby improving the logistics systems in BIMP-EAGA. Similarly, the policy directions were recommended to reduce impedance in the cross border documentation and transport procedures to attain some degree of seamless movement of people and freight.

Key Words: Cross border harmonization, intermodal transport system, seamless logistics

1. INTRODUCTION

Recent developments, as a result of globalization and in anticipation of complying with the World Trade Organization (WTO) free trade agreements, several countries having similar economic and geographical features have established subregional cooperation. This is particularly true in the Asia-Pacific region. Further to this, many countries have begun to assess and evaluate their cross border procedures in order to improve transport facilitation. Moreover, the modern innovations in information and communications technology (ICT) have significant potentials in enhancing cross border procedures. Consistent with international conventions and agreements, nations that have established their own subregional cooperation have embarked on harmonizing their cross border procedures so as to have efficient movement of people and freight within their subregions. The main objective of initiating harmony in cross border procedures is to reduce the seam in the movement of people and freight, that is, to have a seamless transport at cross borders.

¹ The paper is part of the cross-border assessment commissioned under an ADB study on strengthening regional cooperation in the transport sector of the BIMP-EAGA and IMT-GT regions. Summary. The paper is the authors' perspectives and doesn't necessarily reflect ADB's view.

Furthermore, with the recovery of most of the Southeast Asian economies from the Asian Economic Crisis of 1997, the framework for subregional cooperation is being re-evaluated or assessed. The BIMP-EAGA subregion should be adopting an outward-looking strategy and to attain this should capitalize on its complementarities and supplementalities in terms of resources, produce and subregional economic and trade activities. With such an outward-looking subregional economic framework it is imperative to come up with policy directions toward harmonizing subregional cross border procedures consistent with it.

Basically, cross border procedures refer to the process or a system of activities involving the movements of people and freight between two or more sovereign nations or states following international laws or conventions. The system of procedures in cross border movements or transactions entails documentation and transportation operations. The documentation transactions are classified into four interrelated procedures: customs, immigration, quarantine and security (CIQS). The transportation-related cross border procedures involve the physical movements of people and freight using any combination of modes of transport and the associated documentations. The transport system being referred in this procedure is basically intermodal, which is a vital component of the overall intermodal logistics network of the physical distribution system. The intermodal transport system cannot be differentiated from the CIQS component of the cross border procedure. The documentation aspects of the CIQS procedures are vital in the intermodal transport system at cross borders. The transport cross border procedures can be further categorized by the geographical characteristics of countries, regions or subregions. The Brunei-Indonesia-Malaysia-Philippines-East ASEAN Growth Area (BIMP-EAGA) subregion is more categorized as a combination of land-lock and archipelagic subregion.

This paper outlines the existing international conventions and agreements on cross border facilitations and is followed by a general description of existing cross border procedures in the BIMP-EAGA subregion. Subsequently, the paper would then identify and assess the key cross border transport issues and concerns and finally provide some policy directions on how to harmonize subregional cross border procedures from the view point of improving subregional transport facilitation.

There are already a number of initiatives towards reducing trade and non-trade barriers. However, there is a need to come up with policy directions in order to harmonize subregional cross border procedures in order to address non-tariff barriers (NTBs) and eventually maintain seamless subregional intermodal logistics network, particularly in the BIMP-EAGA.

2. EXISTING CONVENTIONS ON CROSS BORDER FACILITATIONS

2.1 General Conventions

Among the earlier documents addressing cross border facilitations that attempt to address improving cross border transport facilitation in the Asia-Pacific region is the UN Economic and Social Commission for Asia and the Pacific (UNESCAP) Resolution 48/11. The status of the compliance of the member countries in the BIMP-EAGA subregions to the various international conventions cited in ESCAP resolution 48/11, as of March 2000 is summarized in that document. Among the BIMP-EAGA countries, Indonesia is a party to four conventions, while Philippines and Thailand to two, Brunei Darussalam to one and Malaysia none yet. The two subregions, which have the characteristics of land-lock and archipelagic areas, can be considered as a test case to examine how, given the above conventions, can harmonize their transport facilitation procedures at cross borders.

2.2 The ASEAN and Its AFTA

Particular to the Southeast Asian region, the Association of Southeast Asian Nations (ASEAN) established the ASEAN Free Trade Area (AFTA) in 1992 with the principal objective of creating an integrated market where there is free flow of goods within the region. One of the major agreements made was the signing of the Common Effective Preferential Tariff (CEPT). The CEPT stipulated that tariff rates levied on a wide range of products traded within the region be reduced to 0-5%. Likewise, quantitative restrictions and other non-tariff barriers would be eliminated. This was supposed to be established by the year 2002 instead of the year 2008. Albeit the desire for a free trade area, tariff reductions alone would not be able to attain this. There is a need indeed to eliminate non-tariff barriers (e.g., quotas) and trade facilitation measures such as abolishing unnecessary technical barriers to trade, harmonization of standards and conformance measures, and the simplification and harmonization of customs procedures to guarantee smooth and efficient flow of freight at cross borders. For this end, the ASEAN Customs Cooperation Framework in the form of an ASEAN Customs Code of Conduct was initially signed in 1983 and later revised in 1995 to reflect the recent developments in the region, notably the creation of AFTA. In general, the customs framework promotes the principles of consistency, simplicity, efficiency, transparency, access to appeals, and mutual assistance in the conduct of customs.

One document that mentioned the development of an intermodal (multimodal) transport was the ASEAN Plan of Action in Transport and Communications (2005-2010). This document highlighted the details of the prioritized theme issues, key objectives and projects and their corresponding activities. Among the key points mentioned are the following:

- a. Promoting efficient door-to-door cargo transport and cross-border transport facilitation, through the simplification/harmonization of trade and transport documentation and procedures, establishing uniform and transparent transit and cargo clearance systems and procedures, developing an efficient and global/regional-minded freight forwarding industry, third party logistics services, and haulage industry and utilizing ICT applications;
- b. Improving land transport network infrastructure for better connections and linkages with the national, regional and international maritime (seaports and inland waterways) and air gateways. The development of land transport trade corridors with an appropriate mix of modes—roads, rail and inland waterways, with an established hierarchy of modal interfaces such as inland terminals, container stations and cargo clearance facilities is desirable;
- c. Developing responsive regional maritime transport policies to address the growing containerization in the region, improvement of the efficiency and productivity in ASEAN ports, rationalization of shipping services and the opportunities for increased multimodal transport services;
- d. Enhancing transport security and safety in the regional supply-chain networks, through capacity building initiatives, technical networking, and regular exchange of relevant technologies, best practices and information;

- e. Pursuing environmentally sustainable regional transport strategies, including accession to the relevant international conventions and protocols, promotion of environmental-friendly transportation technology and transportation modes, among others; and
- f. Creating enabling policy towards conducive environment for the increased private sector involvement and/or public-private partnerships in the provision and operation of transport infrastructure and transport and logistics facilities and services;

One of the immediate objectives drawn for the action plans was to reduce time and cost of marketing and distribution of goods. This is one of the documents that support the seamless movement of goods with the intention of enhancing the regional physical distribution and logistics system.

2.3 Regional Conventions

Another document that provides a synopsis on facilitating cross border movements is the Facilitating Cross Border Flows: the True Measure of Liberalization, by Asia-Pacific Economic Cooperation (APEC). This document has identified four flagship recommendations for facilitating cross border flows that draws together components of the APEC trade and investment liberalization and facilitation process. The flagship recommendations are geared mainly toward advancement of smooth cross- border flows for business travels.

At the African region, reform programs were introduced to facilitate cross border procedures. Most of these programs are geared toward liberalizing cross border facilitation and are collectively packaged as the Cross-Border Initiatives (CBI). The CBI comprises a common policy framework developed by fourteen (14) participating countries in Eastern and Southern Africa and the Indian Ocean, with the support of four co-sponsors. The CBI policy framework aims to facilitate cross border economic activities by eliminating barriers to the flow of goods, services, labor, and capital, and help to integrate markets by coordinating reform programs in several key structural areas, supported by appropriate macroeconomic policies.

The North American Free Trade Agreement (NAFTA) defines the cross border facilitation among the United States, Canada and Mexico. Basically, the NAFTA aims to eliminate trade and non-tariff barriers at cross border and hopes for smooth and efficient facilitation of cross border procedures through a set of standards. Inasmuch as most of the cross borders movements among the NAFTA members countries are by land, notably trucking and rail for freight movements, standards for intermodal transport and transit are being in-place.

3. CROSS BORDER PROCEDURES IN THE BIMP-EAGA REGIONS

3.1 The BIMP-EAGA Subregion

The BIMP-EAGA is to promote subregional economic and trade agglomeration with the aim of encouraging complementary cooperation among them in facilitating efficient economic and trade activities and cross border procedures. The linkage of the ASEAN subregional cooperation with the other similar arrangements, of which the BIMP-EAGA is one of them, is shown in Figure 1. The BIMP-EAGA (Figure 2) comprises the whole of the Sultanate of

Brunei Darussalam, provinces in the islands of Kalimantan, Sulawesi, Maluku, and Papua in Indonesia, Sabah, Sarawak and Labuan in Malaysia, and Mindanao and Palawan in the Philippines.

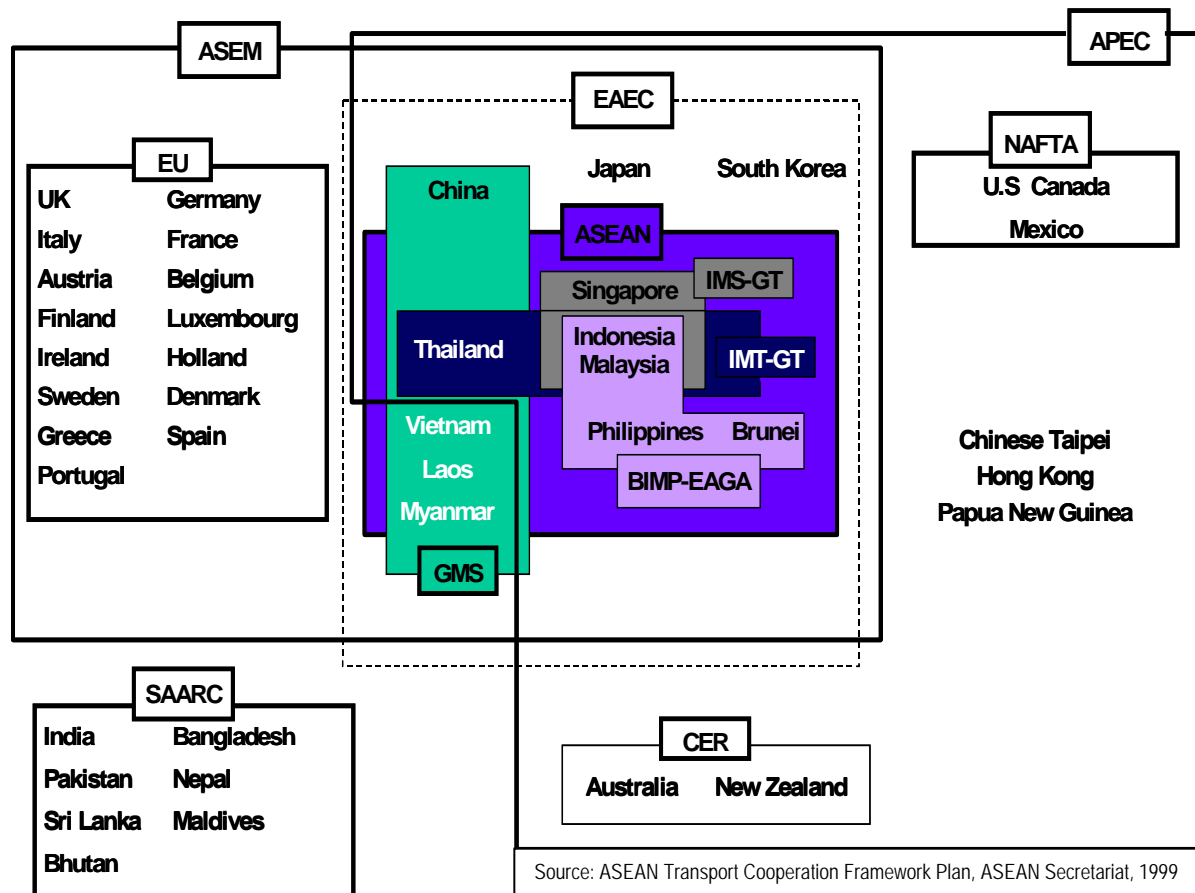


Figure 1. ASEAN Linkages

3.2 Existing Cross Border Procedures and Transport System at the BIMP-EAGA Subregion

Table 1 summarizes the basic cross border customs procedures of the BIMP-EAGA member countries and indicated the general customs procedures in the respective member countries of the BIMP-EAGA subregion. Being part of the AFTA the subregion adheres to the cross border procedures set by the former. Apart from the general conventions on customs procedures, under the AFTA, bilateral and multilateral agreements are defined for the ASEAN member countries.

From Table 2, it could be observed that, as of March 2000, only Indonesia had acceded to four conventions (1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, 1975 Convention on the International Transport of Goods under Cover of TIR, and 1972 Custom Convention on Containers), notably on transport-related multilateral agreements; while the Philippines to two (1968 Convention on Road Traffic and 1968 Convention on Road Signs and Signals), Brunei Darussalam to one (1956 Convention on the Temporary Importation of Road Vehicles) and Malaysia has not yet signified its intention to be part of any conventions. Though, as mentioned earlier that the subregion is guided by the AFTA cross border procedures, there exists special arrangements within the EAGA. For instance, there is a separate lane (BIMP-EAGA Fast Lane) at airports and seaports within the subregion

solely for people coming from the subregion. This is supposedly aimed at facilitating faster movement of people at the cross borders. Despite the BIMP-EAGA Fast Lane, non-physical barriers still exist that tends to cause delay for people entering at the cross borders (airports and seaports).

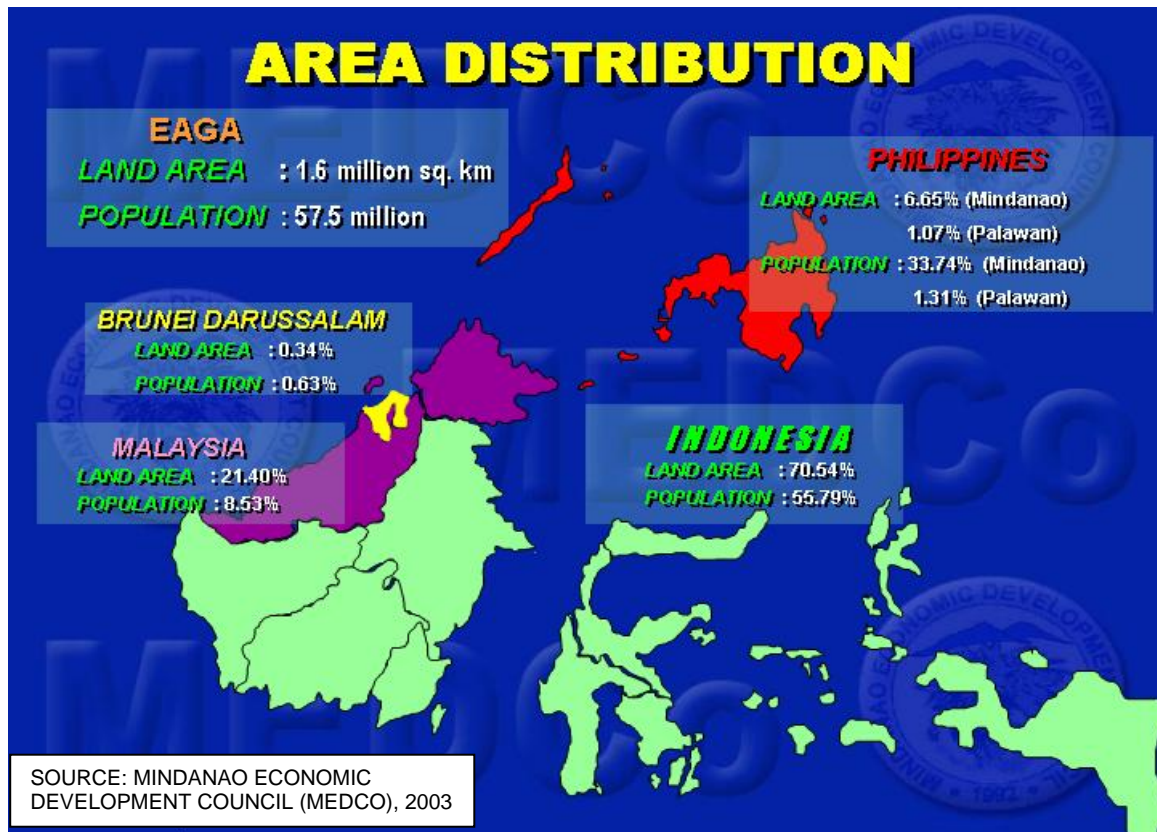


Figure 2. The BIMP-EAGA Subregion

The transport linkages of the subregion are shown in Figure 3. It could be noted from the figure that the transportation linkages among the provinces covered in the subregion basically define the cross border arrangements. The archipelagic nature of the geography of the provinces indicates that intermodality of the transportation system is a key factor of the cross border procedures in the subregion.

From the following figures one could indeed observe that the subregional intermodal transport system is primarily maritime-based and supported by a land-based transport system in the island of Borneo that links the EAGA provinces of Indonesia and Malaysia. The maritime-based subregional intermodal system is also supported by limited air transport system. The land transport system is basically road-based, which is part of the Pan-ASEAN highway network linking the subregion to the Asian highway network. There is still a considerable length of kilometers that needs to be completed to provide the cross-border link between the BIMP-EAGA provinces of Indonesia and Malaysia. The subregional air transport system is not yet fully developed though there were already identified air links as shown in Figure 3 above. The subregional air traffic demand is not as high compared to maritime and land traffic demand.

Table 1. Summary of Customs Procedures in the BIMP-EAGA Sub Region

Country	1. Brunei Darussalam	2. Indonesia	3. Malaysia	4. Philippines
Customs Procedures	<ul style="list-style-type: none"> ▪ Tariff & duties ranges from 10%-30% for dry goods, machinery, spare parts, equipment, etc. ▪ Valuation of products is based on the Brussels Definition of Value ▪ Clearing Imports require the following documents that the master or agent of vessel should present: port clearance, inward manifest, crew list, ship stores, etc. ▪ Handling of goods should only be at prescribed ports (air, road, and sea) of imports and exports and landing places approved by controller of customs ▪ Examination is carried out after the declaration of goods has been accepted and duties have been collected and with the presence of the importer or agent ▪ Documentation includes declaration of goods with detailed information 	<ul style="list-style-type: none"> ▪ Tariff and duties vary according to kind of goods with a range from 0 to 170%, value added tax (VAT) ranges from 0 to 10%, sales tax on luxurious goods (STLG) varies from 10% to 50% depending on the kind of goods ▪ Valuation of products is determined and/or adjusted in accordance with the provision of agreement on implementation of Article VII of the Agreement on Tariffs and Trade of 1994 ▪ Clearing imports involves the submission of a Notice of Estimated Time of Arrival to Customs and lodging of a General Declaration in the form of a manifest ▪ Handling of goods are at prescribed ports (air, road, and sea) and subject for ▪ Examination is carried out physically after the declaration of goods ▪ Documentation includes all necessary customs, clearance and other forms prescribed. 	<ul style="list-style-type: none"> ▪ Tariff and duties are subject in accordance with the Customs Duties Order of 1996 and ranges from 5% to 30%. Malaysia provides concessional tariff rates in line with its commitment arising from bilateral and multilateral trade negotiations with other ASEAN members ▪ Valuation of products is in accordance with definition of "value" under the Customs Act of 1967 ▪ Clearing Imports require written declaration for all dutiable and non-dutiable commercial goods through the declaration form ▪ Handling of goods are done at the ports of entry (air, road, rail and sea) and administered by customs personnel ▪ Examination is done after all documents and declaration are in order ▪ Documentation includes customs, clearance, declaration forms, etc. 	<ul style="list-style-type: none"> ▪ Tariff and duties are in accordance with the law, unless exempted by the Department of Finance, and range from 3% to 50% ▪ Valuation for customs purposes is based on the Fair Market Value (FMV) of the Philippines ▪ Clearing Imports require manifestation by the carrier involving the processing of import documents ▪ Handling of goods are at the ports of entry (air and sea) and require pre-shipment inspection (PSI) conducted by government contracted inspection company ▪ Documentation is classified as Formal and Informal Entry. Goods imported for commercial purposes dutiable value is less than US\$500, personal or household effects not in commercial quantity brought into the Philippines in passenger's baggage and mail for personal use will be Informal entry documentation; other shipments are Formal entry documentation

Table 2. Status of BIMP-EAGA Sub Region and Selected ESCAP Member Countries Compliance to International Conventions Listed in ESCAP Resolution 48/11, as of March 2000

Country	Conv'n. on Road Traffic (1968)	Conv'n. on Road Signs & Signals (1968)	Customs Conv'n on the Int'l. Transport of Goods under Cover of TIR Carnets (1975)	Custom Conv'n. on the Temporary Importation of Commercial Road Vehicles (1956)	Custom Conv'n on Containers (1972)	Int'l. Conv'n on the Harmonization of Frontier Control of Goods (1982)	Conv'n on the Contract for the Int'l. Carriage of Goods by Road (CMR) (1956)
Group I: Mainland Asia							
Afghanistan			X	X			
Armenia			⊗			⊗	
Azerbaijan			⊗				
Cambodia				X			
China					X		
Hong Kong, China				X			
India		X					
Islamic Republic of Iran	X	X	X				⊗
Kazakhstan	⊗	⊗	⊗				⊗
Kyrgyz tan			⊗	⊗		⊗	⊗
Lao People's Democratic Republic							
Malaysia¹							
Mongolia	⊗	⊗					
Pakistan	X	X					
Republic of Korea	X	X	X		X		
Russian Federation	X	X	X		X	X	X
Singapore				X			
Tajikistan	⊗	⊗	⊗				⊗
Thailand	X	X					
Turkey			X		X		X
Turkme-nistan	⊗	⊗	⊗				⊗
Uzbekistan	⊗	⊗	⊗	⊗	⊗	⊗	⊗
Viet Nam							
Group II: Island Countries							
Brunei Darussalam¹				X		..	..
Indonesia¹	X	X	X		X	..	..
Japan						..	..
Maldives						..	..
Philippines¹	X	X				..	..
Sri Lanka						..	..

Notes: Two dots (..) indicate that data are not applicable X – party/acceded

⊗ - acceded after adoption of resolution 48/11

¹BIMP-EAGA Sub Region Member Countries

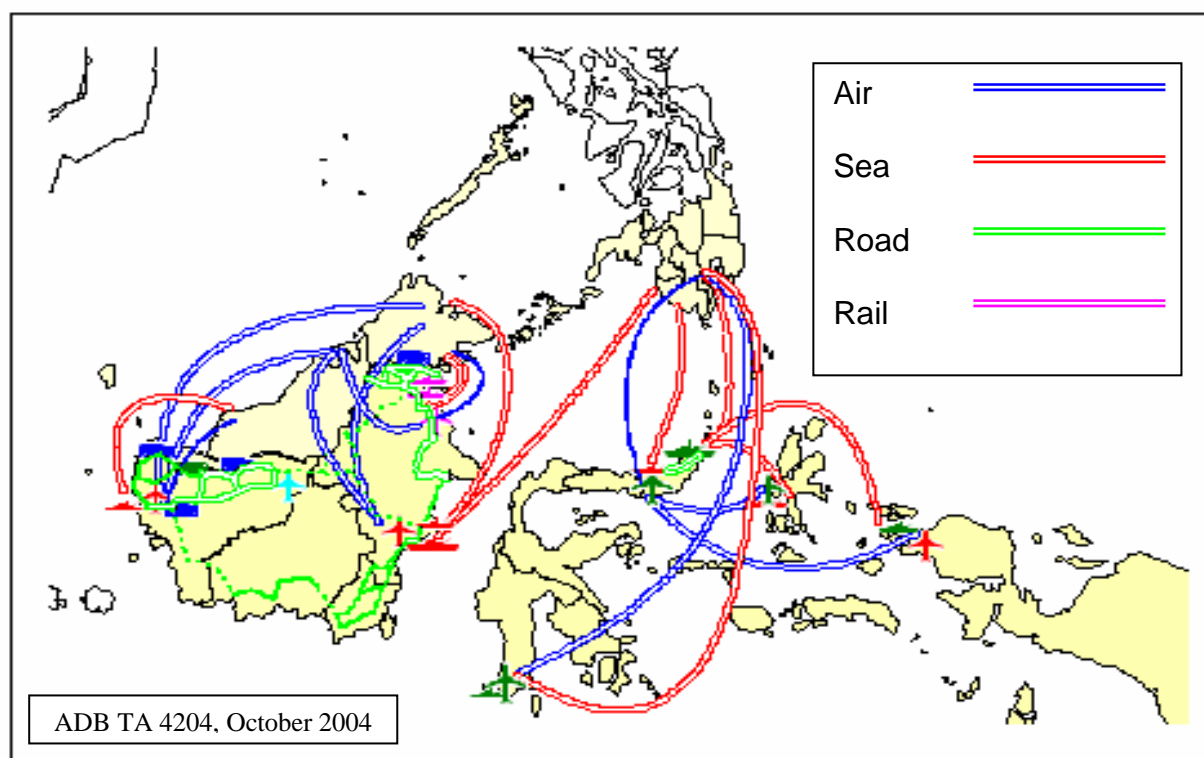


Figure 3. BIMP-EAGA Linkages

3.3 Subregional Cross Border Issues and Concerns

3.3.1 CIQS Cross Border Issues

The principal cross border issues pertain to the procedures in Customs, Immigration, Quarantine, and Security (CIQS) and transportation, which are closely related. Furthermore, as also pointed out earlier, these issues can be summed up to how to attain seamless movement of people and goods at cross-borders. In particular, harmonizing the regulatory and procedural requirements at the BIMP-EAGA subregion is a key factor towards this end.

The following are among the main issues related to customs procedures: a) each country has its own customs procedures at cross borders, notably in customs valuation and clearance, and b) the countries have varying documentation and forms at cross borders. These issues are partly because difficulties in the implementation and compliance of the conditions of the agreement.² It is therefore imperative that a possible policy direction to address such issues is come up with an institutional mechanism whereby the respective member countries could discuss standardized implementing guidelines on how to enforce common tariff rates at EAGA ports.

On the other hand, the key concerns in immigration are: a) the lack of a standardized system for information sharing and exchange among the subregion member countries, and b) growing

² For example: (i) non-compliance of the Philippines ports in General Santos City and Davao City on common or standardized port fees and tariff as stipulated in the AFTA or BIMP-EAGA agreements, (ii) issuance of certificate of accreditation or certification to vessels operating under the BIMP-EAGA by their respective authorized government agencies for purposes of availing the special rated.

concern on regional security and continuous terrorism threat in the subregion. The critical issue with respect to quarantine at cross-borders is the lack of a standardized and efficient the procedure for securing clearances and facilitation of the importation and exportation of agricultural and aquamarine produce in the BIMP-EAGA subregion. With the growing concern on regional security, especially with the increase threat of international terrorism, combating transnational crimes, illegal movements of arms and terrorism are the main issues related to security. With the advent of information and communications technology (ICT) and the development of intelligent transport systems (ITS), the above cross-border issues could be addressed. It is therefore appropriate that cross-border procedures be standardized and the development of databases for this purpose be initiated so suitable ICT systems could be in place.

3.3.2 Transport Cross Border Concerns

The transport issues on cross border can be categorized into procedural and system-related. The procedural concerns are those involving institutional, documentation and transport facilitation. On the other hand, the system-related matters pertain to the standards of transport facilities, infrastructure and disintegration of transport networks. Likewise, utilization of containers for transshipment of cargoes could enhance efficiency. Furthermore, there is the perception that the following concerns are present in the subregion: a) lack of handling facilities at cross borders, notably at ports and airports, b) existence of cabotage policies, except Brunei Darussalam, c) lack of efficient intermodal transfer practices, systems and facilities, and d) existence of informal maritime transport services. At land cross borders, the imbalance in the standards, quality of infrastructure and services further contribute to the impedance on transport facilitation.

Hence, if the above-mentioned barriers are addressed, then cross border procedures would improve and thereby contribute to enhancing the level of service of subregional and international logistics networks which are essential for freight distribution in the BIMP-EAGA subregion. The integration of the subregion's intermodal transportation system coupled with the relaxation of measures for transshipment operations in the subregion could improve the movement of goods and people.

4 POLICY RECOMMENDATIONS

4.1 General Approach

Various transport-related measures to address the issues and concerns, specifically the gaps or disparities as compared to international standards and ideal/innovative approaches, can be grouped into four classes of measures: a) regulatory measures, b) trade and transport facilitation measures, c) development policy measures, and d) subregional coordination measures (Carlos T. de Castro, Trade and Transport Logistics Facilitation, 1993). Regulatory measures are aimed at harmonizing transport liability and providing appropriate legal framework for the development of intermodal transport operators in the subregion. On the other hand, trade and transport facilitation measures are intended to harmonize and simplify documentation and facilitation of cross border flow of freight and people. The application of ICT in standardizing documentation and the establishment of database are typical of such innovative measures. To ensure the smooth development of transport services and efficiency of the subregional transport system, formulation of development policy measures, like promotion of an integrated transport system in the subregions, provision of transport infrastructure facilities such as container and handling facilities and application of ICT and

ITS systems, are essential. Furthermore, to have proper and economic harmonization and integration of the various required actions at the national level subregional cooperation measures are needed. Finally, the involvement and participation of the private sector for fruitful and viable subregional cooperation, notably in the transport and logistics sectors, are essential and should not be ignored.

4.2 Improvement of Cross-Border Procedures

4.2.1 CIQS Procedures

To address the concerns on customs cross border procedures, it is essential that a policy towards the simplification and standardization of procedures be established. Such a policy would introduce reforms on how to minimize the impedance of non-physical barriers at cross borders in the subregion. For efficient movement of people within the subregion and improve immigration procedures at the cross borders the subregion needs to formulate a policy of open access information. To improve quarantine procedures at cross borders, a policy recommendation is towards the standardization of procedures for securing clearances and facilitation of the importation and exportation of agricultural and aquamarine produce in the subregion. In response to the growing concern on regional security and especially with the increase threat of international terrorism, combating transnational crimes, illegal movements of arms and terrorism the following policy measures need to be formulated: a) development of standardized tracking and monitoring devices and b) development of databases.

4.2.2 Transport Procedures

To address the issues related to the intermodal transport system's effects on cross border procedures, applications of ICT and intelligent ITS systems have to be explored. The member countries of the BIMP-EAGA subregion have to formulate policies toward the introduction of the ICT and ITS systems in promoting and improving the efficiency of subregion's intermodal transport system and cross border procedures. Similarly, there is a need to provide standardized intermodal facilities at cross borders, including container facilities conforming to international standards and meet requirements for intermodal transport systems. Moreover, institutional measures need to be identified in support of the above policy recommendations. The promotion of intermodal transport system as a policy for the BIMP-EAGA subregion is anchored more on developing the inter-island transport system and establishing the necessary facilities toward attaining this policy.

4.3 Proposed Policy Actions

In support of the policies presented in the previous section, policy actions given in Table 3 are being proposed. The policy recommendations for improving cross border procedures in support of the transport sector can be further grouped as follows: a) harmonization and simplification, through standardization of the CIQS procedures, b) promotion of intermodal transport system, and c) application of ICT and ITS in support of the above policy recommendations.

In addition, a crucial program that must support the policy recommendations is a responsive capacity-building program to ensure the concerned institutions, government agencies and the private sector would be equipped with the necessary knowledge on best practices in harmonizing cross border procedures. Another important recommendation is the development

of subregional transport database, which is vital in all aspects of transport planning, logistics, physical distribution, and transport and cross border facilitation procedures.

Table 3. Proposed Programs and Projects to Improve Cross Border Procedures

Policy Recommendations	Programs and Projects
A. Customs Procedures	
<ul style="list-style-type: none"> Simplification and standardization of customs procedures 	<ul style="list-style-type: none"> Adoption of a simplified and standardized customs procedures and installation of a single window system for all customs procedures including cross border clearance, quarantine, etc. Adoption of a standardized, common and single customs valuation Development of standardized and simplified documentation process, particularly customs and related forms, etc. Implement standardized pre-arrival procedures Introduce appropriate ICT system to simplify and standardized cross border documentation
B. Cross Border Movement and Immigration	
<ul style="list-style-type: none"> Formulation of open access information 	<ul style="list-style-type: none"> Development of an information system, which is full-proof, for sharing and exchange of information among the EAGA member countries Development of a website solely for the above purpose can facilitate the sharing and exchange of standardized information in the sub region Establishment of a single entry visa within the sub region, which would lead to the ASEAN single entry visa Development of a Smart Card that would harmonize movement of people within the region <ul style="list-style-type: none"> The development of the Smart Card might require bilateral basis for its smooth implementation This would also contribute in containing or combating human trafficking in the sub region and as deterrence to regional terrorism
C. Quarantine	
<ul style="list-style-type: none"> Standardization of procedures for quarantine clearance and facilitation of importation and exportation of agricultural and aquamarine produce 	<ul style="list-style-type: none"> Develop a standardized procedures with the aid of ICT for quarantine applications Establishment of tracking and monitoring device for importation and exportation of agricultural and aquamarine produce
D. Regional Security	
<ul style="list-style-type: none"> Standardizing monitoring and tracking systems and development of databases 	<ul style="list-style-type: none"> Development of an ICT and ITS-based tracking and monitoring system that are placed preferably at intermodal transport modes and facilities, which are connected to the member countries' cross border facilities Development of databases that are standardized in form and hardware and software facilities and equipment
E. Intermodal Transport System	
<ul style="list-style-type: none"> Promotion of ICT and ITS systems and standardized intermodal facilities 	<ul style="list-style-type: none"> Applications of ICT and ITS systems have to be explored Provision of standardized intermodal facilities at cross borders, including container facilities conforming to international standards and meet requirements for intermodal transport systems
<ul style="list-style-type: none"> Transport System 	<ul style="list-style-type: none"> Need to further assess transport system Upgrade intermodal transport system with emphasis on maritime transport, e.g., roll-on and roll-off ferry facilities

(Continuation of Table 3)	
<ul style="list-style-type: none"> • Handling facilities 	<ul style="list-style-type: none"> • Need to assess existing handling facilities at cross border ports • Upgrade handling facilities to conform to international standards
<ul style="list-style-type: none"> • Use of ports and shipping services 	<ul style="list-style-type: none"> • Review the cabotage policy being imposed by member countries and if possible abolish or amend such policy
<ul style="list-style-type: none"> • Containerization 	<ul style="list-style-type: none"> • Need to assess existing container facilities at cross border ports and airport • Upgrade or develop container facilities conforming to international standards
<ul style="list-style-type: none"> • Intermodal transfer 	<ul style="list-style-type: none"> • Assess existing transfer systems • Review freight forwarding tariffs, scope of operations, etc. • Review loading and unloading practices at transfer nodes • Review of transit management practices of carriers • Upgrade intermodal transfer facilities • Identify appropriate ICT and ITS systems
<ul style="list-style-type: none"> • Monitor informal transport services, particularly maritime transport 	<ul style="list-style-type: none"> • Ascertain and determine existence of informal maritime transport services and their statistics • Conduct strict inspection of informal maritime transport • Application of ICT and ITS for monitoring and control of informal transport services at cross borders

5. CONCLUSION

This paper provided an overview of the existing cross border procedures and the characteristics of the intermodal transport systems, and how they affect cross border procedures in the BIMP-EAGA. It could be surmised that the key issues assessed, notably on CIQS cross border procedures, focused on the need to standardize and simplify the procedures. With the advent of information and communications (ICT) systems, the measures to address the disparities or gaps in the CIQS cross border procedures can be developed or formulated with the aid of these systems. It is therefore imperative that the suitable and viable ICT systems are identified and developed to attain standardization and simplification of the cross border procedures. On the transport-related cross border procedures, the primary issues focused on how the impedances cause seam on the cross border movement of people and freight in the two subregions. The geographical patterns of the subregion define its intermodal transport systems and it was found that the issues and concerns are related to the intermodal characteristics of the transport systems.

The BIMP-EAGA countries have to carefully assess and validate the issues and concerns on its cross border procedures and components highlighted by this paper. Similarly, the policy recommendations and their corresponding measures to address the cross border issues and concerns should be studied by the member countries of the subregion and consider in formulating their subregional cross border policies, measures, programs and projects.

ACKNOWLEDGEMENTS

The authors would like to express our gratitude to the Asian Development Bank for allowing us to utilize the information and materials from TA 6059-REG. We also acknowledge the support of the Mindanao Economic Development Council (MEDCO) for the valuable assistance to us.

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