



MEKONG
INSTITUTE



Core Group Meeting

Project on
**Green Freight and Logistics
Development in Mekong Countries**

September 21, 2018

Mekong Institute
Khon Kaen, Thailand

Core Group Meeting

**Project on
“Green Freight and Logistics Development in Mekong Countries”**

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Mekong Institute (MI)
Khon Kaen, Thailand

Acknowledgements

Mekong Institute (MI) would like to express sincere thanks to Mr. Minjun Cho, Second Secretary, the Embassy of Republic of Korea in Bangkok, who co-chaired the meeting and made the opening and concluding remarks.

MI would also like to thank the members who attended the Core Group Meeting including the Embassy of Republic of Korea in Bangkok, Ministry of Transport and Communications - Myanmar, Ministry of Transport – Thailand, Cambodia Freight Forwarders Association (CAMFFA), Lao International Freight Forwarders Association (LIFFA), Myanmar Highway Freight Transport Service Association, General Department of Logistics, Ministry of Public Works and Transport - Cambodia and Vietnam Automobile Transportation Association (VATA), for their attendance and contribution to the success of the meeting.

The meeting and the project as a whole cannot be accomplished without the support, cooperation and collaboration of the Government of Republic of Korea through Mekong – Republic of Korea Cooperation Fund (MKCF).

Lastly, our sincere appreciation also goes to the Project Team of MI Trade and Investment Facilitation (TIF) Department for their valuable inputs and arrangements for the meeting, and all MI staff members for their support and assistance.

Trade and Invest Facilitation (TIF) Department
Mekong Institute
November 2018

Executive Summary

With the support of the Mekong – Republic of Korea Cooperation Fund (MKCF), Mekong Institute (MI) conducted a Core Group Meeting of the Project: “Green Freight and Logistics Development in Mekong Countries” on September 21, 2018 at Khon Kaen, Thailand. The meeting aimed to i) introduce software on Green Logistics Service Quality Standards (GLSQS) to TWG member to assess the green activities at company level, ii) introduce Green Mark and Key Performance Indicators (KPIs), and iii) seek necessary cooperation and support from the Core Group members for the successful implementation of the training on use and application of the software program on GLSQS.

A total of eight delegates from the Embassy of Republic of Korea in Bangkok, Cambodia, Lao PDR, Myanmar, Vietnam and Thailand (CLMVT) attended the meeting representing 1) government agencies: the Ministry of Transport and Communications - Myanmar, Ministry of Transport - Thailand, and General Department of Logistics, Ministry of Public Works and Transport – Cambodia and 2) The private sector: Cambodia Freight Forwarders Association (CAMFFA), Lao International Freight Forwarders Association (LIFFA), Myanmar Highway Freight Transport Service Association, Myanmar Container Trucks Association and Vietnam Automobile Transportation Association (VATA).

At the inauguration, Mr. Minjun Cho, Second Secretary, the Embassy of Republic of Korea in Bangkok and Mr. Sudam Pawar, Director, Innovation and Technological Connectivity Department, Mekong Institute, who were the co-chairs of the meeting, warmly welcomed the delegates to the meeting.

The Core Group members discussed and deliberated upon the results of the Baseline Study of the project: Green Freight and Logistics Development in Mekong Countries. The members also provided comments on the Green Logistics Service Quality Standards (GLSQS) software and provided suggestions for encouraging its adoption by companies. Finally, the Core Group members expressed their support for action plans by country groups and private sector.

Abbreviations / Acronyms

AP	Action Plan
ASIF	Avoid-Shift-Improve Framework
BODs	Board of Directors
CO ₂	Carbon Dioxide
CDS	Curriculum Design Statement
CNG	Compressed Natural Gas
GFL	Green Freight and Logistics
GHG	Green House Gas
CLMV	Cambodia, Lao PDR, Myanmar, Vietnam
CLMTV	Cambodia, Lao PDR, Myanmar, Thailand and Vietnam
GLEC	Global Logistics Emissions Council
GLSQS	Green Logistics Service Quality Standards
GMS	Greater Mekong Sub-region
KM	Kilometer
KPIs	Key Performance Indicators
LPG	Liquid Petroleum Gas
MI	Mekong Institute
MKCF	Mekong-Korea Cooperation Fund
M&E	Monitoring and Evaluation
NTB	Non-Tariff Barrier
RP	Resource Person
SFT	Sustainable Freight Transport
SMART	Specific, Measurable, Actionable, Realistic and Time-Bound
S&E	Synthesis and Evaluation
TIF	Trade and Investment Facilitation
UNCTAD	United Nations Conference on Trade & Development
UNFCCC	United Nations Framework Convention on Climate Change

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Core Group Meeting

Project on “Green Freight and Logistics Development in Mekong Countries”

1. Background

Freight transportation is critical to businesses, consumers and the world economy. The freight sector moves vast volumes of goods, commodities, materials and food domestically and globally and is primary factor in economy and growth. But a goods movement comes with an impact on the global environment. It contributes a significant portion of air pollution and its contribution is expected to grow significantly in the coming years. Globally, carbon dioxide (CO) emissions from freight transport are growing more quickly than those from passenger vehicles. In particular, heavy duty vehicles are expected to be the largest emitter of CO₂ from all transport modes by 2035.

As the Asian economy continues to grow at a rapid pace, an increase in freight transport activity is also expected. It is estimated that by the year 2050, medium and heavy freight trucks worldwide will consume 1,240 billion litres of fuel, which is estimated at 138% more than 2000 levels. The global share of trucks operating within Asian countries is expected to increase from 19% in 2000 to 34% in 2050.

The Mekong Institute (MI) is implementing a three-year project on “Green Freight and Logistics Development in Mekong countries’ funded by the Republic of Korea through the Mekong - Korea Cooperation Fund (MKCF). The long-term objective of the project is to reduce the cost of logistics and transport to improve economic performance in the five countries in Cambodia, Lao PDR, Myanmar, Vietnam and Thailand (CLMVT). This will eventually aid the transport sector to increase its contribution to economic development in the Mekong countries as well reduce its carbon footprint.

As part of this project, MI organized training on Green Freight and Logistics Management on September 17-21 in Khon Kaen, Thailand. Along with the training, MI held a meeting of the Core Group of the project on September 21, 2018.

2. Meeting Objectives

The objectives of the meeting were as following:

- 1) Discuss and endorse various outputs produced under the project, which are:
 - a) Baseline study and
 - b) A software on the Green Logistics Service Quality Standards (GLSQS) for the logistics companies to monitor the performance of the set standards
- 2) Discuss and validate country action plans prepared and presented by participants of the training and cooperation for implementation of the action plans
- 3) Discuss and decide follow-up procedures of the project
- 4) Discuss and decide reporting mechanism under the project

3 Participants

A total of eight delegates representing government agencies and the private sector attended the Core Group meeting. These included the Embassy of Republic of Korea in Bangkok, Ministry of Transport and Communications - Myanmar, Ministry of Transport – Thailand, Cambodia Freight Forwarders Association (CAMFFA), Lao International Freight Forwarders Association (LIFFA), Myanmar Highway Freight Transport Service Association, General Department of Logistics, Ministry of Public Works and Transport - Cambodia and Vietnam Automobile Transportation Association (VATA).

The resource persons in the meeting were Prof Je-Jung Lee, Consultant, who made a presentation on the baseline study of the project: Green Freight and Logistics Development in Mekong Countries and Ms. Parichart Ponpala, Senior Logistics Adviser, who made a presentation on green logistics quality service standard.

4. Inaugural Session

4.1. Welcome Remarks

Mr Sudam Pawar, Director, Innovation and Technological Connectivity, MI

On behalf of MI Executive Director, Mr. Pawar welcomed all the delegates to the meeting and briefly explained the objectives of the meeting. Mr. Pawar welcomed Mr. Minjun Cho and the Core Group members in the meeting. He expressed hope the discussions and deliberations in the meeting will be useful in deciding the way forward of the project.

4.2. Opening Remarks

Mr. Minjun Cho, Second Secretary, Embassy of Republic of Korea in Bangkok

In his Opening Remarks, Mr. Minjun Cho underscored the importance of collaboration between the Government of the Republic of Korea and Mekong Institute in implementing the project. Mr. Cho stated he looks forward to the day's presentations on the project activities to learn about the progress of the project and the results of the activities.

5. Technical Sessions

5.1 Presentation on Baseline Study

Mr. Je-Jeung Lee, Consultant, MI

The objectives of the Baseline Study were to

- Establish basic database on green freight logistics and related information from LSPs
- Find out policy aspects, which are rules and regulations on green freight logistics among the government of CLMVT
- Receive opinion and interest of LSPs regarding training program including software package for self-training on green freight for stakeholders

The methodology followed for the baseline study is given as below::

- Interviews
 - For LSPs and government officers (KII)
- Focus Group Discussion (FGD)
 - For Associations
- Different set of questionnaires are prepared for each group
- Divided into 2 parts: Thailand, Vietnam and Cambodia for one, Laos and Myanmar for another

Baseline of project indicators

- Baseline study should be aligned with baseline of project indicators so that outcome of study can be consistent with the purpose and goal of project

- Questionnaires for interview and FGD are designed to find out the information on project indicators. Therefore, result of interview and FGD would reflect indicators and their measurement

Table 1: Baseline of Project Indicators

Indicator	Questionnaire
% of companies obtained green mark	- Have you heard of the term “Green Mark” certification? - Do you believe that getting Green Mark is beneficial for your company?
% of companies enhanced service image	Do you think having Green Mark certificate/logo would improve the image of your company?

Findings of the Baseline Study

Understanding of Green Freight

- Concept of green freight is well recognized in Thailand and Vietnam while it is not well known in the other countries
 - Thailand already has Q-mark system, which is service quality standard including truck operation
 - Interviewees in Vietnam have a good understanding of green freight
 - For other countries, green freight is still not a familiar concept

Knowledge about Green Technology

- Knowledge about green technology among the respondents was not higher than that of average public with the exception of a few big companies in Vietnam
- Respondents with higher knowledge about green technology received training commonly from international organizations (GIZ, ADB, MI)

Figure 1: LSPs Awareness of Green Technology

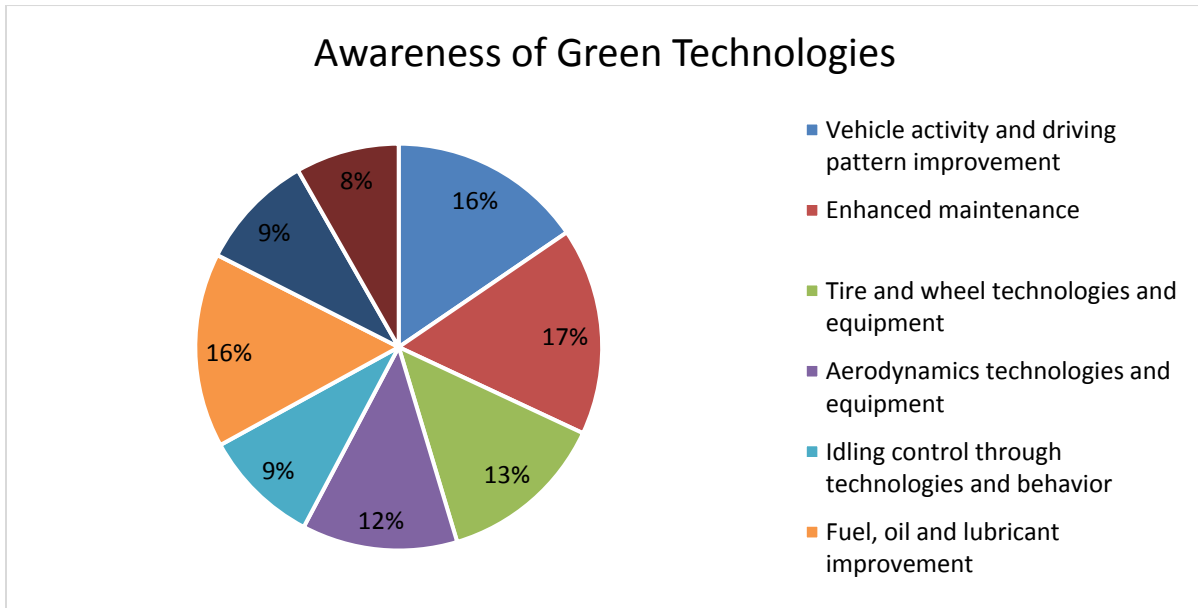
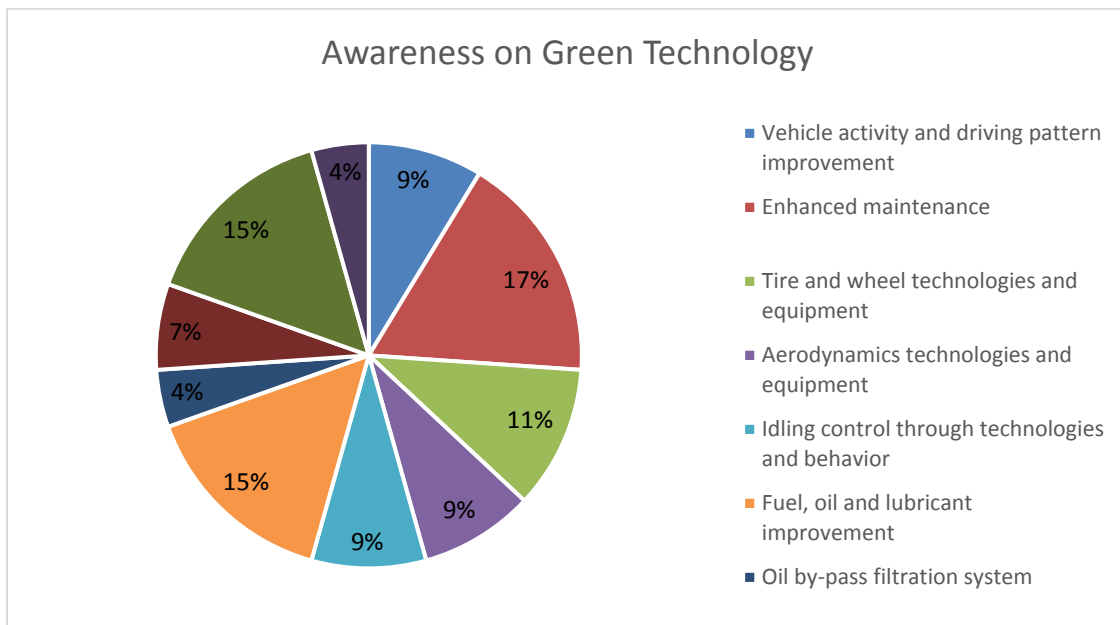


Figure 2: FGD Awareness on Green Technology



Capacity building for Green Freight

- International organizations such as GIZ and ADB have been playing a significant role in providing the necessary resources
- Freight associations have also played a supporting role in capacity building for their member companies

Green Freight Certification

- 45% of LSP respondents said they heard about green freight certification/green mark
- Thailand has Q-Mark for truck operation and Vietnam will have certification program soon
- Certification program has not been introduced in the countries of Cambodia, Laos and Myanmar
- Respondents are positive of potential benefits of certification, but want to receive a more detail financial incentive (reward) for their efforts in receiving the certification

Green Freight Regulations, Policies and Programs

- 80% of LSP respondents said they are not aware of any policy on green freight
- Regulation and policies focusing on green freight has not been established except for Thailand
- However, all the other countries are preparing for green freight related regulations and policies
- Vietnamese government will launch the certification program soon in collaboration with GIZ

Constraints in Implementing Green Freight Standards

- Majority of companies do not understand the concept and effects of green freight
 - Most of LSPs are SMEs
- Lack of motivation and resources for companies to implement the standards due to uncertain rewards
 - Lack of human and financial resources
- Government regulation and policy are not adequate for reflecting current business environment

- European emission standard for trucks and buses used in Myanmar (Euro II vs Euro IV)
- Euro IV required for new trucks (engines) imported from Europe

Limitations of the baseline study

Differences between CLMTV

- Rules and regulations regarding environment issues in transport and logistics are different among CLMVT
- Can create unbalanced data and produce biased results for reflecting the situation among CLMTV if we only apply one standard measure

Differences among LSPs

- Different types of LSPs (truck operator, international freight forwarder, customs broker, ICD operator, etc.) do not have homogeneous interests regarding green freight
- Need to acknowledge their differences in dealing with green freight and cater to their concern in order to increase the effectiveness of training

Communication and Language

- Language barrier exists and it can distract the effectiveness of communication
- Interview and FGD with native language of each country can be considered for improving the accuracy of interview results and data

Conflict of Schedule

- The schedule of interviews and FGDs were very challenging due to very tight plan
- Need to have a more considerate planning in following phase of the project

Conclusions and recommendations

- The concept of green freight is not well known/recognized in CLMVT as a whole
- For adopting the green mark, LSPs find it difficult to get an incentive for their effort and investment
- Government policy is an important guidance for LSPs whether to adopt the green freight certification/green mark
- Need to have more promotional activities for informing green freight and its benefits
 - Training/Capacity building program is useful source for information and associations can play an important role in promoting and providing such program

- Make capacity building program for specific target groups
 - LSPs with truck operation vs LSPs with no truck
- Work together with other organizations
 - International organizations such as ADB and GIZ have vast experience and resource in green freight and logistics capacity building

6. Monitoring Company Operational Efficiency through Green Logistics Quality Standard Software Program

Ms. Parichart Ponpala, Senior Logistics Advisors and Mr. Saurav Dahal, MI

Ms. Parichart explained the concept of the manner in which being green related to fuel efficiency. A number of scenarios were shown to point out the difference between an effective and an ineffective fleet. Ms. Parichart explained that as more fuel is consumed, the more greenhouse gases are emitted. That is, to be greener freight has to be more fuel-efficient, which leads to the concept of “save fuel, save energy, save money, to ultimately save the planet”.

Next, Ms. Parichart introduced six major factors that need to be considered for transport operation in order to bring in fuel efficiency, consisting of route planning and scheduling, route compliance, vehicle utilization, vehicle maintenance, driver behavior, and monitoring and measurement. More details of each factor provided for more understanding on fleet management for fuel efficiency. On the other hand, Ms. Parichart explained that we can assess green logistics performance measurement to see how well we can apply those six factors to fleet. The assessment is divided into five topics which are yard operation, transport operation, maintenance, procurement and organization. Ms. Parichart presented the five topics in detail and highlighted on how these are important to green freight.

Ms. Parichart introduced Green Mark as Green Logistics Service Quality Standards (GLSQS). She highlighted a number of benefits for companies for being a Green Mark member. Green Mark certification is classified into 3 levels; intermediate, moderate, and high. These levels will reflect level of performance of each fleet in five areas of management.

Finally, Ms. Parichart provided case study scenarios for attendees to practice on transport operation KPIs. After the case study session, she provided more details on KPIs and Green Mark measurement each level. She finally identified that the Green Mark certification, not only

brings benefits for a better environment, but also can lead to carbon credit claim to the organization.

Mr. Saurav Dahal introduced software on the GLSQS for the logistics companies to monitor the performance of the set standards. **The outcomes of the GLSQS software are as following**

- A robust and precise tool for calculating GHG emission indicators of an individual /fleet of vehicle
- Raised awareness of fleet managers on the environmental impacts of their vehicles
- Enable fleet managers to carry out rough estimation of pollution loading from vehicles
- Assessment of the impact of various strategies and technologies.

The companies would have to feed inputs in the software on arrange of indicators similar to the KPIs explained above. The software would provide them a report which would demonstrate to the companies their status in terms of GHG emissions in particular and levels of pollution in general.



Figure 3: Green Logistics Service Quality Standard Report

Green Logistics Service Quality Standard Report	
Of	
ABC Company Pvt. Ltd.	
Date:	29-08-18 13:55
Address:	Cambodia Phnom Penh
Phone No:	12548745
Email:	abc@company.com
Level:	Moderate
Key Performance Indicators (KPIs):	
Status:	
Maintenance:	
Refrigerant Type Used:	R-22
Average Tire Thickness of Vehicles:	3
Optimal Tire Pressure:	56
Organization:	
Performs Internal Audit:	Yes
Follows procedures for operations:	No
Office Safety Policy in place:	Yes
Two way and good office	No
Compliance with Government's	Yes
Liability Insurance (third party):	Yes
Yard Waste Management:	
Waste management from	No
Waste management from Engine Oils:	Yes
Waste management from Tires:	No
Waste management from Truck	No
Transport Operations:	
Fleet data is maintained:	Yes
Records of engine type is maintained:	No
Records of fuel types is maintained:	Yes
Monitoring of Customer feedback:	No
Records of Driver's incentives:	Yes
Fleet List is maintained:	No
Accident records are maintained:	Yes
Have embraced KPIs:	No
Vehicle Inspection done (Pre or Post):	Yes
Use of standard fleet management	No
Total fuel consumption by fleets:	1252
Total vehicle operating hours:	2563
Total distance travelled (KMs):	4582
Total vehicle breakdown hours:	45545
Total empty trips:	4545
Total Backhauling distance:	9856
Total utilization measurement (Hours):	5656
Time utilization (Hours):	78
Average capacity utilization of vehicle	9
Average age of fleet (Years):	45
Drop size vs. trip frequency ratio (%):	R-22

The Core Group members provided their inputs and approved GLSQS and provided suggestions on smoother adoption of the GLSQS software in their respective countries. The comments and suggestions of the Core Group members included reducing the number of KPIs and making the software simpler, inclusion of specific KPIs, the need to push the software to companies so that they adopt the software and the project achieves its success. A few Core Group Members commended the effort of creating the software and commented this would be quite useful in GFL.

7. Presentation and validation of Country Action Plans

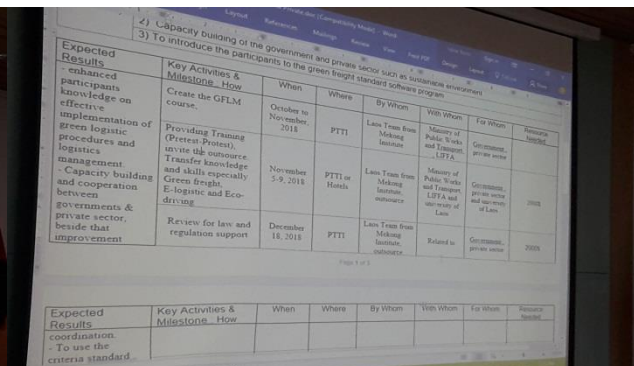
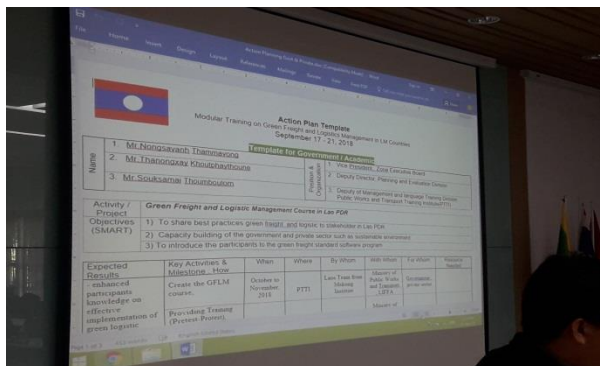
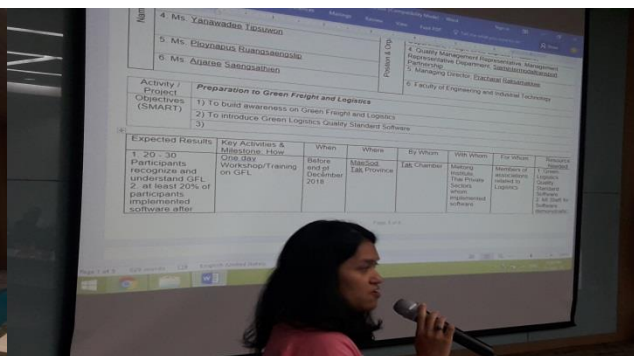
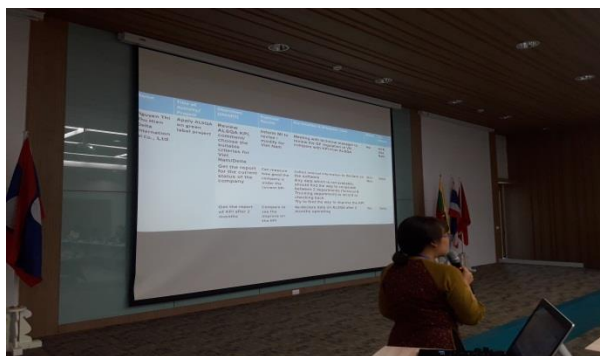
As part of the training program, participants jointly developed Action Plans (APs) on organizing national workshops / trainings in their respective countries. APs aim to transfer through the participants the new ideas, knowledge and learning points, which they acquired during the training, to related stakeholders at national level. APs are implemented in November 2018 – March 2019 with the support and assistance provided by a team from MI Trade and Investment Facilitation (TIF) Department.

Regarding monitoring and evaluation (M&E) during AP implementation, TIF team will provide regular online coaching to support participants for the successful implementation of the AP. E-mail group of the participants (greenfreight2018@mekonginstitute.org) was also created in order for the participants to share updates on the AP implementation, other information and concerns.

Topics for the APIs, target participants and duration by country group are as follows:

Country	Topic	Target participants	Duration
Cambodia	<ul style="list-style-type: none"> ▪ Green Freight based on UNCTAD framework ▪ Green Freight Best Practices by private company 	<ul style="list-style-type: none"> ▪ Transport operators ▪ Freight forwarders ▪ Logistics service providers ▪ Shipping agencies ▪ Concerned government officials 	December 2018
Lao PDR	<ul style="list-style-type: none"> ▪ Green Freight Management ▪ Road safety ▪ Dry port and land transport of goods at Border 	<ul style="list-style-type: none"> ▪ Transport operators ▪ Freight forwarders ▪ Logistics service providers ▪ Shipping agencies ▪ Concerned government officials 	November 2018
Myanmar	<ul style="list-style-type: none"> ▪ Eco Driving ▪ Green Freight and Logistic 	Truck Drivers	December 2018
Vietnam	Green Freight and Logistic Management	<ul style="list-style-type: none"> ▪ Transport operators ▪ Freight forwarders ▪ Logistics service providers 	December 2018

		<ul style="list-style-type: none"> Shipping agencies Cargo trucking association 	
Thailand	<ul style="list-style-type: none"> The efficient and environmental friendly transportation Planning the safe and efficient usage of vehicles 	<ul style="list-style-type: none"> Transport operators Freight forwarders Logistics service providers 	December 2018



8. Closing

8.1 Final Remarks

Mr. Minjun Cho, Second Secretary, Embassy of Republic of Korea in Bangkok

Mr. Cho congratulated MI for successfully organizing the Core Group meeting along with the training program. He expressed hope the results of the activities carried out so far under the project: “Green Freight and Logistics Development in Mekong countries” will bring benefits for the stakeholders in the long run. Mr. Cho also said he looked forward to companies putting to effective use the software that has been developed by MI. Mr. Cho wished the core group members well and thanked MI for organizing the training program.

8.2 Closing Remarks

Mr. Sudam Pawar, Director, Innovation and Technological Connectivity, MI

Mr. Pawar outlined the importance of innovation in GFL and stated he hoped to see the outcome of the use of the software by the training participants. He wished the project team for successful completion of the project. On behalf of the Executive Director of MI and the project team, Mr. Pawar expressed gratitude to Mr. Cho and all the Core Group members for actively participating in the meeting.

9. Appendices

9.1 Concept Note

1. Project Background

Freight transportation is critical to businesses, consumers and the world economy. The freight sector moves vast volumes of goods, commodities, materials and food domestically and globally and is primary factor in economy and growth. But a goods movement comes with an impact on the global environment. It contributes a significant portion of air pollution and its contribution is expected to grow significantly in the coming years. Globally, carbon dioxide (CO) emissions from freight transport are growing more quickly than those from passenger vehicles. In particular, heavy duty vehicles are expected to be the largest emitter of CO₂ from all transport modes by 2035.

As the Asian economy continues to grow at a rapid pace, an increase in freight transport activity is also expected. It is estimated that by the year 2050, medium and heavy freight trucks worldwide will consume 1,240 billion litres of fuel, which is estimated at 138% more than 2000 levels. The global share of trucks operating within Asian countries is expected to increase from 19% in 2000 to 34% in 2050.

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As part of this project, MI will be organizing a training on Green Freight and Logistics Management on September 17-21 in Khon Kaen, Thailand. Along with the training, MI would like to organize a meeting of the Core Group of the project on September 21, 2018.

2. Meeting Objectives

The objectives of the meeting are as following:

- 1) Discuss and endorse various outputs produced under the project, which are:
 - a) Baseline study and
 - b) A software on the Green Logistics Service Quality Standards (GLSQS) for the logistics companies to monitor the performance of the set standards
- 2) Discuss and validate country action plans prepared and presented by participants of the training and cooperation for implementation of the action plans
- 3) Discuss and decide follow-up procedures of the project
- 4) Discuss and decide reporting mechanism under the project

3. Meeting agenda

Friday, September 21, 2018		
Venue: Mekong River Conference Room, 2 nd Floor, Mekong Institute Annex, Khon Kaen Thailand		
Date & Time	Contents / Sessions	Resource Person / Facilitator
07.00 - 08.40	<ul style="list-style-type: none"> ▪ Breakfast 	@ MI
08.40 - 09.00	<ul style="list-style-type: none"> ▪ Recapitulation 	Assigned team
09.00 – 10.00	<p>Core Group Meeting</p> <ul style="list-style-type: none"> ▪ Presentation on Baseline Study ▪ Discussions 	Prof. Je-Jeung Lee Consultant, MI
10.00 - 10.15	Coffee Break	@ MI
10.15 – 11.15	<p>Core Group Meeting</p> <ul style="list-style-type: none"> ▪ Monitoring Company Operational Efficiency through Green Logistics Quality Standard Software Program 	Mr. Saurav Dahal, Program Officer, MI
11.15 -12.00	<p>Core Group Meeting</p> <ul style="list-style-type: none"> ▪ Follow up procedures ▪ Reporting mechanisms 	MI
12.00 - 13.00	<ul style="list-style-type: none"> ▪ Lunch 	@ MI
13.00 – 15.45	<p>Core Group Meeting</p> <ul style="list-style-type: none"> ▪ Presentation and validation of Country Action Plans 	MI
15.45 – 16.00	Coffee Break	@ MI
16.00 – 17.00	<ul style="list-style-type: none"> ▪ Closing 	MI

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