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MEKONG
INSTITUTE

Sustainable Freight Transport and Logistics in the Mekong Region

February 2016-January 2019



Sustainable Freight Transport and Logistics in the Mekong Region



Context

- Freight transport and logistic sector supports economic development in the Greater Mekong Sub-region
- Trucking is the dominant form of freight transport in the GMS, accounting for 70-80% of all tonnage
- Efficiency, environmental performance and safety remains a challenge.
- Fuel costs are the major operating cost (40-60%) and contribute to high logistics costs
- Dominance of aged, fuel-inefficient truck fleets, inadequate logistics management capacity
- Lack of freight data that inhibits sound road and fleet investment and policy planning
- Solutions exist but are not being adopted at scale because of lack of information, standards, investment, and policy incentives



What we are doing with our partners

Four main supporting areas

- Fuel Efficiency
- Safe Dangerous Goods Transport
- Access to Finance
- Policy and Consumer Awareness



Our partners and financiers

- 36 months, 1 February 2016 - 31 January 2019
- EUR 2.4 m (90% EU contribution and 10% German Government)
- Consortium Partner are GIZ , GMS-FRETA and Mekong Institute
- Country partners are Ministry of Transport and business association in all 5 countries

Achievements...



Fuel Efficiency

- 58 local trainers were trained, Eco driving training curriculum translated into 5 languages
- 513 SMEs are trained on eco driving and defensive driving covering more than 600 drivers
- 16.38% fuel reduction in over all average (10-28% in range)
- 169.81 gCO₂e/km. CO₂ emission reduction in average
- Eco driving training integrated into truck driving training in Myanmar and Cambodia



Access to Finance

- 15 SMEs are in the process of business plan development



Safe Dangerous Goods Transport

- ADR 2017 translated into 4 languages (Cambodia, Myanmar and Vietnam and Laos)
- 22 local trainers from 5 countries were trained
- 91 government officers from 4 countries and 108 SMEs were trained
- 6 notifications in MM issued, Decree in VN and KH are being revised
- Action plan for DGSA establishment in Thailand is approved



Policy and Consumer Awareness

- 13 SMEs in the process of GFA certification
- 73 SMEs in Thailand in the process of Q Mark certification
- Standard guideline on Green Freight for Vietnam developed and approved by DRVN
- NDC action plan for freight sector for Thailand

Fuel Efficiency Improvement by Country

HEAVY DUTY - LOADED TRUCK

Country	FUEL				Country	CO ₂			
	Average Fuel Consumption		Fuel Saving			CO ₂ Emission		CO ₂ Emission Reduction	
	Pre-training	Post-training				Pre-training	Post-training		
(L/100 km)	(L/100 km)	(L/100 km)	(%)	(gCO _{2e} /km)	(gCO _{2e} /km)	(gCO _{2e} /km)	(%)		
CAMBODIA	42.35	35.25	7.10	16.76	CAMBODIA	1,162.36	967.50	194.87	16.76
LAOS	49.17	35.31	13.86	28.18	LAOS	1,349.51	969.21	380.30	28.18
MYANMAR	51.08	44.32	6.77	13.25	MYANMAR	1,402.02	1,216.31	185.71	13.25
THAILAND	34.70	30.22	4.48	12.90	THAILAND	952.31	829.44	122.87	12.90
VIETNAM	42.11	37.31	4.80	11.41	VIETNAM	1,155.74	1,023.91	131.83	11.41
AVERAGE	43.88	36.48	7.40	16.86	AVERAGE	1204.39	1001.27	203.12	16.86

HEAVY DUTY - EMPTY TRUCK

Country	FUEL				Country	CO ₂			
	Average Fuel Consumption		Fuel Saving			CO ₂ Emission		CO ₂ Emission Reduction	
	Pre-training	Post-training				Pre-training	Post-training		
(L/100 km)	(L/100 km)	(L/100 km)	(%)	(gCO _{2e} /km)	(gCO _{2e} /km)	(gCO _{2e} /km)	(%)		
CAMBODIA	29.23	22.21	7.02	24.03	CAMBODIA	802.31	609.50	192.81	24.03
LAOS	NA	NA	NA	NA	LAOS	NA	NA	NA	NA
MYANMAR	39.27	32.61	6.66	16.95	MYANMAR	1,077.77	895.09	182.68	16.95
THAILAND	26.28	23.61	2.67	10.16	THAILAND	721.37	648.09	73.28	10.16
VIETNAM	30.33	26.79	3.54	11.68	VIETNAM	832.47	735.24	97.23	11.68
AVERAGE	31.28	26.31	4.97	15.90	AVERAGE	858.48	721.98	136.50	15.90

Lesson learned and Success Factors

