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Sustainable Freight Transport and Logistics in the Mekong Region

Country Continuity Actions

22 January 2019



Main continuity actions by the countries

Based on review and planning workshops among key partners from public and private sectors in November / December 2018...

- Cambodia
- Myanmar
- Vietnam

Based on ongoing works and discussions...

- Lao PDR
- Thailand...

Cambodia

Cambodia



1. Training of “Eco & Defensive Driving”

- ❑ Courses to be jointly provided by the Truck Driving School of MPWT and CAMFFA training department.
- ❑ Trainings by experienced key resources of MPWT who are now improving the course to meet local context (driving atmosphere and traffic law amendment).
- ❑ Plan to increase and upgrade trainers to meet the high demand for drivers (15000). Need of a special training programme to boost the supply.

Cambodia



2. The implementation of “Prakas” of Dangerous Goods Transport by Road

- ❑ MPWT will run a workshop before the approval of the “Prakas”, in order to collect more inputs and feedback to improve the field harmonization.
- ❑ MPWT (legal department) works with different relevant ministries to provide solutions on any obstacles.
- ❑ Existing “National ADR Working Group” from the project will continue to improve and support the enforcement and implementation of the “Prakas”.

Cambodia



3. Capacity building for trainers on DGT by Road

- Enhance training of trainers for DGT to reach international standard.
- Increase number of trainers, only 4 local trainers so far.
- Engage trainers to work with DG companies to increase experience in real practice of DG cargo handling, storage and movement
- Expand and improve cooperation between MPWT, DG companies, local trainers, and other relevant ministries ensure effective implementation.

Lao PDR

Lao PDR



1. Training of “Eco & Defensive Driving”

- Increase number of trainers.
- Expand local courses into more schools, based on the trucking school in Vientiane which has improved its experiences through working with the project.
- The announced standard curriculum shall function as a reference for other schools to follow.



2. Dangerous Goods Transport by Road

- ❑ Ministry of Public Works and Transport will continue to lead the working group to push forward the law and its implementation. In cooperation from various sectors, such as from Ministry of Industry and Handicraft, Ministry of Public Health, Ministry of Science and Technology, Prime Minister's Office, Ministry of Finance, Ministry of National Defenses and LIFFA.
- ❑ Create more trainers and human resources for DGT for implementation.

Myanmar

Myanmar



1. Training of “Eco & Defensive Driving”

- ❑ TOC on “Eco and Defensive Driving” jointly organized by Road Transport and “Myanmar Transport and Logistics Federation” (MTLF).
- ❑ MTLF will use training facilities from Road Transport.
- ❑ Conduct more training of trainers to increase local trainers, which can be recruited from excellent participants of the TOC courses.

Myanmar



2. Dangerous Goods Transport integration into law

- Working group will submit letter to MOTC to form a Certification Body of Dangerous Goods Transport Training for Drivers.
- The Certification Body will follow good practices of other countries.
- Preparing curriculum for Dangerous Goods Transport Training for Drivers by getting curriculum from Thailand and further technical assistance.
- Revising law on Dangerous Goods Transport in line with ADR.

Myanmar



3. Capacity Building on Dangerous Goods Transport

- Expand training of trainers for DGT Training for Drivers, with target of 30 trainers.
- Expand training for drivers for DGT with certification to carry DG safely.
- Expand training for enforcers to check on road side for safety of DG transport.
- Set up training for DGSA.

Thailand

Thailand



Fuel-Efficiency, DGT, Finance, Standard and Labeling

- Support the expansion of more self-financed inhouse-trainings on eco and defensive driving by larger companies.
- Develop further and test mobile applications for intelligent logistics cooperation.
- Continue to expand fuel efficiency and CO2 reduction of the sector through NDC with policy support measures (such as improving fuel standard).
- Establish local DGSA capacities, and provide services in the region.
- Build up more DGT resources in the industrial regions and provinces.
- Seek for wider transformation of the sector from climate funding.
- Continue to support and share neighboring countries with private and public experts, documents, good practices on various topics, e.g. on eco and defensive driving, DGT resources, carbon-footprint, Q-mark etc.

Vietnam

Vietnam



1. Training of “Eco & Defensive Driving”

- Integrate eco and defensive driving techniques into the existing government training curriculum.
- Encourage the trained SMEs to conduct annual in-house trainings and set up a monitoring and evaluation system.
- Disseminate countrywide.
- Develop incentives to keep drivers’ new driving habits and to stay with SMEs after the training.

Vietnam



2. Dangerous Goods Transportation

- Getting approval of the GOV on ADR DG list.
- Publication of ADR translation.
- Revision of Decree No.104/2009.
- Expand trainings to state and public authorities relating to DG transport, in order to prepare for the implementation of the Decree.

Vietnam



3. Green Freight Label of Vietnam: Putting GFLV in place

- ❑ Piloting the GFLV for 10-20 SMEs, and set up a solid foundation to expand the GFLV programme for long-term. Support companies to actively apply.
- ❑ Raising awareness: Popularizing and disseminating criteria and requirements,
- ❑ Creating benefits for certified SMEs: Advising on governmental incentives, like special bank loan for fleet upgrading, giving priority to GF SMEs/drivers.
- ❑ Setting up awarding system: Special bonus for GF SMEs/drivers, glorification of GF winners in the public.
- ❑ Capacity building: Training to public and private sector (more trainers); Internal and external supports are needed.