



GREATER MEKONG
SUBREGION
CORE ENVIRONMENT
PROGRAM



Green freight in the Greater Mekong Subregion

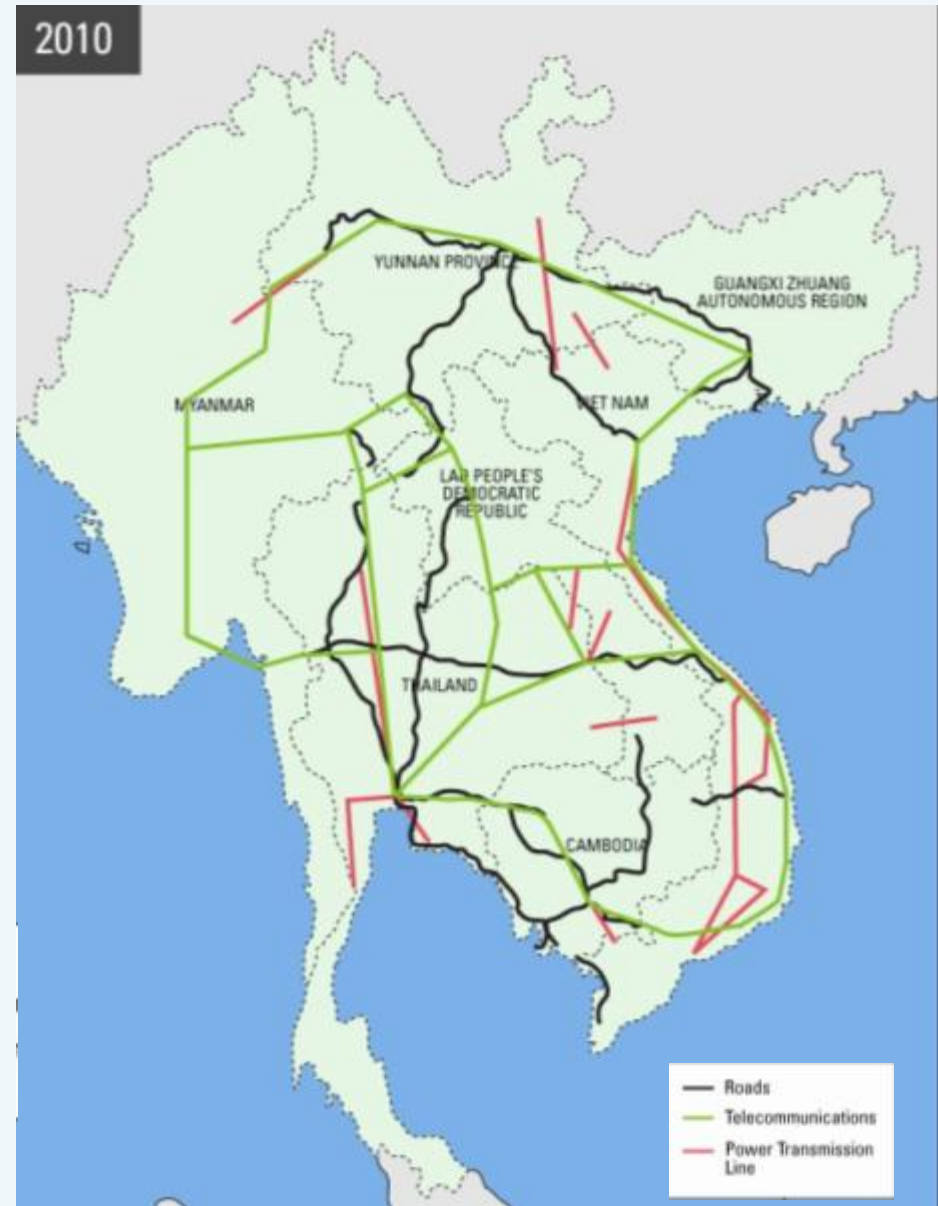
Naeeda Crishna Morgado
Climate Change Mitigation Specialist
30th September 2013

Greater Mekong Subregion



20 years of Greater Mekong Subregion economic cooperation

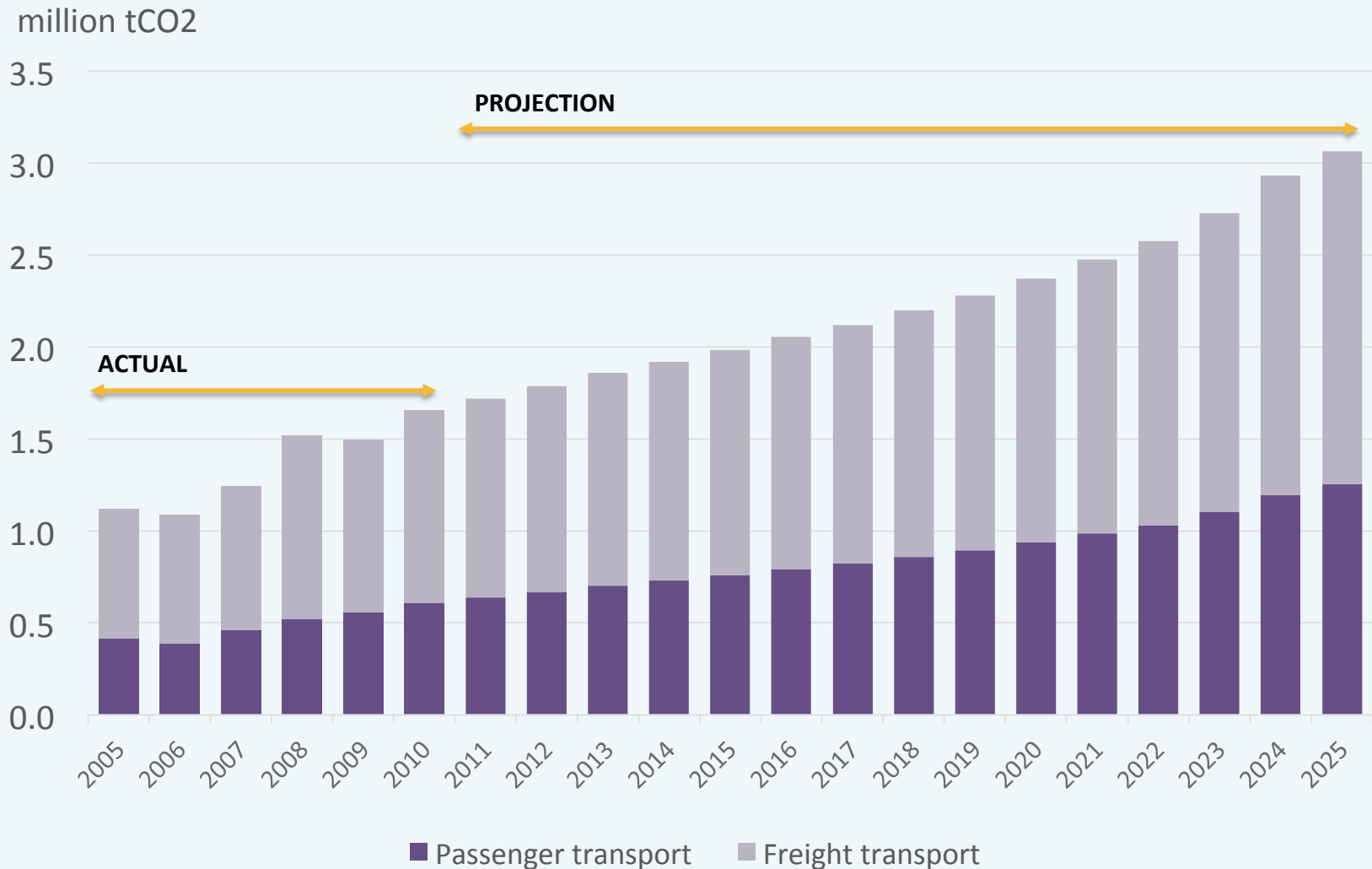
- Significant investment in infrastructure connectivity, competitiveness and community
- Flagship initiatives: Economic Corridors connecting key border crossing areas and trade hubs
- Increased connectivity has resulted in significant benefits, but also impacts in terms of GHGs and pressure on land use and ecosystems



Increased emissions from traffic



Business as usual CO2 emissions from EWEC



'Carbon Neutral' corridors?

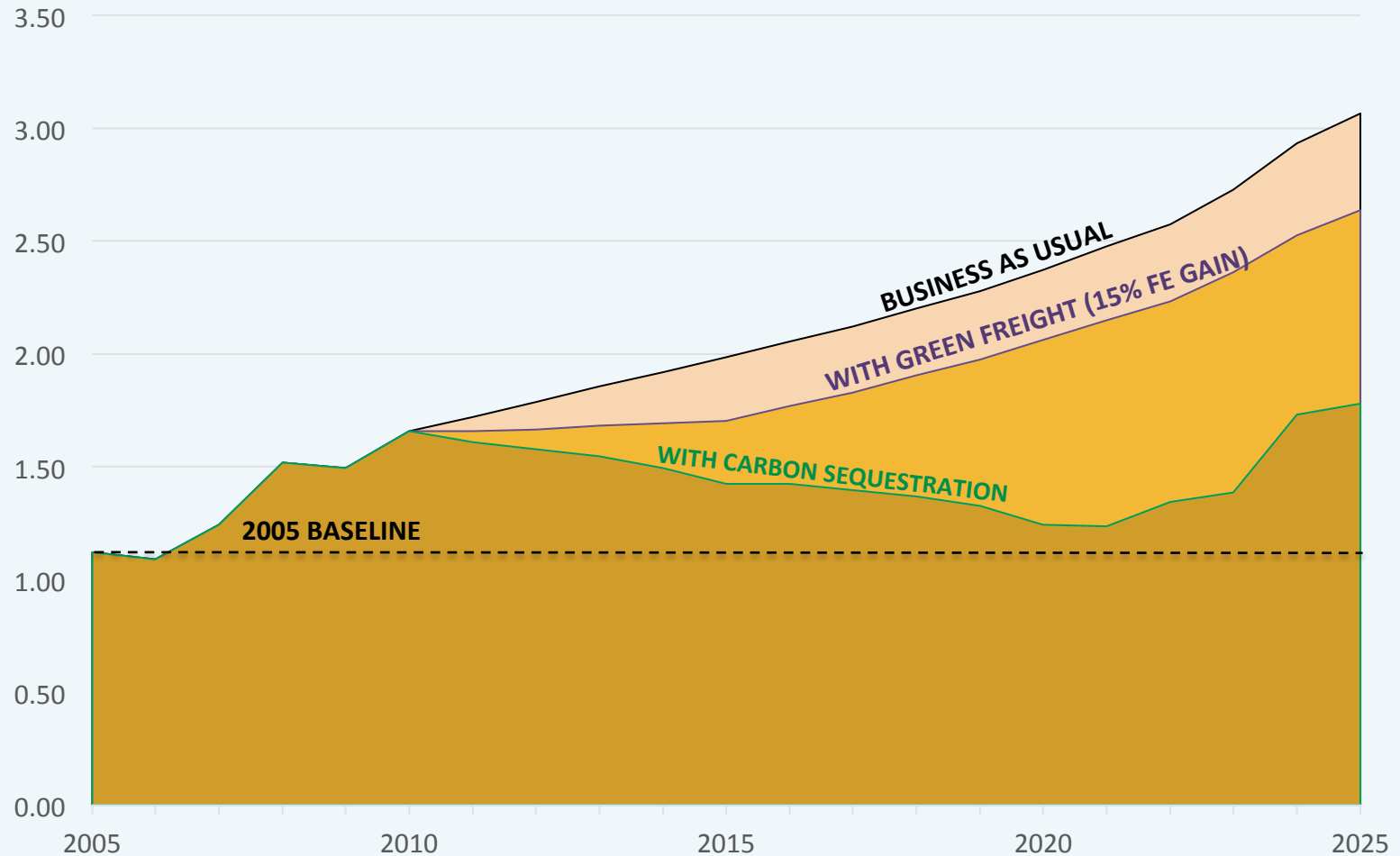


ADB

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GHG emissions from the East West Economic Corridor - BAU, Low carbon freight and forestry scenarios

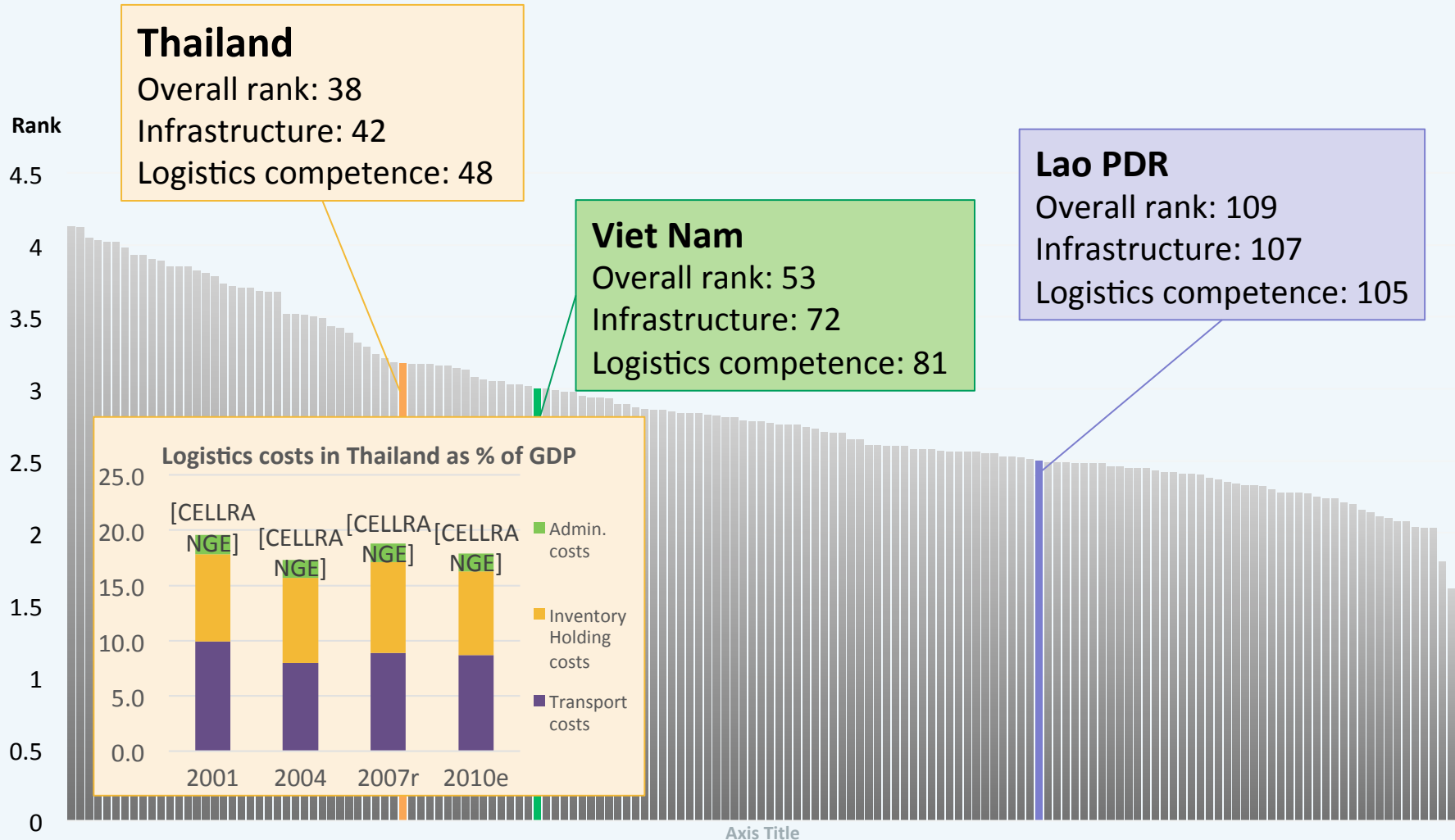
Million tCO₂



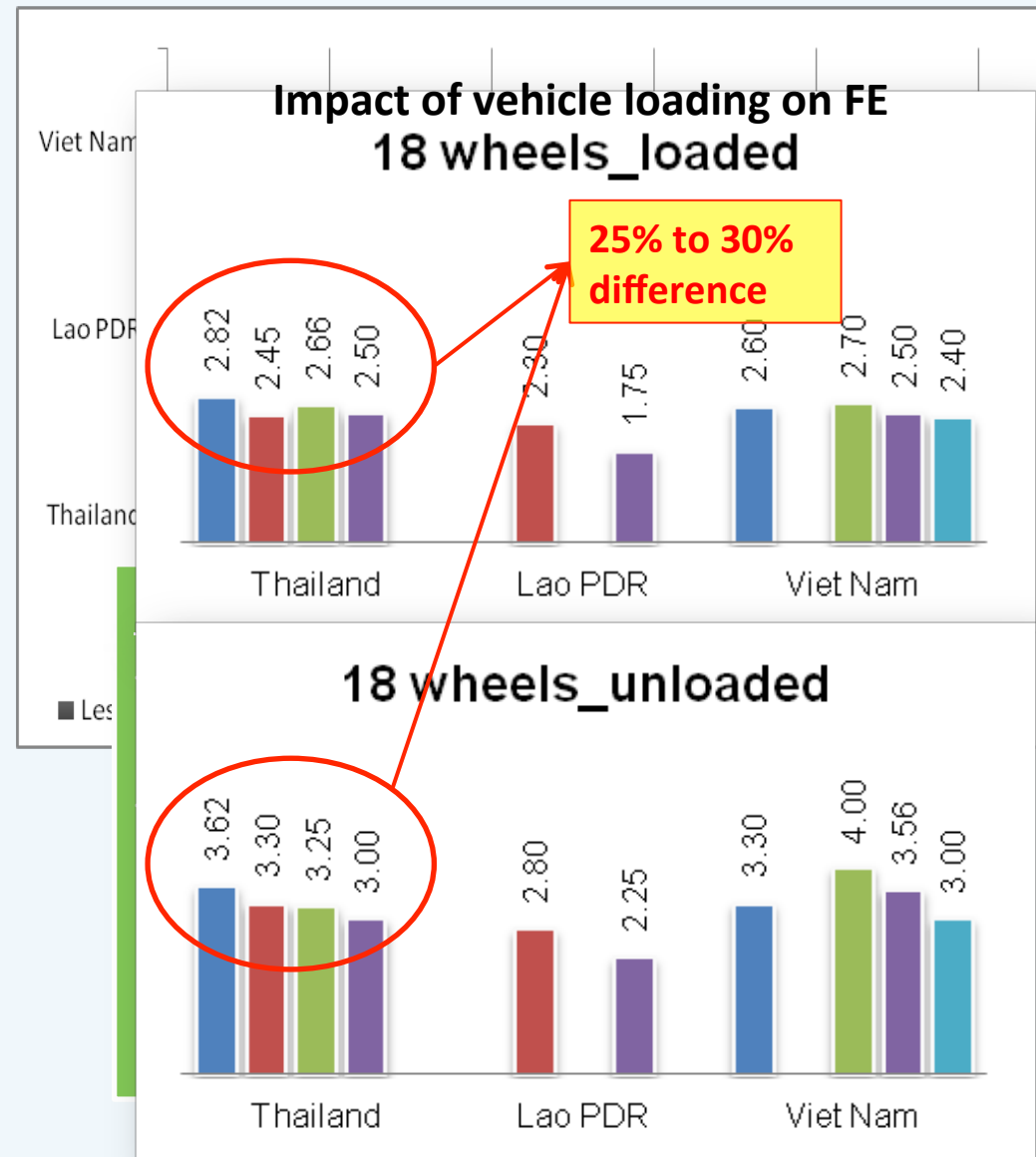
Linking to national agenda - logistics performance and efficiency



Logistics Performance in 2012 *world ranking out of 155 countries*



- Road dominated freight sector
- Fragmented industry made up of SMEs
- Poor logistics management capacity, 'empty running'
- Use of outdated, second-hand technologies
- Little / no access to credit
- Poor driving behavior





- Initiating pilot projects to test interventions and leverage investment
- Expected outcomes
 - Remove policy barriers for new technologies
 - Catalyze government and private sector appetite for green freight
 - Establish coordination mechanism between agencies

Pilot projects

- ~ \$1.5 million in 3 countries
- At least 10% FE gain
- 1000 drivers, 350 vehicles engaged
- Expected savings: 9000tCO₂ p.a. / 1% of EWEC freight emissions (2013)



Investment potential

- ~ \$20 million in 3 countries
- At least 10% FE gain
- 5000 drivers, 4500 vehicles engaged
- Expected savings of 100 ktCO₂ p.a. / 10% of EWEC freight emissions (2015)



- ‘Process’ is as important as analysis i.e. engaging stakeholders
- Link to national agenda important to get traction in country
- Green solutions are often development solutions
- Sustainable transport requires cross-sector mechanisms



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Thank you

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