

## **Opening Remarks – Green Freight Workshop**

**15 March 2017**

### **Duncan McLeod - GMS Environment Operations Center**

Mr Nguyen Hu Tien, Deputy Director General, Environment Department, Ministry of Transport; Dr. Toe Nam Toan, Director of Science, Technology, Environment and International Cooperation; Ladies and Gentlemen; good morning.

My name is Duncan McLeod, I am very pleased to be here on behalf of the GMS Environment Operations Center, based in Bangkok.

Following on from yesterday's interesting workshop on eco-driving, I am greatly looking forward to hearing more about the other results and lessons from the Green Freight Initiative in Viet Nam.

Firstly, on behalf of ADB and EOC, I would like to congratulate everyone involved in successfully completing the pilot work conducted under the Green Freight Initiative. This of course includes our key implementing partners here, the Directorate for Roads of Viet Nam and Jurg Grutter, from Grutter Consulting. Also to the trucking companies, transport associations, logistic companies, and driver training schools that participated too.

---

The Green Freight Initiative is one of the Core Environment Program's flagship projects and one I have followed with interest for a long time.

The Core Environment Program was initiated back in 2005 to help ensure the environmental sustainability of the Asian Development Bank facilitated GMS Economic Cooperation Program. The central focus of the ECP has been to develop economic corridors within the subregion, including the East-West Economic Corridor that connects Myanmar, Thailand, Lao PDR, and of course, Viet Nam.

The origins of the Green Freight Initiative began in 2010 with a CEP study that investigated the transport sector's contribution to greenhouse gas emissions along the East-West Economic Corridor. The study recommendations led to the Green Freight Initiative which started in late 2012 in Lao PDR, Thailand and Viet Nam. Eco-driver training, the testing of fuel efficient technologies, improved logistics management, and sustainable financing mechanisms were the focus.

---

I would like to highlight some key reasons why the Green Freight Initiative is a very important part of the CEP project portfolio.

Firstly, it is a great example of how to promote investments in green development through sector work. Transport related infrastructure is by far the biggest investment focus of ADB in the GMS and the Green Freight Initiative has enabled CEP to directly engage in this sector in an innovative and meaningful way.

Secondly, it has successfully brought together a range of stakeholders including government agencies, private companies, and development partners. Partnerships such as these are essential to overcome challenges and seize opportunities for sustainable transport.

Thirdly, the Green Freight Initiative has been exploring economic and environment win-wins. By targeting fuel-efficiency gains for the small-medium freight transport companies, we aim to reduce their carbon footprint while at the same time help these companies to be more efficient, and more profitable. Finding economic-environment win-wins I believe is essential for moving forward the sustainable development agenda

---

This is the final year of the GMS Core Environment Program Phase II, and we are busily preparing for a third phase of the program. While this process is still in its early days, continuing our support for green freight is certainly high on the agenda for the future. We see there is potential for bankable projects to take green freight to scale. One avenue for funding opportunities is for green freight to be included as a Nationally Appropriate Mitigation Action. With Grutter Consulting and our government partners, we will be exploring the NAMA potential for Green Freight in Viet Nam during the remainder of this year.

---

Meanwhile, GIZ is already building on CEP's green freight pilot work here in Viet Nam as well as in other GMS countries and we will learn about this a little later this morning. I am also looking forward to hearing about the Green Freight Asia program, the Ministry of Transport's sustainable transport strategy, and Clean Air Asia's summary of green freight best practices.

To conclude on a personal note, as a communications specialist, an important part of my job is to report on the results and lessons from Core Environment Program. Thus, I am always on the look out for interesting stories and insights on the wide range of projects under the CEP. In this regard, I hope to have the opportunity to talk with some of you one-on-one today to hear your personal perspectives and stories about Green Freight issues and opportunities.

Thank-you.