



**Project Preparation National Inception Workshop (VIETNAM)
IKI/IMO/PEMSEA Project on Reducing Maritime Transport Emissions in East and
Southeast Asian Countries (Blue Solutions Project)**

19-20 August 2021

WORKSHOP PROCEEDINGS

Project Preparation National Inception Workshop (VIETNAM)

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PROCEEDINGS

1. Introduction

The national inception workshops in participating countries including Vietnam are follow-on activities to the regional kick-off meeting for the preparation phase of the International Climate Initiative/ International Maritime Organization/Partnerships in Environmental Management for the Seas of East Asia (IKI/IMO/PEMSEA) Project on Reducing Maritime Transport Emissions in East and Southeast Countries (Blue Solutions Project)¹ that was conducted on June 18, 2021 to initiate the country-specific discussions on the preparation of the full proposal for the aforementioned project.

The national inception workshop for Vietnam was held virtually on August 19 and 20, 2021 and jointly organized by the Vietnam Maritime Administration (VINAMARINE), which serves as the National Focal Agency for the Project, the IMO and PEMSEA.

The 1.5-day national inception workshop was organized to:

- Introduce the scope, objectives and components, including timeline and implementing arrangements for the national project preparation;
- Understand the principal targets and challenges to greenhouse gas (GHG) reduction in the maritime sector in Vietnam;
- Discuss the identification of a national GHG reduction pilot demonstration project in Vietnam; and
- Delve into the national assessment of GHG emissions in the maritime sector in Vietnam.

PART 1: PROJECT OBJECTIVES, WORK SCHEDULE, AND ORGANIZATIONAL ARRANGEMENTS

19 August 2021, 2:30 PM – 4:35 PM (Vietnam Time)

Online via MS Teams

The workshop was co-chaired by Ms. Aimee Gonzales, Executive Director of PEMSEA and Ms. Tran Thi Tuyet Mai Anh, Director of the International Cooperation Department of VINAMARINE and National Focal Point (NFP) for the Project in Vietnam. The PEMSEA Resource Facility (PRF) served as Secretariat to the workshop.

¹ Proceedings of the regional kick off meeting can be accessed at: <https://tinyurl.com/BlueSolProjectPrepKickOff>

2. Opening of the Workshop

- 2.1 Ms. Aimee Gonzales, Executive Director of PEMSEA** welcomed the participants and explained that the workshop is part of a series of consultations in the participating countries for the development of a full proposal for the Blue Solutions Project. Ms. Gonzales briefly introduced PEMSEA as the regional coordinating mechanism that was created by 11 countries in the East Asian Seas (EAS) region for the implementation of the shared regional strategy, i.e., the Sustainable Development Strategy for the Seas of East Asia (SDS-SEA). She added that PEMSEA's work in Vietnam include its partnership with Oil Spill Response Limited (OSRL), International Petroleum Industry Environmental Conservation Association (IPIECA) and VINAMARINE on oil spill response and risk management in the Gulf of Thailand and its close working relationship with VASI as PEMSEA's National Focal Point for the implementation of the SDS-SEA in Vietnam through integrated management approaches and partnerships. Finally, she explained that PEMSEA currently serves as the co-implementing partner together with IMO for the preparation phase of the Blue Solutions Project and with financial support from the German Government.
- 2.2 Dr. Jose Matheickal, Chief of the Department of Partnerships and Projects of IMO,** extended his greetings on behalf of the Secretary General of IMO and thanked the participants for joining the workshop. He indicated that the Blue Solutions Project is one of IMO's most innovative initiatives in partnership with PEMSEA and VINAMARINE. He thanked the Government of Germany for financing the preparation phase of the project. He highlighted that the initiative is extremely timely considering that IMO has recently adopted a Greenhouse Gas (GHG) Reduction Strategy, which identified capacity building as an important component of implementing the Strategy, and is also in line with PEMSEA's mission and Vietnam's importance in the maritime industry in the region. He added that with the increasing port and shipping activities, the Project provides a unique opportunity to address the concerns being faced by the maritime industry. Energy efficiency in shipping and ports will contribute to reducing GHG emissions and will not only benefit the ports but the population around it. He further added that the Project presents a unique opportunity to Vietnam to be part of a global effort in reducing GHG emissions but highlighted the need to consult with relevant stakeholders in identifying potential solutions. He underscored the need for the full commitment of the participants in order to fulfill the required detailed project document that will be submitted to the donor. He also emphasized that IMO and PEMSEA will fully support Vietnam in making the project successful but will depend on Vietnam's willingness to participate in the project.
- 2.3 Ms. Christiane Molt of the Team Urban Development, Infrastructure, Mobility IKI Secretariat, Die Zukunft - Umwelt - Gesellschaft (ZUG) gGmbH,** expressed her appreciation for the opportunity to welcome the participants from Vietnam, PEMSEA and IMO. Ms. Molt indicated that the subject workshop is the second national activity for the project following the Philippines' kick off meeting last August 12-13, 2021. She expressed her eagerness to listen to the 1.5-day discussions on how the project will be framed in Vietnam. She emphasized the importance of identifying national project components in each of the participating countries during the project preparation phase. She added that at the end of the preparation phase and consultations, a full project plan will be submitted to IKI for review, which will then be submitted to the Government of Germany for approval. She indicated that the review and approval process may take time and will depend on the quality of the proposal that will come out from the preparatory phase. She expressed her hopes that the project will start by 2nd quarter of next year. Finally, she highlighted the importance of collaborative and participatory process to ensure that ideas of partners and stakeholders are discussed and come to an agreement for a good project proposal for Vietnam.

2.4 Ms. Tran Thi Tuyet Mai Anh, Director of the International Cooperation Department of VINAMARINE, welcomed the participants to the workshop and wished everyone well in this time of the COVID-19 pandemic. She indicated that the kick off meeting was organized to gather all stakeholders to understand the project. She added that Vietnam is a signatory and party to the UNFCCC’s Paris Agreement and IMO, and has ratified the MARPOL conventions, including the reduction of GHG emissions. She emphasized that although Vietnam has developed plans and policies to implement its commitments for reducing GHG emissions and its environmental footprints, the support from international partners for their implementation is needed. She wished that more countries will join the project and be part of the effort in reducing GHG emissions. She extended her appreciation to PEMSEA, IMO and IKI for inviting the relevant stakeholders to the workshop in order to understand the project and what needs to be done. Finally, she urged the strong support from the stakeholders to VINAMARINE in order to fully implement the project.

3.0 Introduction of Participants

Ms. Tran Thi Tuyet Mai Anh of VINAMARINE facilitated the round of introductions from the participants from Vietnam, which included representatives from relevant departments of VINAMARINE, the Vietnam Administration of Seas and Islands (VASI), and the Vietnam Ports Association including Haiphong Port, Saigon Newport and Saigon Port. The project team consists of PEMSEA, IMO and the National Project Coordinator for Vietnam also made a short introduction. The list of participants is given in Annex 1.

4.0 Inception Workshop Program and Schedule

Ms. Aimee Gonzales of PEMSEA introduced the 2-part program for the inception workshop, i.e., part 1 covered an introduction to the proposed project and a discussion of the principal targets and challenges to GHG reduction in the maritime sector in Vietnam, including discussions of the on-going projects and plans on GHG reduction in the country and how the Blue Solutions Project can assist in their implementation; part 2 had a more technical focus addressing the two key aspects of the project preparation phase, i.e., a) identification of the national GHG reduction pilot demonstration project, and b) national GHG emissions assessment for the maritime sector. The full program is given in Annex 2.

5.0 GHG Emissions and the Maritime Sector: National Priorities, Objectives, Challenges and Needs

5.1 Ms. Tu Anh, Deputy Director of the Department of Science, Technology and Environment of VINAMARINE presented the status of GHG emissions in the maritime sector in Vietnam and the plans and programs of the Government in reducing GHG emissions. Ms. Anh expound on the growth in the maritime activities in the country, including the main sources of GHG emissions from the aforementioned sector. She presented some of the country’s plans and programs in implementing its international commitments (e.g., UNFCCC, Kyoto Protocol, Paris Agreement, MARPOL) in reducing GHG emissions. She mentioned that during the recent International Conference on Climate Change, the country’s Prime Minister committed unconditional and conditional targets² of 9% and 27% reductions of GHG emissions by 2030. In the maritime sector, priority actions for its contribution to GHG reduction include the implementation of national laws, policies and action plans on environmental protection, and strict compliance to the provisions of the MARPOL Convention. VINAMARINE in cooperation with selected

² Unconditional and conditional targets – achievement of targets using the country’s own resources and with support from partners, respectively.

ports (e.g., Saigon Newport) is currently implementing the Green Ports initiative, which includes a set of six (6) criteria that ports and shipping enterprises can follow towards a low carbon, environmental-friendly, clean energy and cost-efficient operations. The greening of ports promotes the use of appropriate technologies in various port operations to enhance energy efficiency, reduce Carbon footprint, improve environmental quality, reduce operational costs, enhance the capacity of ports in meeting the environmental requirement of IMO and increase port's competitiveness while contributing to the reduction of GHG emissions. The development of a Roadmap for GHG Reduction in the Maritime Sector is also being undertaken. Finally, Ms. Anh indicated that the Blue Solutions Project will be very useful in the review and evaluation of the existing policies and actions for reducing GHG emissions in the country's maritime sector.

5.2 Ms. Pham Thi Thuy Van, Vice Marketing Director, Vice Head of the Green Port Development Direction Board of Saigon Newport (SNP), shared some of their activities as part of the implementation of VINAMARINE's Green Ports initiative. SNP is currently implementing e-port (paperless) transactions, which is environment-friendly, and safe and practical during the COVID pandemic. The General Action Plan of the Port identifies each department's actions for environmental protection, e.g., the marketing department to encourage costumers for electronic transactions and promote waste segregation; the technical department for the gradual replacement of diesel-operated into electrical equipment; logistics department for the construction of green warehouse, i.e., installation of solar panels in roof). She emphasized the importance of raising awareness and behaviour change of the port personnel and costumers in environmental protection initiatives.

5.3 Mr. Ho Kim Lan, Secretary General of the VPA, shared that the VPA and all seaports in Vietnam are implementing VINAMARINE's Scheme in Developing Green Ports in Vietnam following the sustainable green port development model. He also explained the process of green port development, which may take time to implement and requires the support of port enterprises, national and local authorities, private sector and international partners. He indicated that incentives and support are given to port once certified as green port to encourage competitiveness among ports.

5.4 Mr. Le Dai Thang of VASI, extended his gratitude to IMO, PEMSEA and VINAMARINE for the invitation to the workshop. He indicated that the discussions during the workshop are very meaningful and useful for the preparation of the project. He added that the initiatives in greening of ports and reducing GHG emissions are in line with the country's sustainable development efforts. He expressed his full support and agreement in developing the project and indicated that two departments of MONRE (Ministry of Natural Resources and Environment), i.e., the General Department which develops policies and legislations on environmental protection including the greening of ports and the Climate Change Department which is responsible in fulfilling the commitments on climate change and GHG emissions can provide support to the project. He expressed that he looks forward to an effective coordination among relevant stakeholders and VINAMARINE as the national focal agency for the project, and further discussions on the roles of agencies in support of the project.

6.0 Blue Solutions Project Introduction, Overview and Scope

Ms. Nadine Bresemann, Head of Maritime Transport, PEMSEA, expressed that the initiatives in Vietnam in reducing GHG emissions, including the Green Ports Development are quite impressive. Ms. Bresemann introduced the concept, objectives, scope and the proposed work program for the planning and preparation of a national Blue Solutions project document. She explained that the members of the

Regional Port Training Network (RTN), including VINAMARINE initially developed the idea for the project proposal to reduce emissions in the maritime transport. She indicated that the Blue Solutions Project will support the maritime sector's transition to a low carbon future in consideration of the country's national priorities and international commitments. The project which aims to decarbonize the maritime transport sector will cover international and domestic shipping, ports, and hinterland transport. The proposed project has four (4) work packages (WP): 1) assessment of the current GHG status and future scenarios; 2) development of strategies, action plans, and roadmaps; 3) demonstration of selected decarbonization pilot projects; and 4) capacity building, knowledge creation and dissemination, which will be further developed with the stakeholders in Vietnam in the coming weeks. Ms. Bresemann explained that the 2nd day of the inception workshop will delve more into WP 1 and 3. She explained the timeline of project implementation that will hopefully start in 2022 and initiate the activities for GHG emissions inventory and implementation of the pilot demonstration projects. She explained that the development of road maps and action plans will follow the GHG inventory while training programs will be developed to support the implementation.

Ms. Bresemann explained that the Blue Solutions Project is a regional project with Indonesia, Malaysia, Philippines, Thailand and Vietnam as focus countries where pilot demonstration projects will be implemented, Cambodia as a participating country which will be involved in GHG inventory and regional meetings and capacity building activities while China, Japan, RO Korea and Singapore are invited as knowledge support partners. If approved, the project will have a funding of 15M Euro for 5 years and will be implemented by IMO and PEMSEA. She explained that the Project Team (i.e., IMO and PEMSEA) will support the development of a national project document that will be integrated into a regional project document, which will then be submitted to IKI for review and approval.

Ms. Bresemann explained that the National Project Team for the development of the project in Vietnam consists of a high-level focal point, i.e., Ms. Tran Thi Tuyet Mai Anh of VINAMARINE, the National Project Coordinator who will work closely with the NFP to develop the national project proposal. She added that it will be advantageous to have a national technical team that can support in providing GHG data and in the identification and selection of pilot demonstration projects. She expressed that the timeline for the development of the national project proposal is quite tight, which should be integrated into the regional project proposal that is targeted to be completed in November. She mentioned two important events, which should be considered in the project preparation, i.e., the innovation forum which will be organized by IMO on September 27-29 and the East Asian Seas (EAS) Congress 2021 on December 1-2 where letters of commitment to the project from participating countries are expected to be showcased. Finally, she thanked IKI, IMO, VINAMARINE and the translators for making the workshop happen.

Background document on the Blue Solutions Project is given in Annex 3.

4.0 Organizational Arrangements

4.1 Ms. Tran Thi Tuyet Mai Anh reiterated that VINAMARINE as the National Focal Agency and herself as the National Focal Point will work closely with the National Project Coordinator (**Mr. Pham Thanh Troung**) in coordinating with the different agencies, relevant stakeholders, IMO and PEMSEA for the implementation of the project in Vietnam. She indicated that as explained by Ms. Bresemann, a Technical Team that will consist of relevant agencies and stakeholders in Vietnam (e.g., VINAMARINE, Ports Association, MONRE-VASI, etc) is important to support the project preparation in Vietnam.

5.0 Closing Message

5.1 **Mr. Hoang Hong Giang, Deputy Administrator of VINAMARINE**, extended his gratitude to IMO, PEMSEA, IKI, key partners, the project management board and all the participants for the successful workshop. He indicated that the Project is key for the effort in reducing GHG emissions in the East and Southeast Asian countries and emphasized that the selection of the beneficiary countries and the maritime sector were right as these are very relevant in GHG emission reduction. He also indicated that Vietnam is a right choice considering its very fast development and modernization. He added that about 90% of the country's export products go through the maritime transport and pose issues to GHG emissions, which need to be addressed. He expressed that VINAMARINE commits to use all available resources and data to produce the required outcome and create meaningful contribution for the project, and will implement the roadmap for GHG reduction in the maritime sector even beyond the project. Finally, he wished for fruitful discussions for the succeeding parts of the workshop.

Powerpoint presentations can be found .

https://docs.google.com/presentation/d/1FvpPfm7_KfGVjPSn9pDrCpB1ysBk_oi/edit?usp=sharing&oid=107026147966000507452&rtpof=true&sd=true

A recording of the event can be accessed at: https://pemsea1-my.sharepoint.com/:v:/g/personal/secretariat_pemsea1_onmicrosoft_com/Ea9a4WxR22BFhxNXEYoqhpkBpo6BaCSnHlvcUnUyaHBncQ?e=q1v4Lu.

PART 2A: PROJECT WORK PROGRAM PLANNING: NATIONAL GHG EMISSIONS PROFILE (MARITIME SECTOR) AND NATIONAL GHG PILOT PROJECT PRIORITIES AND LOCATIONS

20 August 2021, 9:00 AM – 11:10 AM (Vietnam Time)

Online via Zoom

The workshop was co-chaired by Ms. Nadine Bresemann, Head of Maritime Transport of PEMSEA and Ms. Tran Thi Tuyet Mai Anh, Director of the International Cooperation Department of VINAMARINE and National Focal Point for the Project in Vietnam.

1. Opening and Workshop Objectives

- 1.1 **Ms. Nadine Bresemann** provided a short wrap-up of the previous day's workshop and introduced the objective of the 1st part of the 2nd-day discussions, which focused on the identification of national GHG pilot project priorities and locations. She introduced Mr. Adrian Ross and Mr. Juergen Lorenz, members of the international Project Team, who led and facilitated the discussions.
- 1.2 **Ms. Tran Thi Tuyet Mai Anh** expressed that the previous day's workshop provided a better understanding of the project. She welcomed the participants to the continuation of the discussions on the project and hoped for a successful workshop.

2. National Blue Solutions Project Proposal Preparation: Work Plan and Schedule

Mr. Adrian Ross reiterated the objective of the IKI initiative which is to support the transition towards a low carbon future in the maritime sector in Vietnam and in support of the country's international commitments (e.g., UNFCCC, IMO's Global GHG Reduction Strategy) and national targets for GHG reduction (e.g., Nationally Determined Contribution that was submitted to UNFCCC in July 2020). He explained that even if the country has no specific maritime transport target, the efforts in GHG reduction in the maritime sector, including green port development, digitization in new Saigon Port, and application of low carbon technology are impressive. He presented the proposed work packages for the national project that will have to be developed in the next four months but emphasized the focus on the consultation and preparatory phase as it relates to decarbonization technology that will be implemented in Vietnam. He explained that the development of the national project proposal and its integration into the regional project document has a very compressed timeline and that the main concern is how to gain consensus on the GHG pilot project and location in consideration of the country's national efforts over the next 13 weeks. He explained the sources of GHG emissions in the maritime sector, which covers: 1) port infrastructure and operations; 2) renewable energy and fuel-related activities; and 3) hinterland transport, including potential GHG reduction activities that can be considered in each of these areas. He described the proposed strategies (i.e., reduce and substitute) and outlined the proposed 5-step process that will be undertaken with the stakeholders with the support of the National Project Coordinator in identifying and selecting the national projects. Handouts were provided to support steps 1 and 2 of the process. He presented the 13-week timeline for the 5-step process, including the proposed schedules for the national workshops, i.e., 1) **September 3** to discuss and agree on preferred pilot project; 2) **September 17** to discuss and agree on priority location; 3) **October 15** to review, refine and agree on the national project proposal; and 4) **November 12** to validate the national project proposal. The national project proposal will be integrated into the regional which is targeted to be completed by end of

November and a validation workshop of the regional proposal will be convened during the East Asian Seas Congress on December 1-2, 2021.

Clarifications following the presentation are as follows:

- On the scope of the pilot project and if it will be limited in the port area. The initial planning for the project proposes to set a boundary and scope of the project, i.e., incoming and outgoing activities around the port and activities within the port area. The pilot project should also consider if there are activities currently being undertaken in the country and the doability of the proposed pilot project within the 5-year timeframe of the project.
- It was raised that the timeline for the preparation of the national project proposal should consider the needed coordination with the different stakeholders and the required translation of documents into local language. It was recognized that the timeline is really tight and would require much effort from the stakeholders and the National Project Coordinator but there is a need to comply with the timeline provided by the donor that hopefully would be doable.

3 National GHG Reduction Pilot Project Preparation: Focal Areas and Strategic Approaches

3.1 Mr. Juergen Lorenz delved into examples of activities and technologies that can be considered in identifying pilot GHG reduction project. He emphasized the proposed physical and functional boundaries for the pilot project in consideration of the timeframe for implementation and the possibility of upscaling and replication following the demonstration. He provided potential activities that can be considered for GHG reductions in: 1) activities within and around the vicinity of the port; 2) renewable energy and fuel-related activities; 3) hinterland transport focusing on feeder traffic to/from the port; and 4) other potential strategy such as ship-design-construction-operation. He emphasized some of the “low hanging fruits” that can be considered in identifying pilot project, e.g., IT-based operations and digitization, use of renewable energy (solar power) in various port operations, use of super capacitors, control of vessel speed, use of alternative fuels, ship-design etc. He explained the limitations (e.g., costs, sustainability) and potential GHG emission reduction in the applications of some of the technologies presented.

The following were raised after the presentation:

- The port enterprises in Vietnam have already considered some of the presented technologies, e.g., use of solar-power for crane operations and on-shore power, which is currently difficult due to incompatible system available in ships/vessels to receive onshore power; application of IT to optimize port operations such as reduction of vessels’ waiting time to berth; and use of solar panels for administration and stationary buildings in the port. The Green Port Development plan provides specific solutions but implementation is difficult due to lack of/limitations in human resources; the need to raise awareness and enhance understanding of top leaders on the long-term benefit of green solutions that will encourage them to put more effort and allocate more resources; and the need for capacity building of all involved stakeholders. The port enterprises have also requested VINMARINE the possibility of having better inland-waterway connections in order to cut transport time of commodities; e.g., the port in the North is connected to rail road and other roads thus the smooth operations while there are no other types of transport available in Cat Lai Port but only the ferries that are coming into the port. The government should consider in its policies the good design of port and corresponding transport connections/road network to the port, and the harmonization of

policies/operations of the different ministries (e.g., paperless transactions). Saigon Port puts green operations on a very high priority and will discuss with its leaders the consideration of all possible options for GHG reduction that can easily be applied in Vietnam.

- VINAMARINE commits to set down and work with the ports and other relevant stakeholders in selecting the appropriate solutions, and identifying the pilot project and the most suitable port/s for the project, including the assessment of GHG emissions.
- Ms. Tran Thi Tuyet Main Anh requested details on the Project (e.g., objective, scope, etc) that will support VINAMARINE's formal submission of the Project to the Ministry of Transport for approval.
- Ms. Bresemann informed the meeting that discussions with the National Project Coordinator will be undertaken in the coming days to further clarify on the priority pilot projects and locations for the Project.
- On whether the demonstration project will be limited to one (1) port. It was explained that the best option for Vietnam will be decided together with the relevant agencies and stakeholders and will depend on the needs and priorities of the country, as well as the limitations on technical and financial capacity and implementation timeframe.
- **Mr. Ly Dang of GIZ** informed their ongoing project that is also funded under the International Climate Initiative of the German Government supporting MONRE and the Ministry of Planning and Investment on the implementation of the country's NDCs. The design of GHG emission monitoring and scenarios towards net zero emission will start next year and it will be a good opportunity to cooperate and work with the Project.
- **Mr. Ho Kim Lan of the Vietnam Ports Association** indicated that the presentation provided useful information in greening the ports in Vietnam. He indicated that Vietnam ports have been putting efforts in meeting international obligations not only in terms of GHG reduction. He suggested that the "multiplier effect" should be considered in selecting the location for the pilot demonstration, where other ports can look at it as a very good example and will be obligated to follow. He further suggested to involve other ports and not focus on one port for the pilot project. In terms of GHG emissions, it is important to have a clear picture of the Carbon footprint of the maritime industry and that the baseline assessment should include more than one port or cluster/network of ports, and should involve stakeholders within and outside the port. He highly appreciated the assistance from the donor, PEMSEA and IMO and noted that the Project as a catalytic agent that can stimulate more resources from other stakeholders.
- **Ms. Tu Anh of VINAMARINE** requested the National Project Coordinator to develop a survey questionnaire that can be distributed to ports and come up with criteria that will allow an objective selection of priority location for the project. It was clarified that the Handouts that will be provided already covers some of the criteria in identifying and selecting priority project and location.

4. Identifying and Selecting National GHG Pilot Project Priorities and Implementing Arrangements

Mr. Adrian Ross reiterated the 5-step process in identifying and selecting the national pilot project and locations. He also introduced the two handouts: Handout 1 – Priority Challenges for GHG emission

reduction; Handout 2 – Screening and Selection of a National Pilot Project that will support steps 1 and 2 of the process. He emphasized that it is important to go through the entire process in order to have a clearer focus for the national project. The Handouts provide suggestions on how to identify the priority challenges and criteria for screening the potential pilot projects. The final selection of the pilot project and location will be based on consensus among national stakeholders, IMO/PEMSEA team and the donor. He requested the participants to complete and **submit the Handouts to Ms. Tran Thi Thuyet Mai Anh and Ms. Nadine Bresemann by 27 August 2021**, which will then be collated, synthesized and presented during the **national workshop on September 3, 2021**.

Some agreed actions and clarifications are summarized as follows:

- Ms. Tran Thi Tuyet Mai Anh will be distributing the Handouts to the participants.
- It was noted that September 2 and 3 are national holidays in Vietnam. The national workshop will be initially scheduled for September 1 subject to further confirmation.
- In identifying priority locations, it is important to undertake the survey to the ports in order to get a more concrete idea/information.
- It was noted that there are a lot of things that need to be undertaken by the National Project Coordinator and that communication and getting the decision of leaders usually take time, which should be considered.
- It was requested that contact details among the participants be shared in order to facilitate communication and should there be any clarifications.

5. Closing

- 5.1 **Ms. Nadine Bresemann** reminded the participants of the following session in the afternoon and thanked all the participants and the speakers for the presentations and fruitful discussions.
- 5.2 **Ms. Tran Thi Tuyet Mai Anh** indicated that VINAMARINE will discuss and plan in detail as regards the submission of the Project to leader, reaching out to relevant agencies and conduct of subsequent meetings to the project team. She expressed her gratitude to the speakers and participants and urged everyone to participate in the afternoon session. She hoped that the project will push through as a contribution to the GHG emission reduction and a legacy of the current generation to the future generation.

Powerpoint presentations can be found .

<https://drive.google.com/drive/folders/1XVbHCsBWqLFIP3NFnOchLO3i4-ViugrC?usp=sharing>

A recording of the event can be accessed at:

<https://us06web.zoom.us/rec/share/B28eahS6WjjenDqoVYqH51xD3rNmrya78ZOwO0FeFdDmPebqoByz9kvxTvAWqnz2.aJzTnDvkmWax0Am8> .

PART 2B: NATIONAL GHG EMISSIONS ASSESSMENT
20 August 2021, 2:00 PM – 4:20PM (Vietnam Time)
Online via Zoom

The workshop was co-chaired by Ms. Nadine Bresemann, Head of Maritime Transport of PEMSEA and Ms. Tran Thi Tuyet Mai Anh, Director of the International Cooperation Department of VINAMARINE and National Focal Point for the Project in Vietnam.

1. Opening and Workshop Objectives

1.1 Ms. Nadine Bresemann, PEMSEA opened the meeting and provided a short wrap up of the two preceding sessions. She introduced the objective of the workshop, which was to discuss the assessment and/or inventory of greenhouse gas (GHG) emissions in the maritime sector in Vietnam and Mr. Marco Sprong, member of the international Project Team, who led the workshop discussions.

1.2 Ms. Tran Thi Thuyet Mai Anh, VINAMARINE thanked all the participants for coming back and joining the afternoon session. She welcomed Mr. Marco Sprong and Mr. Zabi Bazari of IMO to the workshop. She indicated that the morning session presented a very interesting discussions on pilot project priorities and expected that the afternoon session will provide more ideas on what will be done for the Project.

2. Preparing a National GHG Emissions Assessment (Maritime Sector), Work Planning and Implementing Arrangements

2.1 Mr. Marco Sprong, led the presentation and discussions on the preparation of a national GHG emission assessment in the maritime sector in Vietnam. He highlighted that the workshop aimed to explain the expected inputs from the national team for the GHG emission assessment both during the preparatory and implementation phases of the Project. During the preparatory phase, the Project aims to understand the status of GHG emission inventory in the maritime sector of the country, including the level of data availability while port-specific and national GHG emission inventory/assessment and database will be developed during the implementation phase of the Project. He explained that the GHG assessment will follow the Port Emissions Toolkit that was developed by IMO and will cover the various emission sources in the maritime sector, i.e., international and domestic ships, port operations and hinterland transport. He emphasized the importance of setting the geographical and operational boundaries of the GHG assessment, which will be discussed and agreed upon during project implementation. He provided examples of the sources of CO₂, one of the GHG, including calculation of CO₂ emission from specific activity (e.g., transportation of port employees).

Mr. Sprong explained the process of data collection for the ports and national level GHG assessments for the Project. He explained that a standardized data collection will be undertaken to allow cross-comparison with other countries. He added that the Project aims to gather any available data from the country during the preparatory phase for the preparation of a country emission profile that will be included in the Project Document. He explained the data collection templates for port level assessment, which covers emission sources from port activities, hinterland transport, and domestic and international shipping, including the level of data availability. The template for the national level assessment covers the available national GHG inventory/assessment, the GHG emission reduction measures, and the relevant national policies and legislations for GHG reduction. He requested the participants to fill out the

national level assessment template and send back the accomplished template to the Project Team 1-2 weeks after the workshop. The port level assessment may be accomplished once the priority port location is selected and accomplished templates will be expected 1-2 weeks after.

The following were raised after the presentation:

- **Ms. Tu Anh of VINAMARINE** indicated that the maritime sector has conducted an inventory of fuel consumption by vessels/ships for the domestic fleet in Vietnam. She added that some ports may have undertaken small scale assessment of GHG emissions but doubts the availability of a comprehensive assessment. She hoped that through the Project, a more standardized emission assessment can be conducted both at the port and national levels. She also mentioned that many of the port people lack the knowledge of the types of GHG and CO₂ equivalents and calculations.
- **Mr. Thuy Van of Saigon Newport** indicated the availability of statistics on number of specific types of vessels and hinterland transport (e.g., number of trucks), which emissions may be calculated. He also indicated that availability of hinterland transport data may be at the scaled level. He raised concern that the two-week allocation for the provision of data may not be sufficient considering the amount of data to be collected, e.g., there are about 20,000 types of transport in the port.
- The Project Team explained that the initial assessment will gather data that are readily available and does not expect an extensive data gathering. It was also indicated that it may also be helpful to identify institutions that can assist in data collection. It was also emphasized that Mr. Marco Sprong's work during the project preparatory phase is to determine what data are available and identify the gaps for a national GHG assessment on the maritime sector, which will be considered in identifying activities and budgetary requirement for a national GHG assessment that will be included in the project proposal.
- **Mr. Pham Thanh Troung, National Project Coordinator**, indicated that national level emissions data for the maritime sector may be available from scattered sources and may take time to collect and calculate if detailed data will be required. He requested support from the Project Team on the methodology that can be adapted in Vietnam for data collection and calculation of GHG emissions. He indicated that he will discuss with the relevant stakeholders in Vietnam on available data that can be shared in the next 2 weeks.
- Ms. Tu Anh, VINAMARINE requested the Project Team to share the excel file of the GHG emission template for translation into Vietnamese and will then be distributed to the ports for the requested information.
- Ms. Tu Anh clarified if Vietnam can be assisted by the project to develop a GHG emission inventory national database.
 - The Project Team affirmed that one of the objectives of the Project is to come up with a national level calculation of GHG emissions as part of the GHG emission baseline in the maritime sector that will be developed both at the national and regional levels. It was reiterated that the preparatory phase will identify available data and determine gaps on national GHG emission inventory/assessment, which will then be addressed during the

implementation phase of the project that may include a national database on GHG emission for the maritime sector.

3. Closing

3.1 Ms. Nadine Bresemann, PEMSEA thanked the participants for the fruitful discussions. She believed that the Project will be able to contribute to the GHG reduction in the maritime sector and will support the implementation of national priorities and international commitments of Vietnam. She indicated that she was impressed with the national team in Vietnam and she looks forward to working with the team in the ensuing months.

3.2 Ms. Tran Thi Tuyet Mai Anh, VINAMARINE thanked Ms. Bresemann, the speakers, IMO, PEMSEA, IKI and the participants for the hard work in the past 1.5 days. She indicated that VINAMARINE as the National Focal Agency is committed to fulfill its obligations and responsibilities for the Project. Finally, she wished everyone to stay safe and strong during this COVID pandemic and expressed her hopes to meet everyone personally when the pandemic is over.

Powerpoint presentations can be found .

<https://docs.google.com/presentation/d/1oxWngpVU1GgmjPE2bXkhRtd7xngqdEfg/edit?usp=sharing&oid=107026147966000507452&rtpof=true&sd=true>

A recording of the event can be accessed at:

https://us06web.zoom.us/rec/share/QB1qpvjI9sPIVzZoAJjpB5OnqVW0L-_dI3xVcOkmQTUHExkrIv5gLhjRQBxTvr3T.LS2XAp6iB3gZeKUf .

Annex 1: List of Participants

**LIST OF PARTICIPANTS
BLUE SOLUTIONS - ONLINE NATIONAL INCEPTION WORKSHOP**

AUGUST 19 and 20, 2021

AGENCY	Name of participant/position
VINAMARINE	Mr. Hoang Hong Giang Deputy Administrator VINAMARINE Email: gianghh@vinamarine.gov.vn
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	Ms. Tran Thi Tu Anh Deputy Director of Science Technology and Environment Department VINAMARINE Email: anhttt@vinamarine.gov.vn
	Ms. Thinh Thi Thuong Thuong Official of Science Technology and Environment Department VINAMARINE
	Ms. Vu Thi Hoa Official of Science Technology and Environment Department VINAMARINE
	Ms. Nguyen Hue An Official of International Cooperation Dept., VINAMARINE

	<p>Mr. Nguyen Ngoc Hai Official of International Cooperation Dept., VINAMARINE Email: ngochai.mrcc@gmail.com</p>
Vietnam Administration of Seas and Islands (VASI)	<p>Mr. Le Dai Thang Vietnam Administration of Seas and Islands (VASI). Ministry of Natural Resources and Environment (MONRE). No 83 Nguyen Chi Thanh Street, Dong Da District, Ha Noi, Email: ldthang@gmail.com ; ldthang@monre.gov.vn</p>
Vietnam Port Association (VPA)	<p>Mr. Ho Kim Lan- General Secretary Vietnam Port Association (VPA) Email: kimlanho.vpa@gmail.com</p>
	<p>Mr. Bui Van Quy- SNP's Vice President, Vice Chairman of VPA Saigon New Port</p>
	<p>Ms. Pham Thi Thuy Van- Vice Marketing Director Vice head of the Green Port Development Direction Board Saigon New Port</p>
	<p>Mr. Nguyen Uyen Minh Deputy Director-General Saigon New Port</p>
	<p>Mr. Nguyen Thanh Khiet, Manager, Administration Dept. Saigon New Port</p>
	<p>Mr. Ha Vu Hao Deputy General Director Hai Phong Port</p>
	<p>Mr. Nguyen Tat Thang Vice Manager of Technical Department</p>

	Hai Phong Port
	Mr. Nguyen Dinh Thang Manager of Business Department Hai Phong Port Email: thangnd.hpport@gmail.com
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IKI-ZUG	Ms. Christiane Mold IKI Secretariat IKI-ZUG Zukunft – Umwelt – Gesellschaft (ZUG) Berlin Germany

BLUE SOLUTIONS NATIONAL INCEPTION WORKSHOP

DRAFT PROVISIONAL ANNOTATED AGENDA

PART 1: PROJECT OBJECTIVES, WORK SCHEDULE, AND ORGANIZATIONAL ARRANGEMENTS (DAY 1 PM)

2:30 – 2:45hr **1.0 Opening of the Workshop**

(15 min.)

A representative from IMO/PEMSEA will open the meeting and provide welcoming remarks.

A representative from BMU/IKI will welcome participants to the meeting.

The National Focal Point for the project preparation phase will co-chair the meeting along with a representative of the IMO/PRF.

The PRF will serve as secretariat for the workshop.

2:45 – 2:55hr **2.0 Introduction of participants**

(10 min.)

Representatives from the participating government agencies, shipping, port and logistics industry, universities, and other stakeholder representatives will be invited to introduce themselves. The Project Team, the national consultant, and other invited resource persons will introduce themselves.

2:55 – 3:05hr **3.0 Inception Workshop Objectives and Project Preparation Schedule**

(5 min.)

The IMO/PRF co-chair will introduce the Blue Solutions regional project, the planning, development and implementation of national GHG pilot projects in participating countries. The chair/co-chair will then review the objectives, expected outputs and schedule for Parts 1 and 2 of the national inception workshop.

(5 min.)

The IKI representative will describe the project appraisal mission process and timeline, with emphasis on required documentation that will need to be submitted for review and approval by BMU/IKI prior to issuance of the full project grant for the regional Blue Solutions project.

3:05 – 3:50hr **4.0 GHG Emissions and the Maritime Sector: National Priorities, Objectives, Challenges and Needs**

(40 min.)

National representatives from lead agencies (transport, environment, shipping, ports, logistics), the national consultant and/or other invited resource persons will share their views on GHG emissions in the maritime sector, including principal sources/operations generating GHG and other pollutive emissions, existing/proposed policies, commitments, programs and projects that are focusing on reducing GHG emissions, perceptions on GHG hotspot ports/port-related activities, and expectations from a national pilot project targeting GHG emission reductions in the maritime sector.

- (5 min.) The co-chair will open the floor for Q&A with country participants and other resource persons to provide further input/reaction to the presentation(s), including objectives and expectations from a national GHG pilot project.
- 3:50 – 4:05hr
(15 min.) **5.0 Blue Solutions Project Introduction, Overview and Scope**
The Project Team will introduce the concept, objectives, scope and coverage of a national GHG project, as well as the proposed work program for the planning and preparation of a national GHG project document.
- 4:05 – 4:25hr
(15 min.) **6.0 Organizational Arrangements**
The co-chair will introduce proposed organizational arrangements for the planning and development of the national GHG project. The introduction will include information on the proposed representation, roles and responsibilities of:
 - a National Focal Point/national focal agency for the project
 - a multi-sectoral Stakeholder Advisory Group/Technical Working Group
 - a national project consultant
- (10 min.) The chair/co-chair will open the floor for Q&A with country participants and other resource persons on the objectives, scope, coverage and organizational arrangements of the national GHG pilot project.
- 4:25 – 4:35hr
(10 min.) **7.0 Part 1 Workshop Closing**

PART 2: PROJECT WORK PROGRAM PLANNING: NATIONAL GHG EMISSIONS PROFILE (MARITIME SECTOR) AND NATIONAL GHG PILOT PROJECT PRIORITIES AND LOCATION (DAY 2)

- 9:00 – 9:10hr
(10 min.) **8.0 Part 2 Workshop Objectives**
The IMO/PRF co-chair will review the provisional agenda, objectives, expected outputs and schedule for Part 2a of the national inception workshop.
- 9:10 – 9:35hr
(15 min.) **9.0 National Blue Solutions Project Proposal Preparation: Work Plan and Schedule**
The Project Team will introduce the proposed work plan and schedule for the preparation and endorsement of a national blue solutions project proposal to IMO and PEMSEA, for integration into the regional blue solutions project document.
- (10 min.) The workshop participants will be invited to ask questions and provide input to the work plan and schedule. The workshop will agree on the work plan and schedule, as presented or revised.
- 9.35–10:15hr
(30 min.) **10.0 National GHG Reduction Pilot Project Preparation: Focal Areas and Strategic Approaches**
The Project Team will discuss the scope, boundaries and key focal areas and activities for the proposed GHG reduction pilot project in the Philippines. In addition, the Team will introduce strategic approaches to addressing GHG reduction at the ship-port-hinterland transport interface, with particular emphasis on potential applications in the Philippines context.

(10 min.) The workshop participants will be invited to ask questions and comment on the information as presented, and to suggest potential challenges/opportunities for a national GHG reduction pilot project.

10:15-10:40hr **11.0 Identifying and Selecting National GHG Pilot Project Priorities**

(10 min.) The Project Team will review Handout #1 (Identification of Candidate National GHG Reduction Pilot Projects) and Handout #2 (Screening and Selection of National GHG Pilot Projects) with the workshop participants and discuss the process, available assistance, and schedule for identifying and selecting a national GHG project. The specific purpose of the identification and selection process will be to establish a sound rationale and justification for the national pilot project and its expected outcomes.

(15 min.) The workshop participants will be invited to ask questions and comment on the handouts and the proposed process.

10:40 – 11:05hr. **12.0 Implementing Arrangements**

(25 min) The workshop will review the implementing arrangements for preparation of the national GHG pilot project and the national blue solutions project proposal. The workshop will consider working arrangements/TORs for the multi-sectoral Stakeholder Advisory Group, and the national consultant, as well as the participation of other relevant organizations and projects, including the private sector, in project preparation and implementation.

Part 2b: National GHG Emissions Assessment (DAY 2 PM)

2:00 – 2:10hr **13.0 Part 2b Workshop Objectives (DAY 2 PM)**

(10 min.) The IMO/PRF co-chair will review the provisional agenda, objectives, expected outputs and schedule for Part 2b of the national inception workshop.

2:10 – 3:40hr **14.0 Preparing a National GHG Emissions Assessment (Maritime Sector)**

(60 min.) The Project Team will introduce proposed criteria, templates, and process for developing a national GHG emissions profile with a particular focus on the maritime sector, for review and discussion by the workshop. The specific purpose of the national GHG emissions profile will be to confirm the baseline conditions at the national and port levels prior to the start-up and implementation of the Blue Solutions pilot project.

(30 min.) Following the presentation, the co-chair will open the floor for Q&A with country participants and other resource persons to gather input/reaction to the presentation, and recommendations for proceeding with the national GHG emissions profile.

3:40 – 4:10hr **15.0 Work Planning and Implementing Arrangements**

(30 min) The workshop will review the work plan and implementing arrangements for planning, preparation, review and approval of the national GHG emissions assessment and work program. The workshop will also consider working arrangements/TORs for the multi-sectoral Stakeholder Advisory Group/Technical Working Group, the national project developer consultant), other key stakeholders and the IMO/PEMSEA Project Team.

4:10 – 4:20hr **16.0 Workshop Closing**

Annex 3: Background Document for the IMO-PEMSEA Kick-off meeting on the Proposed "Blue Solutions" Project

Project Title:	Reducing Maritime Transport Emissions in East and Southeast Asian Countries (Blue Solutions)
Potential Beneficiaries:	China, Cambodia, Indonesia, Malaysia, Philippines, Thailand and Vietnam
Donor (Germany) funding:	Up to 15,000,000 Euros for the total project
Project duration:	2022 to 2026 (5 years)
Implementing Partners:	IMO and PEMSEA

Background

Maritime transport, including the operation of ships, ports and hinterland transport into and out of ports, is a significant source of greenhouse gas emissions and other pollutants. Around 90% of the global trade is transported by sea and 60% of this pass through the seas and ports of Asia. Globally, East and Southeast Asian countries play significant roles in maritime transport, supporting shipbuilding industries and hosting the world's busiest ports. Based on trends showing increasing trade and therefore increased shipping demand, emissions from maritime transport may significantly increase by 2050. East and Southeast Asian countries are already undertaking actions to address GHG emissions and climate change, and have committed to such efforts in regional and international agreements such as the ASEAN Transport Strategic Plan 2018-2025, PEMSEA's Sustainable Development Strategy for the Seas of East Asia, IMO regulations on ship energy efficiency, the initial IMO GHG Strategy, IMO Resolution on Cooperation between Shipping and Port Sectors on GHG emissions, and the UN SDGs. It is also understood by all that addressing GHG emissions from ports and shipping requires legal and policy developments at national level, uptake of new and emerging energy efficiency technologies, use of alternate fuels and most importantly capacity building and knowledge partnerships to enable the countries to take the foreseen transition to decarbonization.

Short description of the Proposed Project

Through this proposed project, to be funded by Germany to the tune of approximately 15 million Euros, IMO and PEMSEA will aim to assist East and Southeast Asian countries through technical assistance and cooperation, as these countries aim to transform their maritime transport sector to a low-carbon future. Actions towards this will include assistance with assessment of the emission/energy efficiency baselines, development of national roadmaps and pilot trials of potential technology solutions and optimized processes for interfacing of shipping to ports and to hinterland transport; all with the focus on reducing greenhouse gases and other pollutant emissions from ships, in ports, and from the linked hinterland transport. All activities will be coupled with capacity building and knowledge exchange initiatives.

It is proposed that China, Indonesia, Malaysia, the Philippines, Thailand and Vietnam can be considered as beneficiary focus countries, provided these countries support the project concept, participate and contribute to the development of a detailed project document and identification of pilot demonstration projects and

provide official commitment to the deliverables identified in the detailed project document. Cambodia is considered as a potential participating country in particular for the baseline assessments.

Due to their pioneering role in ship building, significant expertise and knowledge in efficient port and logistic operations as well as their lead in developing innovative technical solutions for maritime sector, Japan, Singapore and the Republic of Korea will be invited to serve as knowledge and partner countries, should there be an interest from these countries to get involved.

The project during its preparation phase, is also expected to identify the key national stakeholders who will be participating and supporting the pilot demonstration projects and these would, inter alia, include the national focal ministry/department, other government organs, ports, shipping and hinterland transport industry, technology providers and financial institutions etc.

The main benefit to the participating countries would, inter alia, include:

- Synergic collaboration among the countries in the region and linkages to other ongoing and future initiatives, such as the Global Maritime Technology Centre Network Project, the GreenVoyage2050 project, GHG SMART project, NextGEN and FINSMART etc. This will create long term benefits for the maritime decarbonization in the region.
- Increased human and institutional capacities of the national stakeholders via engagement in project activities, pilot project implementation and sharing of the knowledge created as a result of the project.
- Developed emissions baselines and decarbonization roadmaps via preparatory studies as well as project activities.
- Identified potential energy efficiency and GHG reduction measures / pilot projects (Blue Solutions).
- Pilot demonstration of the chosen potential solutions (measures /projects) in conformity with national priorities.
- Catalyzed further investments for the scaling up of proven decarbonization solutions.

Multiplier effect

The program has significant potential to scale up and ensure multiplier effects. Collective project results in the efficiency and affordability of low-carbon solutions in the maritime transport will strengthen national and regional climate initiatives, action plans and the sustainability of transport strategies. Project findings from pilot demonstrations can be used by the public and private sector to realize energy efficiency and GHG emission reductions in more ports and locations in the country, around the region and beyond. By closely interlinking the project with international organizations, industry, regional networks and scientific

institutions in assessing baselines and developing and evaluating pilot projects on energy efficiency, processes and technologies, important stakeholders can be reached to further disseminate and develop new findings. Qualified trainers with new training content to be developed by the project will provide comprehensive capacity building support for the region and support the exchange of knowledge with educational institutions, ministries and industry. Last but not least, the outcomes of the project will support the implementation of the IMO GHG Strategy that all the focus countries are committed to.

Preparation phase (2021)

The implementing partner consortium (IMO and PEMSEA) proposes to conduct preparation phase from July to October 2021 and prepare a fully developed and substantial project document together with its country partners. The project objectives will be achieved in accordance with national and regional initiatives and strategies as well as the priorities of the countries and network partners. For this purpose, planning and consultation workshops will be conducted in each country, involving national and local stakeholders from the public and private sector, interviews with shipping, port and land transport authorities and experts, to identify interest and objectives of regional and national work programmes and pilot projects. The end result of the preparatory phase will be a fully-fledged project document that will identify key national components including identification of pilot demonstration projects and the stakeholders to be involved. The project document before final submission to the Donor will need to be verified and vetted by each participating country, along with the commitment letter from the Government to the deliverables of the project at national level.

The project preparatory phase is funded by Germany that will support a team of international and national consultants/experts and subject matter experts who will work with the key stakeholders and partners to develop the detailed project document inclusive of its national components in close consultation with the participating countries.
