



Completion Report

International Training Program on **Enhancing Trade Competitiveness for Regional Integration**

December 11-15, 2017
Mekong Institute, Khon Kaen, Thailand

Organized by Mekong Institute (MI)

Jointly sponsored by Thailand International Cooperation Agency (TICA),
Ministry of Foreign Affairs, Thailand and Technical Cooperation Directorate, Ministry of Foreign Affairs, Singapore

International Training Program on Enhancing Trade Competitiveness for Regional Integration



Organized by Mekong Institute

Acknowledgements

We acknowledge the active engagement of the 12 participants from Cambodia, Laos, Malaysia, Myanmar and Thailand in the international training program on "Enhancing Trade Competiveness for Regional Integration" from December 11 – 15, 2017. The participants successfully completed all the program activities during the training program, actively participated in the discussion and group work sessions and shared with Country experiences on related topics during the training. Active engagement by the participants resulted in the success of this training program.

We would like to extend our sincere thanks to Thailand International Cooperation Agency (TICA), Ministry of Foreign Affairs, Thailand and Technical Cooperation Directorate, Ministry of Foreign Affairs, Singapore for their excellent cooperation and support for the success of the training program.

We would also like to thank all internal and external resource persons for providing technical expertise and sharing their knowledge and best practices with the participants during the training course.

Lastly, we wish to thank the Team of the Trade and Investment Facilitation (TIF) Department and all the staff members of Mekong Institute (MI) for their support and assistance to preparation and completion of the training program.

Mekong Institute

Khon Kaen, Thailand

January 2018

Executive Summary

With support from Singapore – Thailand Third Country Training Programme under the cooperation between the Ministries of Foreign Affairs of Singapore and Thailand, Mekong Institute (MI) successfully conducted one-week training on "Enhancing Trade Competiveness for Regional Integration" from December 11 – 15, 2017. The training aimed to enhance capacity for the government officials from the ASEAN countries with a focus on (i) trade and economic integration, (ii) customs modernization through Singapore customs and national single window, (iii) green freight and logistics for sustainable development, and (iv) economic zone development in promoting ASEAN connectivity, competitiveness, and economic integration.

A total of twelve (12) participants attended the training: (i) two from the Ministry of Public Works and Transport, and Ministry of Industry and Handicraft, Cambodia; (ii) Three from the Ministry of Industry and Commerce, Lao PDR; (iii) three Malaysians from the Ministry of International Trade and Industry, Malaysia; (iv) three from the Ministry of Commerce, Myanmar; and (v) one from the Ministry of Industry, Thailand. The training was also attended by the representatives of the Thailand International Cooperation Agency (TICA) and the Ministry of Foreign Affairs (MOFA), Singapore.

A team from TIF Department and four external resource people facilitated and delivered four inter-related subjects on (i) trade policies, free trade agreements (FTAs) and Implications in support of economic development and integration for the ASEAN, (ii) Customs Modernization in Trade Facilitation with Singapore customs, (iii) Green Logistics for Sustainable Development, and (iv) Economic Zone Development

The training program was conducted in a highly interactive approach through the instructions and facilitation of resource persons and actions taken by the participants with a series of theme-based discussions, group work and presentations. In addition to in-class activities, the participants joined the structured learning visit (SLV) to silk production and trade cluster in Sala Mai Thai, Chonnabot district, Khon Kaen in order to learn about the local specialty and cluster model.

In consideration of the effectiveness of the training program, different evaluation methods were employed. First, the result of the pre- and post-training self-assessment to measure the participants' improvement in their knowledge and understanding of each of the training contents by subject. The self-evaluation showed an overall increase in knowledge as described in Figure 10.2 and Table 10.2.

Significantly, the post-training evaluation was conducted for the whole training program. In response to the question on “What is your overall assessment of the organization of the training”, the participants presented their satisfaction of the training with the average rating of 4.33 / 5.00 (Satisfied). Also, the participants indicated that the training contents and design were very much appropriate and knowledge they acquired could be applicable to their current works with the average rating of 4.37 / 5.0, 4.13 / 5.0, and 4.27 / 5.0, respectively. Moreover, the majority of participants commented that they enjoyed the sessions of Singapore Single Window, Green logistics, and Economic Zone Development in terms of contents and methodology during the training program.

For further improvement of the training program, the participants suggested that (i) the training application process should be simplified in terms of procedures, documents required and selection process, (ii) more training days for topics on “Green Logistics” and “Single Window”, and (iii) more social activities and field visits should be included as parts of the training program.

Acronyms

AP	Action Plan
ASEAN	Association of Southeast Asian Nations
B2B	Business to Business
B2C	Business to Consumer
BODs	Board of Directors
CDS	Curriculum Design Statement
FDI	Foreign Direct Investment
GVC	Global Value Chain
ICT	Information, Communication and Technology
MI	Mekong Institute
MOFA	Ministry of Foreign Affairs
TICA	Thailand International Cooperation Agency
TIF	Trade and Investment Facilitation
SBEZ	Special Border Economic Zone
SEZ	Special Economic Zone
SLV	Structured Learning Visit
SME	Small and Medium-Sized Enterprises

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I. AN OVERVIEW OF THE TRAINING PROGRAM

One of the key drivers of rapid economic growth and development in the Association of South East Asian Nations (ASEAN) is trade and investment development, especially export-oriented policies and promotion of foreign direct investment (FDI) that have been adopted since the 1980s. It can be seen that FDI flows and stocks have been accumulated in manufacturing sectors together with an increase in investment in industrial and social infrastructure, and continued efforts to enhance their business environment. As a matter of fact, advanced ASEAN member states, namely Singapore, Malaysia, Thailand, and the Philippines have successfully integrated into global production networks and supply chains in East Asia, while the economic liberalization through trade and FDI of other members such as, Cambodia, Lao PDR, Myanmar, and Viet Nam have significantly contributed to economic growth and integration, including the integration process into ASEAN Economic Community (AEC). Table 1 demonstrates the significance of trade in GDP structure of the ASEAN member states.

Table 1: Trade Openness (Total Trade, % of GDP)

	2007	2008	2009	2010	2011	2012	2013	2014
Brunei Darussalam	79.2	88.4	88.8	88.7	88.8	99.3	83.2	82.9
Cambodia	87.8	79.2	85.8	93.3	100.3	133.1	120.3	176.8
Indonesia	43.8	51.9	39.1	41.3	45.0	43.6	42.9	36.0
Lao PDR	25.9	49.7	52.9	66.8	49.1	65.5	54.6	45.8
Malaysia	166.6	146.4	138.3	149.3	143.5	138.8	139.1	135.8
Myanmar	47.9	42.7	37.8	28.8	26.4	30.7	37.9	41.4
Philippines	69.7	60.9	49.7	54.8	49.9	46.8	44.3	45.5
Singapore	312.5	342.3	268.0	280.3	281.5	271.8	259.1	252.1
Thailand	118.8	129.2	108.4	120.6	132.7	130.4	123.4	122.1
Viet Nam	142.2	142.6	118.8	135.0	147.2	146.2	154.6	157.8
ASEAN	121.6	123.4	100.2	105.9	108.0	105.7	104.2	98.3
ASEAN-6	121.9	124.1	100.3	106.0	108.0	104.8	102.3	94.8
CLMV	117.5	116.6	99.4	104.8	108.6	113.2	120.6	126.9

Source: *The ASEAN Statistics 2015*, available at <http://www.aseanstats.org>

In addition to the implementation of the ASEAN Free Trade Area (AFTA) in 1993, the ASEAN has continued trade liberalization in both goods and services and the overall structure of ASEAN economies has changed since the adoption of the AEC Blueprint. Growth in the region has been driven by an increased investment in the services sector, including FDI, together with a solid performance in the trade sector contributing to the regional output expansion. The ASEAN economic integration process is summarized in Table 2.

Table 2. The ASEAN Economic Integration for the period 1993 - 2015

Year	The ASEAN Economic Integration
1993	ASEAN Free Trade Area (AFTA) launched
	AFTA's Common Effective Preferential Tariff (CEPT) scheme implemented
1995	ASEAN Framework Agreement on Services (AFAS) signed and implemented
1996	ASEAN Industrial Cooperation (AICO) scheme adopted
1998	Framework Agreement on ASEAN Investment Area (AIA) signed and implemented
2003	The vision of an ASEAN Community endorsed, including the ASEAN Economic Community (AEC)
2010	ASEAN Trade in Goods Agreement (ATIGA) signed to replace CEPT
2012	ASEAN Comprehensive Investment Agreement (ACIA) implemented
2015	ASEAN Community, including the AEC, to be launched

Source: ASEAN Statistics, available at <http://www.aseanstats.org>

During the development and integration process, the ASEAN has adopted and promoted the Regional Comprehensive Economic Partnership (RCEP) in the form of Free Trade Agreement¹. Besides, it is noted that the ASEAN integration process has also considered the accession of Timor-Leste that officially applied for ASEAN membership in March 2011. For Timor-Leste, joining ASEAN is an important opportunity for the country to place itself in the regional bloc and development agenda, and to pursue the objectives of political security, and economic development and integration. However, there exist challenges facing Timor-Leste's accession, which are known as its capability and readiness to participate in the economic, political security, and socio-cultural communities of the ASEAN.

¹ Regional Comprehensive Economic Partnership (RCEP) is a proposed free trade agreement (FTA) between the ASEAN member states and the six countries with which ASEAN has signed free trade agreements (Australia, People's Republic of China (PRC), India, Japan, Republic of Korea, and New Zealand) – ASEAN + 6.

Although impressive economic growth has occurred in the ASEAN, there is a growing gap between the upper tier countries and the lower tier countries, namely Cambodia, Lao PDR, Myanmar, and Viet Nam (CLMV). Despite the rapid economic growth, CLMV still have the lowest incomes among ASEAN member states. At present, three out of the four member states are still the least-developed countries (LDCs). During the same period, the scale and complexity of ASEAN commitments and agreements have grown substantially. Thus, the commitment to equitable development and narrowing development gap under the ASEAN Community Vision 2025 is deemed as the key challenge to CLMV in particular, and to the ASEAN as a whole. In addition, the establishment and implementation the RCEP, have been encountering critical challenges that may slow down the progress to achieve the objectives on schedule. In this nexus, it can be seen that the extent of trade liberalization varies considerably across members of the five ASEAN+1 FTAs with the low trade liberalization rates of the CLMV in spite of special and differential treatment given.

Capacity building and institutional development for the ASEAN member states, especially CLMV and even Timor-Leste, in the areas of international trade and economic integration, customs modernization in trade facilitation, green logistics for sustainable development, and industrial park development have drawn more attention from ASEAN and development partners. In fact, building knowledge and raising awareness of ASEAN integration for beneficiaries and stakeholders, especially from both public sector in the ASEAN will contribute to accelerating the economic integration process within the ASEAN as well as the global economic integration, especially in East Asia. Importantly, this can only be possible once each member state incorporates ASEAN's priorities into its national agenda. As such, the ASEAN Governments, particularly those of CLMV need to prepare to better catch up with the intra-ASEAN growth rate, and cooperation with the trade partners under the FTAs such as the People's Republic of China (PRC), the Republic of Korea (ROK), Japan, Australia, New Zealand and India.

To facilitate the growing requirements of trade and economic integration of ASEAN member states, Mekong Institute (MI) organized a one-week regional training program on "Enhancing Trade Competiveness for Regional Integration" at Mekong Institute (MI), Khon Kaen, Thailand during December 11 – 15, 2017. It was jointly supported by Thailand International Cooperation Agency (TICA), the Ministry of Foreign Affairs, Thailand and Technical Cooperation Directorate, Ministry of Foreign Affairs, Singapore

II. COURSE CONTENTS AND TOPICS

Four interrelated topics have been designed and provided to the participants as follows:



A brief description of the training topics is summarized in Table (2.1) and details of each topic are described in the Curriculum Design Statement (CDS) as shown in Appendix (12.1).

Table: 2.1: Brief Description of Training Topics

Brief Description of Training Topics	
Topic 1	This topic provided a review and assessment of the key existing trade policies in the ASEAN. It touched upon trade policies, FTAs and the implications for economic cooperation and integration, FTA negotiation, AEC and the associated

Brief Description of Training Topics

agreement frameworks. Participants' attention was drawn intensively on the importance of the integration of the AEC framework and the importance of utilizing various trade policies in stimulating the regional economic development and growth in each of the ASEAN member countries.

- ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT)
- ASEAN Trade in Goods Agreement (ATIGA)
- Regional Comprehensive Economic Partnership (RCEP)
- Trade Benefits of RCEP and AFTA, Impact of Regional Trade liberalization, and Aid for Trade
- Impact of Regional Trade Liberalization on Emerging Economies.
- Role of SMEs in the ASEAN Economic Community (AEC)

Topic 2

This topic touched upon the concept and necessity of custom modernization in trade facilitation. An open trade regime can only foster trade integration when a range of complementary policies is in place. One of the most important complementary policies is a well-functioning customs administration that provides traders with transparent, predictable, and speedy clearance of goods. For many economies, achieving efficiency and transparency in customs operations has remained a challenge. Customs services have still been dealing with growing trade volumes without any commensurate increase in staff or resources. Furthermore, customs administrations have continued facing dynamic changes to their operating environment that signifies the need to adjust and modernize their processes.

This module equipped the participants with the knowledge of Singapore customs model through:

- History and development of Singapore Customs
- Paperless and national single window
- TradeNet platform and customs policies and procedures
- An Introduction to Singapore Customs
- Singapore Single Window
 - Concept of Single Window in trade facilitation
 - How SW could facilitate trade
 - How SW could facilitate customs operations
- Singapore's Single Window Journey - TradeNet®
 - History of TradeNet®
 - Challenges faced
 - Implementation strategy
 - Success factors/Lessons learnt

Topic 3

- Customs Procedures and TradeNet®
- Data Quality in Single Window System

Together with the rapid development of the logistics industry in recent years, adverse environmental impact of logistics operations has become an emerging issue from the perspective of sustainable development. In spite of the development of science and technology and the increasing application of ICT that have contributed to reduction in some of unreasonable phenomenon of logistics, the exponential increase in its total size still had a significant impact on the environment. In order to coordinate the relationship between logistics and the environment so as to meet the needs of sustainable development, green logistics has been defined. Green logistics practices include strategies for the reduction of freight transport externalities, reverse logistics, and green supply chain management.

For the purpose of realizing social and economic benefits of green logistics through saving resources and environmental protection, this module provided the participants with the knowledge of:

- Introduction on Green Freight and Logistics
 - The Impact of Logistics and Supply Chain Operations on the Environment
 - Regulatory Issues in Green Freight and Logistics
 - Comparison of Transport Mode Sustainability for Promoting Green Freight and Logistics
- Logistics
- The Impact of Sustainable Practices on Supply Chain Operations
 - Introduction on Green Logistics
 - Concept of Green Freight and Logistics
 - Green Supply Chain Management
 - Significance and Approach for Green Freight and Logistics Development
 - The Impact of Logistics and Supply Chain Operations on the Environment
 - Environmental Impact of Freight Transport
 - Environmental Impacts of Transport Modes
 - Environmental Impact of Warehousing
 - Regulatory Issues in Green Logistics
 - Sustainable logistics and transport development policies in the ASEAN,

Brief Description of Training Topics

Asia and Europe

- Policies and Regulations on pollution in the ASEAN, Asia and Europe.
- Policies and Regulation on reduction in fuel consumption and greenhouse gas emission in the ASEAN countries, Asia and Europe.
- Policies and Strategy in support of Environmentally Sustainable Transport and Logistics in the ASEAN countries, Asia and Europe
- The Impact of Sustainable Practices on Supply Chain Operations
 - Environmental sustainability practices in freight transport and logistics operations: a. International best practices and b. Case study

Topic 4

The topic was based on concept of the establishment of an economic zone that is one of the most important factors supporting positive economy development. As such, establishment of an economic zone is based on the philosophy of integration of different functions, such as manufacturing, production, services, education, and so on into an economic or an industrial area targeting productivity with high economy turnover and high employment. The module provided the participants with the economics knowledge and practical experience with topics related with economic zones and competitiveness.

- Economic zones and competitiveness
- Types of economic zones, covering:
- Operations and Management:
Planning, development, management and operations of special economic zones, including trade & investment policy procedures, marketing management and development, business development, stakeholder international alliances, public-private partnerships models, financing and managing operations of the SEZ.
- Economic zones in the ASEAN, Development process, Impact, and Best Practices

III. PROGRAM / LIST OF ACTIVITIES

The international Training on “Enhancing Trade Competitiveness for Regional Integration” comprised the following activities, which are specified in Annex.....:

- (i) Orientation for the participants, including welcome remarks, program overview, get-to-know, country reflections, and networking sessions.
- (ii) Delivery of the four (4) technical sessions by seven (07) internal and external resource persons.

- (iii) Structured Learning Visit (SLV) was organised to Silk SME clusters, Sala Mai Thai Silk Exhibition and Museum Hall, Chonnabot District, Khon Kaen province, Thailand. During the SLV, participants were assigned to observe formation of Silk SME cluster, best practices and challenges faced by the cluster. The visit reflected one of the topics of the module 1, on “Role of SMEs in the ASEAN Economic Community (AEC)”.

While the activities and outputs of technical sessions are reported in Chapter VIII of this Report, the activities related to the program orientation for the participants are summarized as below:

3.1. Session: Welcome Remark

Dr. Watcharas Leelawath, Executive Director, Mekong Institute (MI)

Delivering the welcoming remarks, Dr. Watcharas Leelawath, Executive Director, Mekong Institute (MI), expressed that capacity building played a key role in speeding up regional trade and economic integration for ASEAN member countries. Providing tailor-made trainings to different stakeholders from ASEAN member states helps increase awareness of ASEAN integration and enhances institutional development of individual countries to take part in the regional integration process. It could also be understood as a starting point of accelerating the regional integration process. That is why Mekong Institute (MI) organized the training program on “Enhancing Trade Competiveness for Regional Integration” at its residence, Khon Kaen, Thailand during December 11 – 15, 2017, which was jointly sponsored by Thailand International Cooperation Agency (TICA), Ministry of Foreign Affairs, Thailand and Technical Cooperation Directorate Ministry of Foreign Affairs, Singapore.

Dr. Watcharas Leelawath introduced participants to the vision and mission of MI the Greater Mekong Sub-region (GMS) with the three pillars, namely (i) Agricultural Development and Commercialization (ADC); (ii) Trade and Investment Facilitation (TIF); and (iii) Innovation and Technology Connectivity (ITC), and its contributions to promoting regional cooperation and integration.

At last, Dr. Watcharas Leelawath welcomed all, representatives from Cambodia, Malaysia, Myanmar, Laos, and Thailand, and thanked all in-house and external resource persons organizing team from Trade and Investment Facilitation Department (TIF). The last but not the least, he extended his special appreciation to the sponsors for their support to the training program.

3.2. Session: Program Overview

This session assisted the participants in communications and interacting each other, learning about MI's facilities, reflecting their expectations, and better understanding of the training program as a whole.

3.2.1. Getting to Know Each Other

Mr. Kyaw Min Tun, Program Officer, Trade and Investment Facilitation Department (TIF)

As part of program introduction, the participants were introduced to the sponsors; Thailand International Cooperation Agency (TICA), and Singapore Cooperation Programme, Thailand and Technical Cooperation Directorate Ministry of Foreign Affairs, Singapore, and to MI activities and its facilities and services.

It was followed by self-introduction session in which the participants could introduce themselves and interviewed each other. All participants were divided into three groups with different nationalities and with four participants in each group for role-playing in the form of "Interview Game". The self-introduction activity helped to further create a supportive environment for the participants to present and share information with each other. This method also aimed to assess the language capability of the participants. The result showed that most participants have already possessed good language skills.

3.2.2. Setting Expectations and Setting Norms

Mr. Kyaw Min Tun, Program Officer, Trade and Investment Facilitation Department (TIF)

The session explored the participants' expectations on the program contents, methodology, co-participants, resource persons, facilitators and program structure. Knowing participants' expectations was very important for MI to adjust the program and the way the training would be conducted. Each three group discussed their expectations on the training program, co-participants, and the way to share acquired knowledge and practical experience to others after the training program. Participants also discussed the norms to be set for the whole training course to ensure the good quality for the classes and participation. All their inputs were given due consideration throughout the training program. The questions and participants' expectations are summarized in Table 8.2.2. as below.

Table (8.2.2): Participant Expectations and Norms

Questions	Participants' Inputs
<i>What do you expect from this Training Course?</i>	<ul style="list-style-type: none"> - To gain broader knowledge on regional integration - To understand about effectiveness of Trade
<i>What do you expect from your co-participants?</i>	<ul style="list-style-type: none"> - Sharing experiences and knowledge among participants - To hear different country perspectives on ASEAN integration - Build up professional network - Culture exchange and tame work - Exchange information and best practices
<i>How do you intend to share the acquired knowledge and practical experience to others?</i>	<ul style="list-style-type: none"> - Knowledge sharing programs within the Ministry - Workshops conducted in own department - Dissemination in newspaper of the Ministry - Sharing knowledge and experiences to other associated private sectors
<i>What should be norms during the training program?</i>	<ul style="list-style-type: none"> - Be punctual - Be cooperative - No mobile phone use - Active participation - No personal chatting - Be open minded and respect of other ideas - No disruption during the presentation

As part of the social program, the organizing team brought the participants to silk and souvenir shops in Khon Kaen and organized farewell dinner for the participants on the last day of the training.

Details of the program activities are shown in the Appendix (12.2). Networking session, daily reflection session and BoD session were also integrated in the program.

IV. RESOURCE PERSON INFORMATION

A team of three (03) in-house resource persons and experts from Mekong Institute (MI) and four (4) external resource persons delivered the designed topics and facilitated the sessions with presentations, class activities, plenary discussions and simulation exercises with details as below.

 <p>Dr. Watcharas Leelawath Executive Director, MI</p>	<p>Module 1: Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN</p> <p>Trade Benefits of RCEP and AFTA, Impact of Regional Trade liberalization, and Aid for Trade</p> <ul style="list-style-type: none"> ▪ WTO, AFTA, and RCEP ▪ Impact of Regional Trade Liberalization on Emerging Economies. ▪ Aid for Trade
 <p>Mr. Madhurjya Kumar Dutta Director of Trade and Investment Department, MI</p>	<p>Module 1: Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN</p> <p>Role of SMEs in the ASEAN Economic Community (AEC)</p>
 <p>Mr. Quan Anh Nguyen Program Specialist, TIF, MI</p>	<p>Module 1: Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN</p> <ul style="list-style-type: none"> ▪ ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT) ▪ ASEAN Trade in Goods Agreement (ATIGA) ▪ Overview of the ASEAN Economic Community (AEC) ▪ AEC Blueprint 2015 and Progress ▪ AEC Blueprint 2025 and consolidated strategic action plan
 <p>Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore</p>	<p>Module 2: Customs Modernization in Trade Facilitation with Singapore Customs</p> <ul style="list-style-type: none"> ▪ An Introduction to Singapore Customs ▪ Singapore Single Window ▪ Singapore’s Single Window Journey - TradeNet® ▪ Customs Procedures and TradeNet® ▪ Data Quality in Single Window System

<p>Customs Academy, Singapore Customs</p>	
 <p>Ms. Xinying Tok, Sustainability Consultant and Co-Founder of Climate Conversations, Singapore</p>	<p>Module 3: Green Logistics for Sustainable Development</p> <ul style="list-style-type: none"> ▪ Introduction on Green Freight and Logistics ▪ The Impact of Logistics and Supply Chain Operations on the Environment ▪ Regulatory Issues in Green Freight and Logistics ▪ Comparison of Transport Mode Sustainability for Promoting Green Freight and Logistics ▪ The Impact of Sustainable Practices on Supply Chain Operations
 <p>Ms. Kanya Satyani Sasradipoera - Senior Trade Specialist, Asian Development Bank (ADB), Thailand</p>	<p>Module 4: Economic Zone Development</p> <ul style="list-style-type: none"> ▪ Economic zones and competitiveness ▪ Types of economic zones, covering: <ul style="list-style-type: none"> ▪ Operations and Management: Planning, development, management and operations of special economic zones, including trade & investment policy procedures, marketing management and development, business development, stakeholder international alliances, public-private partnerships models, financing and managing operations of the SEZ. • Economic zones in the ASEAN, Development process, Impact, and Best Practices
 <p>Mr. Nguyen Ba Hung - Trade Specialist, Asian Development Bank (ADB), Thailand</p>	

V. TRAINING METHODS

All training topics, case studies, simulation exercises, field research, and best practices were drawn from and tailored to the ASEAN context and focused on practical knowledge, adult

learning principles and real case studies. The training adopted a participatory approach and was linked to the realities of the ASEAN countries. The course incorporated concrete actions for follow-up activities after training was completed.

Each training topic was designed and delivered using the, “integrated curriculum” approach. The salient features of the integrated curriculum were that, competencies were carefully selected, support theory was integrated with skill based practice and essential knowledge was learned to support the performance of skills, and above all, various functional competencies (e.g. facilitation, presentation, communication skill etc.).

The training adopted a modular training approach for each topic under the training program. To this end, participants will go through three progressive stages: (i) Learn to Do, (ii) Do to Learn, and (iii) Share to Learn as described in Figure (1.1) as below:

Figure (1.1): Modular Training Approach



Instead of pure lectures, the training program emphasized more on peer learning and learning by doing. There were many opportunities created in and out of classes for participants to share and exchange knowledge, policy information, and also to build up future cooperation.

In addition, the Board of Directors (BODs) was another tool used to engage the participants in facilitating the training program. The BODs consisted of participant representatives. The first session of every morning started with Board of Directors reviewing the previous day's session and exercises, and reporting participants' feedback to the class.

The BOD was used as a participatory method for assessing the progress of participants' learning and training program during and right after the daily program completion.

Reviews and feedback collected at the end of each day from Board of Directors meeting and suggestion box helped the resource persons and facilitators to identify key points which needed to be reiterated, and provided references to adjust the program accordingly if necessary.

VI. TRAINING FACILITIES AND MATERIALS

6.1. Training Facilities

Mekong Institute, Khon Kaen





The MI Residential Training Center is located at Khon Kaen Universit.,. The center is equipped with the following facilities:

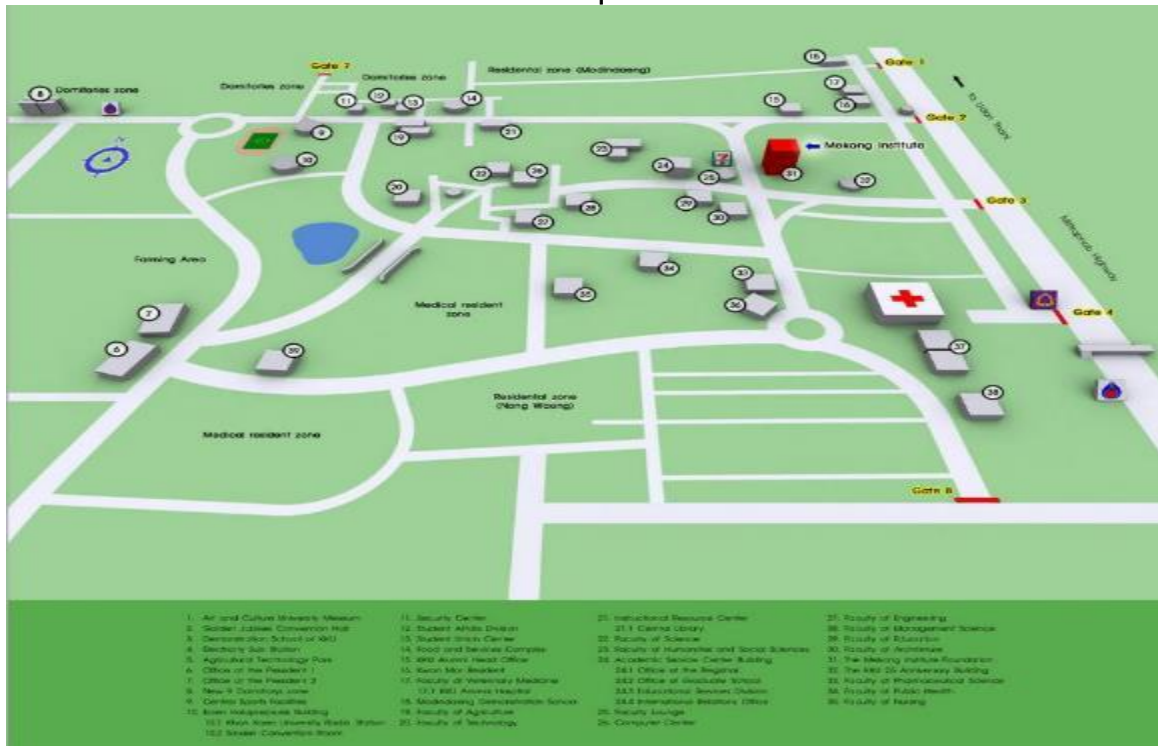
- Three Conference rooms fully equipped with 24-hour wireless internet service, audio-visual equipment and training materials;
- Mekong River Conference Room (maximum capacity: approximately 120 people)
- James Bolger Conference Room (maximum capacity: approximately 80 people)
- Savannakhet Room (maximum capacity: approximately 40 people)
- GMS Resource Center and Common Rooms

The Mekong River Conference Room hosted the International Training Program on Enhancing Trade Competitiveness for Regional Integration.

Mekong River Conference Room, MI’s Annex Building.



Map



6.2. Cafeteria



6.3. Transportation



6.4. Course Materials

Prior to the training, all participants and resource persons were provided with soft copies of:

- 1)The Curriculum Design Statement (CDS) to help them understand the objective and goals of the training program,
- 2)Agenda,
- 3)Directory and
- 4)Welcome Pack containing venue, accommodation and travel information.

During the course of the training program, participants were given the access to Mekong Institute's E-learning in which all documents, including the Resource Person's Presentations and all of the Participants' Works, was uploaded and made available for participants throughout the training as well as even after the training. Steps of accessing to the MI E-learning system for this training was illustrated in PowerPoint and presented to participants on the first day of the training. It was shown in Appendix (12.04).

VII. PARTICIPANTS INFORMATION

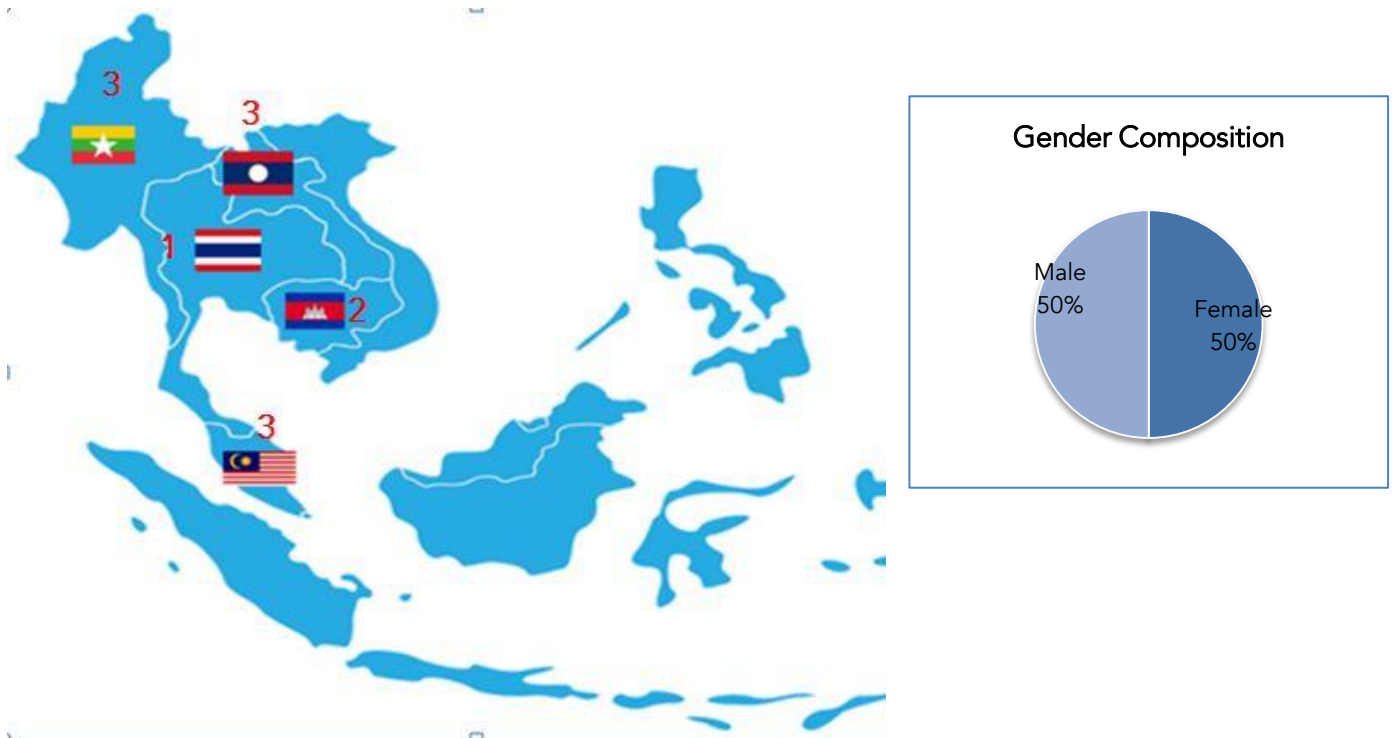
A total of twelve (12) participants attended the training, representing senior and mid-level government officials from Cambodia, Lao PDR, Malaysia, Myanmar and Thailand. It is shown in figure (7.2). The participants were representatives of following public sectors.

- Ministry of Public Works and Transport, Cambodia
- Ministry of Industry and Handicrafts, Cambodia
- Ministry of International Trade and Industry (MITI), Malaysia

- Ministry of Commerce, Myanmar
- Ministry of Industry and Commerce, Lao PDR
- Ministry of Industry, Thailand

The participant's gender composition of 50% - 50% is shown in Figure 7.1., and the number of participants by country is shown in Figure 7.1. The participants' organization information and contact details are shown in Appendix (12.3).

Figure (7.1): Gender Composition of the training & Participant information by Country



VIII. TRAINING OUTPUTS / OUTCOMES

Throughout the training program, MI's training approaches – “Learn to Do”, Do to Learn” and ‘Share to Learn” was adopted and implemented. The participants gained knowledge and skills delivered and shared by seven (7) in-house resource persons and external experts who facilitated and delivered inter-related modules on: (i) Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN (ii) Customs Modernization in Trade Facilitation with Singapore Customs (iii) Green Logistics for Sustainable Development and (iv) Economic Zone Development.

The training also embraced the following method:

- Interactive methods consist of group discussions, group work, and country reflection on key topics of each training topic. These aimed to enhance an inter-exchangeable learning environment where the participants can effectively discuss the topics and share their knowledge and experience with the resource persons and other co-participants.
- A structured learning visit (SLV) to Silk SME Cluster of Salai Mai Vocational School, Khon Kaen province was organized for the participants. This helped provide the participants with manufacturing and business operations of SMEs in the cluster as well as challenges facing them in business expansion and market access.

8.1. Training Outputs

Topic 1: Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN

Session 1: Role of SMEs in the ASEAN Economic Community (AEC)

Mr. Madhurjya Kumar Dutta, Director, TIF, MI



Mr. Madhurjya Kumar Dutta addressed the role of Small and Medium-Sized Enterprises (SMEs) in context of the ASEAN Economic Community (AEC), and current situation of SMEs in the ASEAN countries in the context of economic integration and global production network and regional development. He provided the participants with a wide range of related issues, including:

- Features of SME in ASEAN,
- Role of SMEs in ASEAN,
- Challenges and opportunities for SMEs in ASEAN countries and
- Integration of SME into global value chain.

During the presentation, Mr. Madhurjya Kumar Dutta initiated discussion and invited questions and perspectives of the participants on how SMEs will benefit from globalization and how SME fit into global value chains (GVC) and international production networks. He also touched upon SMEs Corporate Strategies and government actions needed, GVCs in ASEAN and SME actions needed and provided recommendations to participants from public sectors, which include:

- Change of FDI strategy: Attract GVCs fit for the country.
- Develop GVCs by participating in neighboring countries' GVCs.
- SME export promotion
- Marketing research, export promotion, product development, export financing, trade fairs and missions
- Create enabling business environment
- Laws and regulations and their enforcement, ICT and logistic infrastructure and software
- Enhanced access to SME finance

Through this session, participants obtained a better understanding of role of SMEs in regional integration process and had chance to discuss what kind of action points the ASEAN governments should be taken to ensure competitiveness of SMEs in regional and global level.

Session 2: Trade Benefits of RCEP and AFTA, Impact of Regional Trade liberalization, and Aid for Trade: Impact of Regional Trade Liberalization on Emerging Economies
Dr. Watcharas Leelawath, Executive Director, Mekong Institute



Dr. Watcharas Leelawath provided a session on international trade, trade liberalization, impact of trade, aid for trade at the global level, and associated issues in the ASEAN, such as AFTA and RCEP as well as the opportunities and challenges facing ASEAN member states (AMS).

In this connection, Dr. Watcharas discussed the following topics:

- Economic Integration in the region: opportunities and challenges
- To understand the forms of economic integration and ASEAN trade performance

- To explore the utilization of tariff preferential, ASEAN Framework Agreements on Services, ASEAN Comprehensive Investment Agreement,
- Regional Comprehensive Economic Partnership, GMS Economic Cooperation Program and GMS Corridors.

Throughout this session, the participants received significant information on regional trade liberalization, business environment, opportunities and challenges in global, the ASEAN and GMS levels, which would help participant conceptualize specific regional issues and group discussions pertaining to other training topics. Thus, average score of post assessment for this session, was “4” and increased from “2.75”, pre-assessment score.

Session 3:

- (i) ASEAN Economic Community (AEC): Overview of the ASEAN Economic Community (AEC) AEC Blueprint 2015 and Progress and AEC Blueprint 2025 and consolidated strategic action plan
- (ii) Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN: ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT), ASEAN Trade in Goods Agreement (ATIGA), and Regional Comprehensive Economic Partnership (RCEP)

Mr. Quan Anh Nguyen, Program Specialist, TIF, Mekong Institute



Following the presentation of Mr. Dutta and Dr. Watcharas, Mr. Quan Anh Nguyen delivered the following topics:

- The ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT)
- ASEAN Trade in Goods Agreement (ATIGA)
- ASEAN Economic Community (AEC) 2015 implementation and its Blueprints
- Aid for Trade.

Mr. Quan started the session with an introduction of the concept and models of economic integration in the world at various levels, such as Free Trade Area (FTA), Customs Union (FTA⁺), Common Market (CU⁺), Economic Union (CM⁺), Political Union (EU⁺); and the reasons for economic integration with which Economic enhancement of the member states through (i) free trade; (ii) foreign direct investment (FDI), and (iii) economic growth were highlighted.

Next, he provided the participants with a review of the ASEAN free trade area (AFTA) with a focus on Common Effective Preferential Tariff (CEPT), a legal basis of AFTA, by addressing the significance of tax liberalization and rules of origin applied to AMS and the results (benefits and impact) of the 10-year implementation of CEPT in the ASEAN context. In addition to CEPT, the concept of the ASEAN Trade in Goods Agreement (ATIGA) and its current implementation status in the context of AEC 2015 and the Blueprint 2015. In doing so, Mr. Quan presented trade-related rules and regulations, including tariff liberalization, non-tariff barrier liberalization, rules of origin, trade facilitation, customs procedures, standards and conformance, and Sanitary and Phytosanitary (SPS) measures.

In response to the training request in this session, the participants presented their country experiences in implementing its commitment to ATIGA, e.g. Myanmar, application of rules of origin in the country-specific context as the case of Malaysia. Also, the participants in groups worked on the Harmonized Commodity Description and Coding System (Harmonized System) of tariff nomenclature using Trade Map to identify intra-trade in ASEAN at HS 4-digit level.

Due to time constraint within the training program, an overview of ASEAN Economic Community (AEC) Blueprint with a focus on the key achievements of AEC 2015 blueprint, which are mainly related with trade liberalization, trade facilitation, investment liberalization and ASEAN connectivity was briefly provided to the participants

Mr. Quan also made a presentation on Aid for Trade (AfT), which is an integral part of official development assistance to developing countries. AfT aims to help the recipient-countries maximize the benefits of trade liberalization by improving their trade and productive capacities, infrastructure, and institutions. The presentation outlined the key concept of Aid for trade, the main areas for Aid for trade, and how AFT should work on "Supply side" and "Demand side". The participants shared experiences on AFT programs for their countries while the resource person presented about case of Vietnam on AFT program.

In summary, the participants earned constructive knowledge from the three (03) sessions designed for topic 1 and they learned and share country specific issues and experiences.

Topic 2: Customs Modernization in Trade Facilitation with Singapore Customs

Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs



Mr. Desmond CHIA Chee Pheng discussed (i) an overview of Singapore Customs, (ii) concept and model of Single Window System, (iii) Singapore's Single Window Journey – TradeNet® (iv) customs procedures & TradeNet® (v) data quality in a Single Window System.

Mr. Desmond, Senior customs trainer introduced participants to the history of Singapore Customs and Singapore Customs' facilitation and regulatory philosophy, particularly the reconstitution process of Singapore Customs with a significant milestone of formation and application of TradeNet®, the changing Role of Singapore Customs in 21st Century, and key enforcement areas and strategies executed together with its key partners. Then he initiated discussion with participants regarding institutional changes of the Customs departments in the participants' countries, and its impact on trade facilitation.

The resource person explained what a Single Window System is with a emphasis on definition of Single Window, elaboration of benefits of using a Single Window, different models in developing Single Window and initiatives undertaken at the international fora. As a matter of fact, the participants were able to learn about fundamental features of Single Window and core functions, which are usually shaped by the country's priorities in revenue administration, transportation & logistics facilitation, trade policy implementation, health & public safety and security.



Next, Mr. Desmond depicted journey of TradeNet®, a single window of Singapore (national single window), as the result of customs modernization process, which is used for trade facilitation purposes. He summarized the success factors of the national single window, which are listed as below:

- Clear mandate from Government, a Top-down approach
- Driven by lead agency
- Cross-agency Collaboration
- Close partnership with business community
- Readiness of IT Infrastructure
- Pilot run, testing and user education

After that, the participants were introduced to detail customs procedures of Singapore Customs through the TradeNet® and good practices to enhance compliance of customs regulations and policies, which are summarized as below:

- Single system to implement new regulations and policies
- Easy to implement, eliminate duplication of rules in different systems
- Flexible to adjust rules to step up controls and checks
- Submitted information aids downstream risk management and profiling and facilitates cargo clearance

At last, Mr. Desmond shared with the participants the TradeNet® experience on how to ensure quality of data in the single window system with respect to revenue computation, risk management, data analytics, collation of statistics, compliance checks, and other regulatory controls, e.g. quarantine control.

At the end of the day, the participants obtained insights of Singapore National Single Window and its implications of customs modernization in trade facilitation with the specific knowledge received and and exchanged with the expert, and reflections of their countries' practices in trade facilitation.

Topic 3: Green Logistics for Sustainable Development

Ms. Xinying Tok, Sustainability Consultant and Co-Founder of Climate Conversations, Singapore



Ms. Xinying Tok, as the first session of the topic 3, presented the fundamental concept of green freight and logistics, benefits of green freight & logistics in terms of sustainability, and challenges and solutions in transport and logistics industry. She also included learning videos and group discussion in addition to power point presentation.

To enhance better understanding on regulatory issues in Green freight transport and Logistics, Ms. Xinying Tok discussed the (i) Legislation, policy setting, enforcement, and financial support; (ii) Practices that help implement green freight and logistic legislations; and (iii) Policy options in the Avoid-Shift-Improve framework.

As for the need for legislation at the high level policy, enforcement and sufficient financial support, she showcased countries that have moved in the right directions, and reviewed ASEAN's progress. The session described some tactics that will help policy makers direct and implement green freight regulation faster, and provided an overview of the wide range of policy options. Participants, afterward, took part in the group work whereby they discussed the critical importance of setting up a cross-sectoral collaboration mechanism at either the national or regional level. Session discussions also touched upon good practices in policy preparation and implementation that help promotion of green freight transport and logistics policy options with adoption of the Avoid-Shift-Improve framework. Actually, this exercise allowed the participants to share their country perspectives and knowledge on regulatory issues in green logistics.

In the last session, she reflected the business perspective that drives companies to work on green freight and logistics, and incentives for transport and logistics companies to adopt and implement green supply chain management. To this end, the resource person introduced some outstanding



cases of companies, e.g. Tropicana and DHL, regarding choices of efficient modes of freight transportation and different companies' approach to sustainable supply chain operations. Thus, the participants gained knowledge of practices, and use of voluntary programs to drive company choices.

For better understanding of the training topic and session, the participants with two groups for role play performed different scenarios of carrot and sticks rules that led to corporate choices and decisions. In this connection, the participants learned that incentivizing corporate changes was merely an essential condition as decisions are basically made subject to individual situation, which varies one to another. In brief, system-wide changes need vision and investment at a higher level, e.g. government policies and regulations.

Through the training, the participants had a better understanding of green logistics development and strategies from both public and private perspectives. The participants expressed that they did enjoyed and learnt a lot from green logistics for sustainable development, which is relatively new in terms of policy development and implementation in the ASEAN, and useful very useful to their works.

Topic 4: ECONOMIC ZONE DEVELOPMENT

(i) Ms. Kanya Satyani Sasradipoera - Senior Trade Specialist, Asian Development Bank (ADB), Thailand

(ii) Mr. Nguyen Ba Hung - Trade Specialist, Asian Development Bank (ADB), Thailand



At the first session of topic 4, Mr. Nguyen Ba Hung presented an overview of Special Economic Zone (SEZ), and design and operations of SEZs. In doing so, he introduced common definition of SEZ to participants, emphasizing key words such as investment condition in SEZ, taxation, international trade and customs and regulatory environment. Mr. Hung then facilitated the participants to discuss why

SEZ is the economic drivers of economic growth, and summarized the participants' discussion under three key themes: (i) investment and capital formation, (ii) export competitiveness, and (iii) prerequisites of SEZs, i.e. soft and hard infrastructures. He also discussed the common objectives of SEZ acts, which support to generate additional economic activities, improve infrastructure facilities, to promote investment from domestic and foreign sources, to create employment opportunities, and to promote exports of goods and services. Furthermore, he

analyzed six categories of SEZ – (i) Free Trade Zones (FTZ), (ii) Export Processing Zones (EPZ), (iii) Free Zones (FZ), (iv) Industrial Estates (IE), (v) Free Ports, and (vi) Urban Enterprise Zones and described characteristics of different categories of SEZ.

Subsequently, Mr. Hung discussed the significances of SEZ and Special Boarder Economic Zone (SBEZ). while SEZs are formulated and located near gateways to international markets in an effort to lower production and logistics costs of companies, SBEZs are to attract investors in productive activities that promote sub-regional value chains in order to stimulate



cross-border trade and investment, serve as a catalyst to commerce along the economic corridors, and help to substantially improve the social and economic welfare of the population along the border provinces. To serve the understanding of the participants, Mr. Hung guide them to discuss some issues related to how to design and operate SBEZs in an efficient manner. As a result, the participants obtained a better understanding of the integrated linkages among key components of SBEZ, and associated networks and primary responsibilities of key stakeholders of the SBEZ.

In the second half of this session, Ms. Kanya Satyani Sasradipoera presented the SEZs in the ASEAN based on the key findings of ADB-ANZ Survey. Throughout the session, the participants got acquired knowledge of success and challenging factors of SEZ development in the ASEAN context. Significantly, the participants practiced a negotiation between public and private sectors on developing SEZs. With this exercise, the participants they could build their knowledge and skills in business and policy negotiation.

8.1. Structured Learning Visit

MI organized a structured learning visit (SLV) on last day of the program in line with the participants' request. As such, the participants visited SME clusters, Sala Mai Thai Silk Exhibition, Chonnabot District, Khon Kaen province, Thailand. The SLV aimed to:

- Learn about the local specialty and cluster business operations model
- Integrate knowledge and experience into the theoretical knowledge under training program and



- Enhance cooperation among the participants and encourage networking with the local businesses. The visit is associated with one of the topics, which is known as the “Role of SMEs in the ASEAN Economic Community (AEC)”.

Three groups of the participants were requested to observe the (i) formation of Silk SME cluster, (ii) best practices and challenges facing the cluster; and knowledge and experience exchange in the area of trade and SME cluster development. Upon completion of the SLV, the BoD summarized and presented the results. The SLV is summarized as below:

- **How silk SME cluster is formed**
The cluster is formed with silk yarn producers, designers, and silk shop owners and exporters. Nowadays, students who finished Thai traditional silk class from Sala Mai Thai Silk vocational school, come to join the cluster
- **Best practices of the cluster**
Silk design and patterns made by the cluster are traditionally unique and attractive to buyers from neighbor countries like Lao PDR. The school could bear local silk designers and silk yarn producers since it is a pool of local knowledge and technicians to sustain silk SMEs. The government supports the local school and clusters in terms of finance and commercial facilities like silk expo events.
- **Key challenges**
Shortage of local expert and human resources since young generations are less interested in silk culture and practices.

IX. PARTICIPATION

All 12 participants, who were senior and mid-level government officials from the five countries, joined and successfully completed the training. In fact, the participants actively took part in all discussions and group work. In other words, active engagement of the participants resulted in the success of this training program. As described in 8.1, the participants was facilitated to attended the SLV to Salai Mai Vocational School and silk clusters during the Structured Learning Visit (SLV) in Khon Kaen province and learned development of silk SME cluster.

To facilitate the participation, MI adopted and implement participatory methods during the training that was essentially helpful to assess the participants' understanding level of the training contents. The methods include:

- Board of Directors (BOD) on a daily basis
- Session summary after each training session and day

In practice, 12 participants were divided into three groups and each group consisted of four participants. Each group was assigned as "Boarder of Directors (BoD)" for each working day. The assigned BoD was responsible for following tasks; (i) to recap the training contents and training methods applied by resource persons, (ii) energizing the training atmosphere and co-participants and time keeping, (iii) collecting the co-participants' feedback, (iv) discussion with the organizing team, (v) representing the group to present the training discussions and others.

The refecton on the participants' understanding of training contents and session synthesis were carried out by each assigned BoD on a daily basis. At each training session, each group worked together in group exercises and discussions. Upon completion of each group discussion, the representatives of participants presented the discussion results as an effective way to reflect their perspectives and knowledge exchange.

As for the SLV to the Salai Mai Vocational School and silk clusters, the participants expressed their interest in to all meetings with silk clusters and came up with fruitful discussions.

The training could not be successful without the resource persons' active participation and contribution. They indeed provided technical expertise, practical experience, lesson learnt throughout the training course. In fact, the training organizing team of the Trade and Investment Facilitation (TIF) Department and Mekong Institute (MI) staff members provided their effective support and assistance to the international training program.

In summary, all the participants successfully completed the program on December 15, 2017. They were officially awarded the accomplishment certificates by Mr. Madhurjya Kumar Dutta Director, Trade and Investment Facilitation Department (TIF), Mekong Institute (MI).

Photo: Group Work & Exercise



Group Presentation



Group presentation after role play



Brainstorming in group work



Discussing with resource person in exercise



Summarizing discussion points in exercise



Role-playing during SEZ session

X. COURSE EVALUATION

10.1. Course Evaluation by Participants

The final evaluation form was distributed to participants on the last day of this training. The form comprises two parts. The first part of the form is related with course evaluation information that would be recorded to improve quality of future training programs of Thailand International Cooperation Agency (TICA) and the second part includes open-end questions to know any possibilities of applying knowledge/experience gained from the training to the workplace and any possibilities of future cooperation between Thailand and participants' country in the areas relevant to the training topics.

The first part of the post training evaluation form was consisted of five Likert scales in each seven statements and questions listed as below;

1. Relevance and application of training course
2. Course Content
3. Course Design
4. Administration
5. Logistical arrangement
6. Relevance and Improvement of Knowledge and Skills Gained from the Training
7. Overall assessment of the training program

The training was evaluated with the rating scale of 1 to 5 (1- Strongly Disagree; 2-Disagree; 3- Unsure; 4-Agree; and 5-Strongly Agree”).

For the second part, participants could provide open-ended responses to following two areas:

- i. Please describe the possibility of applying the knowledge/experiences gained from this training course to address challenges and problems pertaining n your country/territory in the area relevant to the training topic.
- ii. Please describe possible future cooperation between Thailand and your country/territory in the area relevant to the training topics.

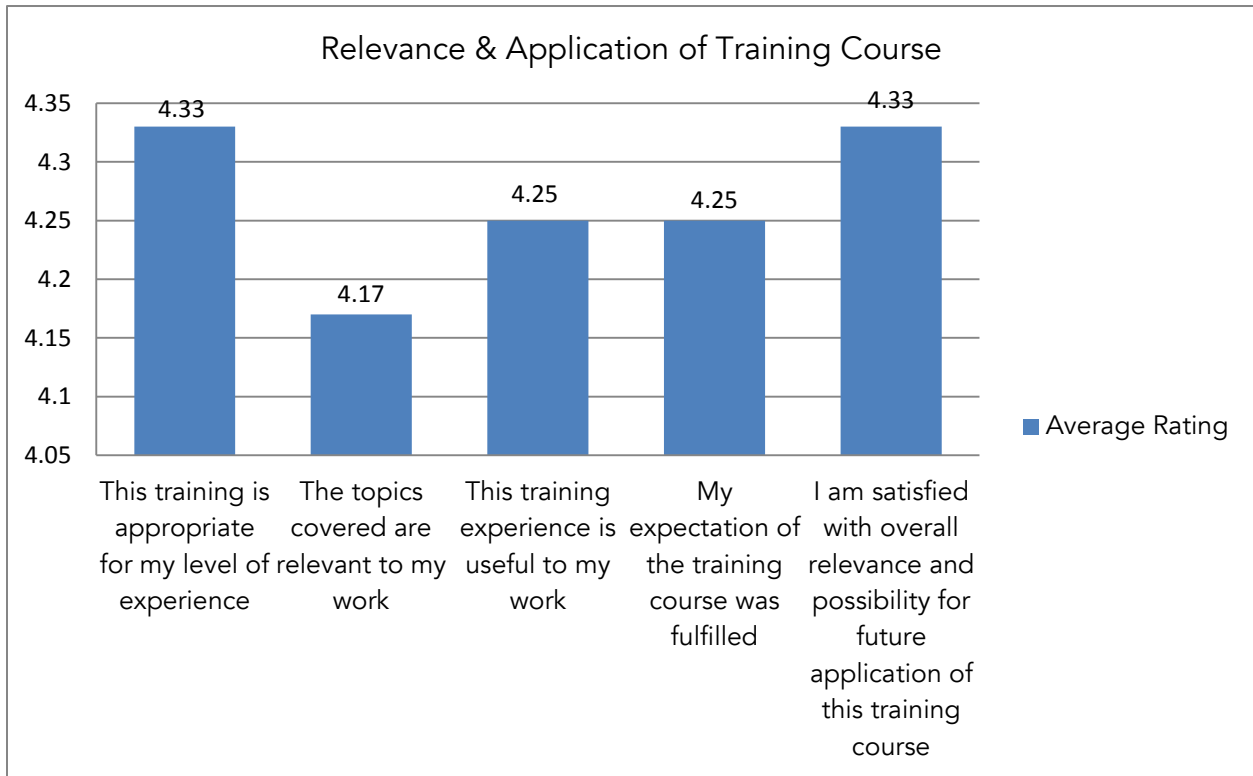
Therefore, quantitative and qualitative information was interpreted and summarized to evaluate the given training.

1. Relevance and Application of Training Course

The participants agreed the International Training on Enhancing Trade Competitiveness for Regional Integration was relevant and applicable to their current work. The overall rating was

4.27 – Agree. Ratings for each statement were shown as in figure. Thus the participants indicated that their expectation on the training course was fulfilled because they reported that the training contents and experiences were appropriate and useful to their work and on the other hand, they were satisfied with overall relevance and possibility for future application of the training course. Some participants reported that not every topics of the training were directly relevant to the work and they were not sure if some topics were useful to their work.

Figure 10.1: Relevance & Application of Training Course

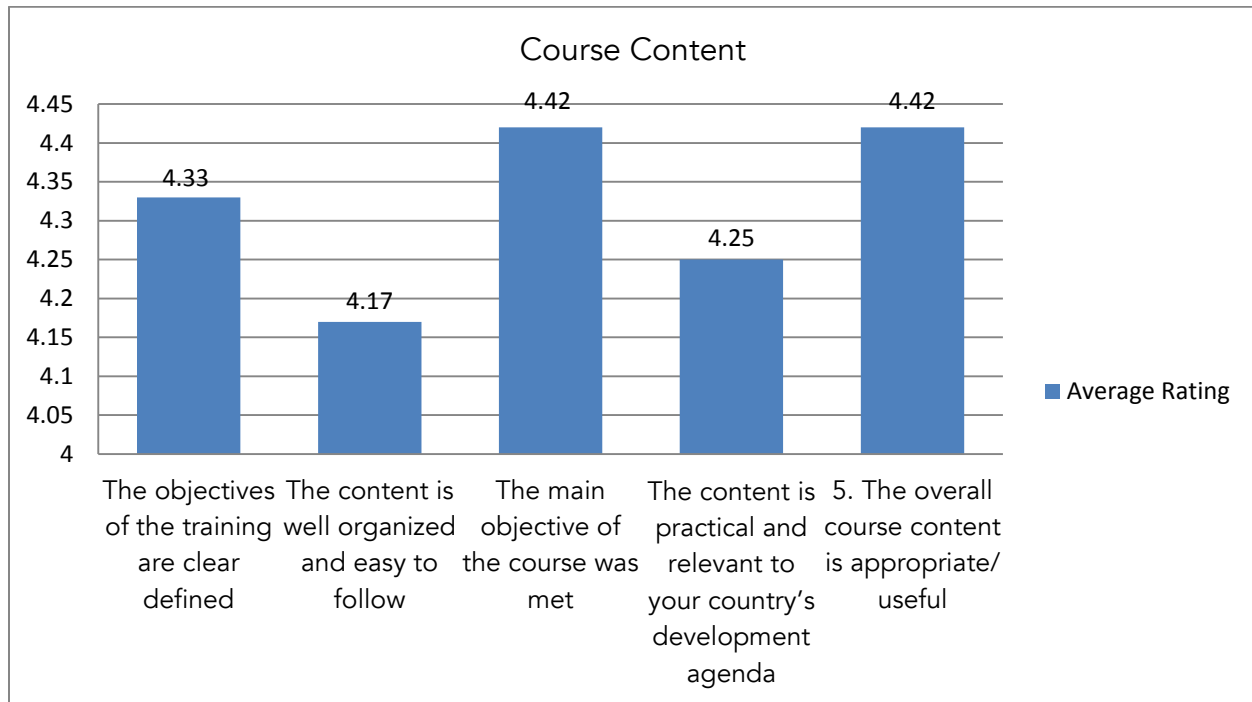


2. Course Content

The overall rating for evaluating the course contents was 4.37 – Agree. Ratings for each statement were shown as in figure (10.2). Thus the participants mostly agreed that the objectives of the training were clear to them and met after the training, accepting that the overall course content was very much appropriated to them. A few participants informed that some topics of the training did not seem to be practical to their countries’ development agendas and organization of the training was not so easy to follow during the training. It was because all participants were from different institutions, not working for all areas the training covered – for example as one representative from Cambodia remarked that as he was from Ministry of Public Works and Transport, he was very much interested in the topic of “Green

Logistics for Sustainable Development” rather than other topics which were still useful to know and participants from Lao PDR needed interpretation assistance in order to follow the course during the training.

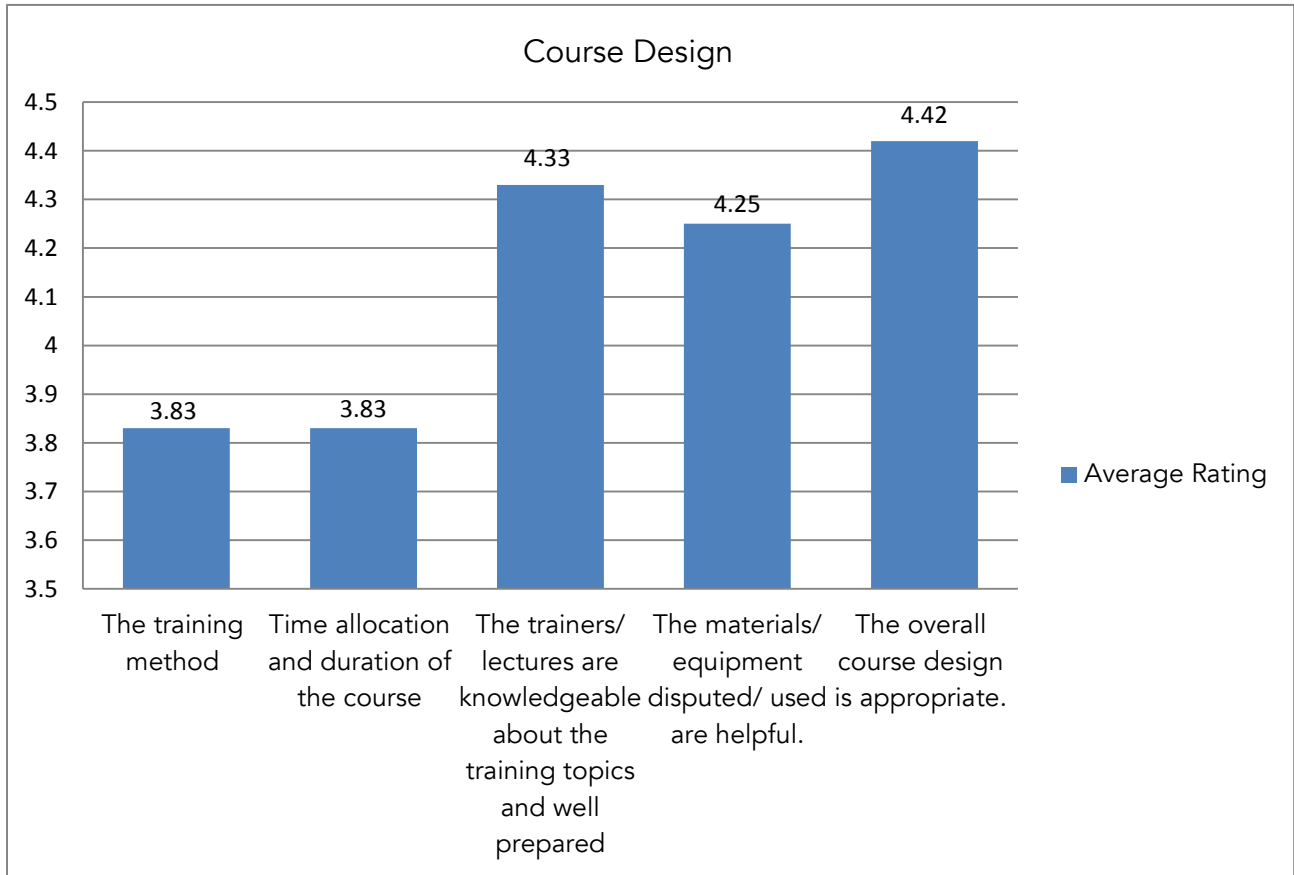
Figure 10.2: Course Content



3. Course Design

The participant rated evaluation on the course design of the training at 4.13, overall average rate – Agree. Ratings for each statement were shown as in figure (10.3). Thus, the participants reported that the overall course design was appropriate in term of training topics, resource person, and training materials. However, participants rated at over 3 – “Not Sure” on question if whether the training method and time allocation and duration of the course were appropriate or not, meaning that some agreed it was appropriate and were not sure to agree it.

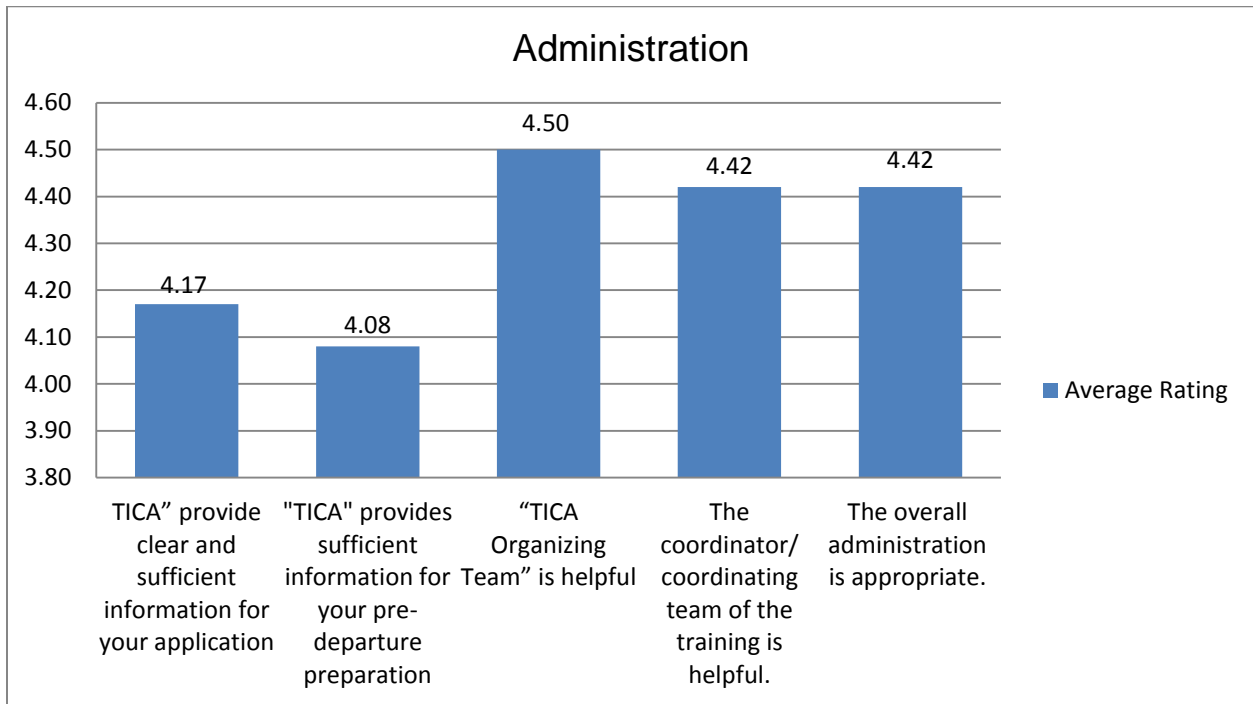
Figure 10.3: Course Design



4. Administration

The evaluation result regarding the administration for the training showed that TICA organizing team and coordinating team of the training was generally very helpful and the overall administration provided was supportive to participants. It could be said as the overall rating on how the training was designed and organized was 4.32 – Agree. Ratings for each statement were shown as in figure (10.4). Among individual rates, the rate for *“Terms of Award” and “Advice on Travel, Visa and Accommodation” provides sufficient information for your pre-departure preparation* was the lowest, indicating that the participants needed more information related with *“pre-departure preparation in timely manner*. Moreover, some participants expressed that application process was taking time because of doing medical checkup as a requirement of the application and eventually getting internal approval. Thus they suggested the application process should be, in future, eased with simple steps and requirements.

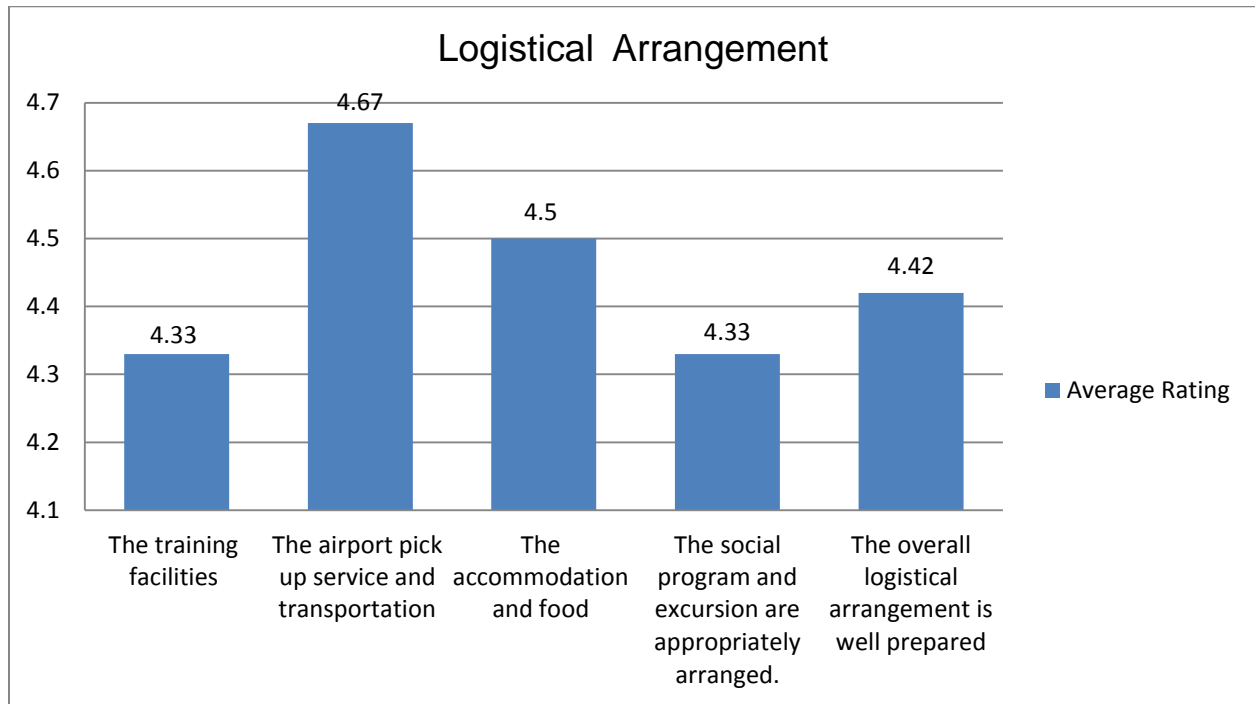
Figure 10.4: Administration



5. Logistical Arrangements

The participants agreed that overall logistical arrangements included training facilities, airport pick up service and transportation, accommodation and food and other social programs, were well prepared and organized throughout the training period. It was rated at 4.45 – Agree and ratings for each statement were shown as in figure (10.5). Malaysian participants commented that they got satisfied with Halal food provided during the training. Some comments showed that some participants were a bit concerned with preference of shorter flight transit time as they got longer one.

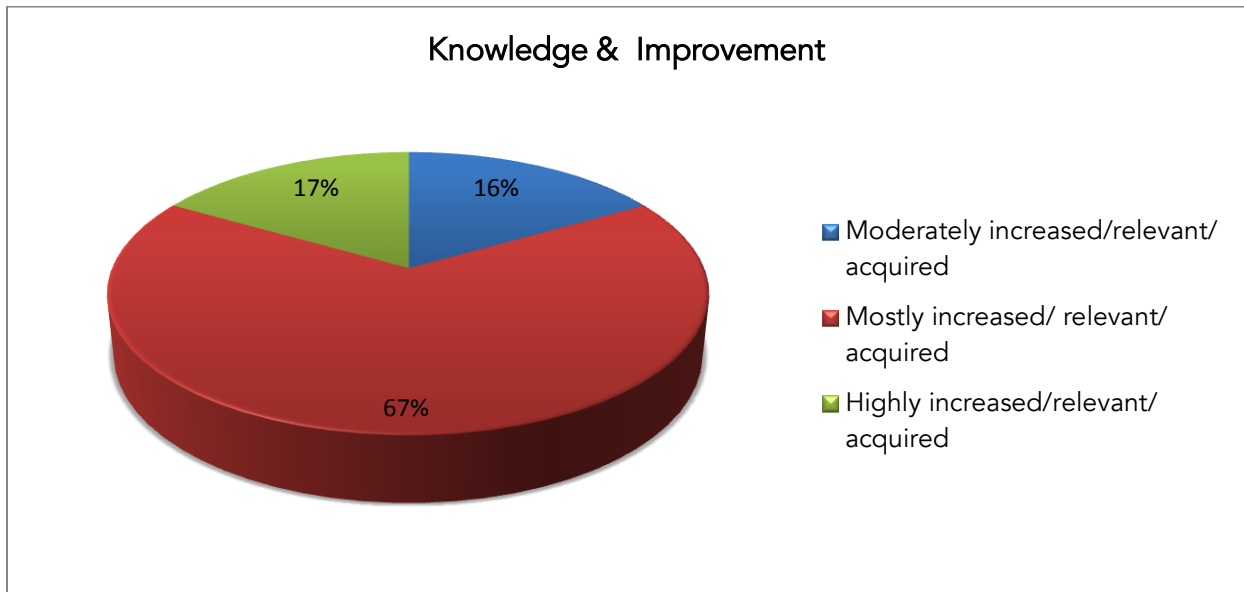
Figure10.5: Logistical Arrangement



6. Knowledge and Skills

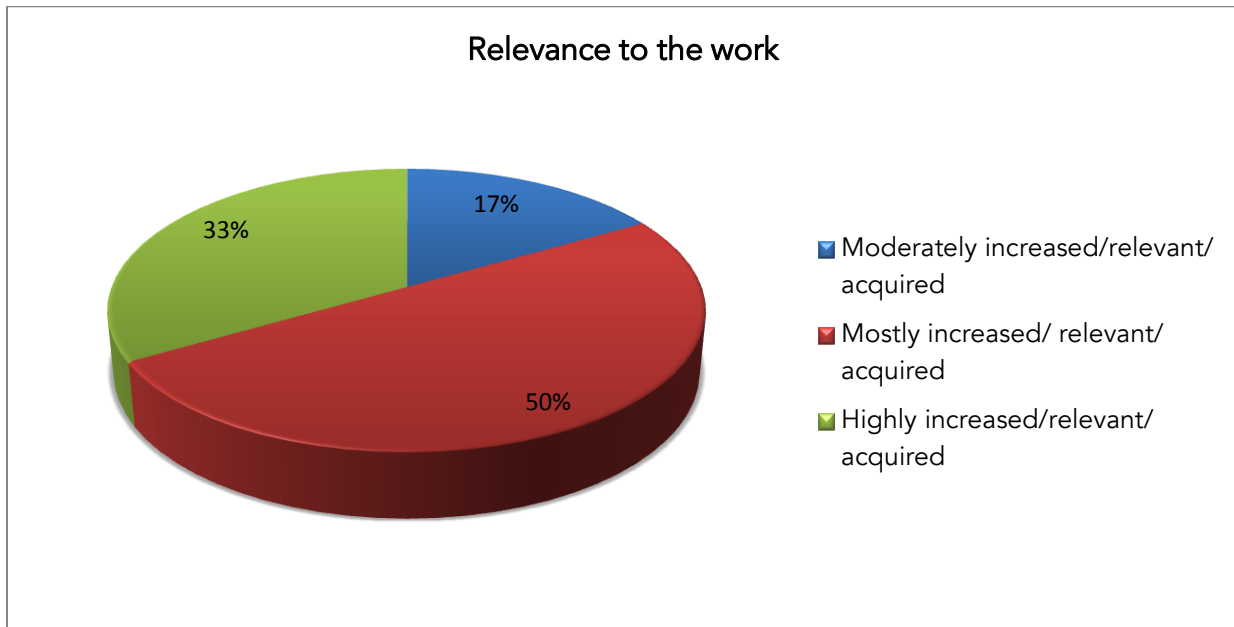
For knowledge and skill improved by the training, it was evaluated with 5 rating scales (1–Not increased/relevant; 2–Somewhat increased/relevant; 3–Moderately increased/relevant; 4–Mostly increased/relevant; 5–Highly increased/relevant). Thus the participants reported that the training program has mostly increased their knowledge and skills with the total average rating at 4.00 – Most increased. It was showed as figure (10.6), in percentage of participants – for example; 67 % of participants obtained knowledge mostly increased by the training.

Figure 10.6: Knowledge & Improvement



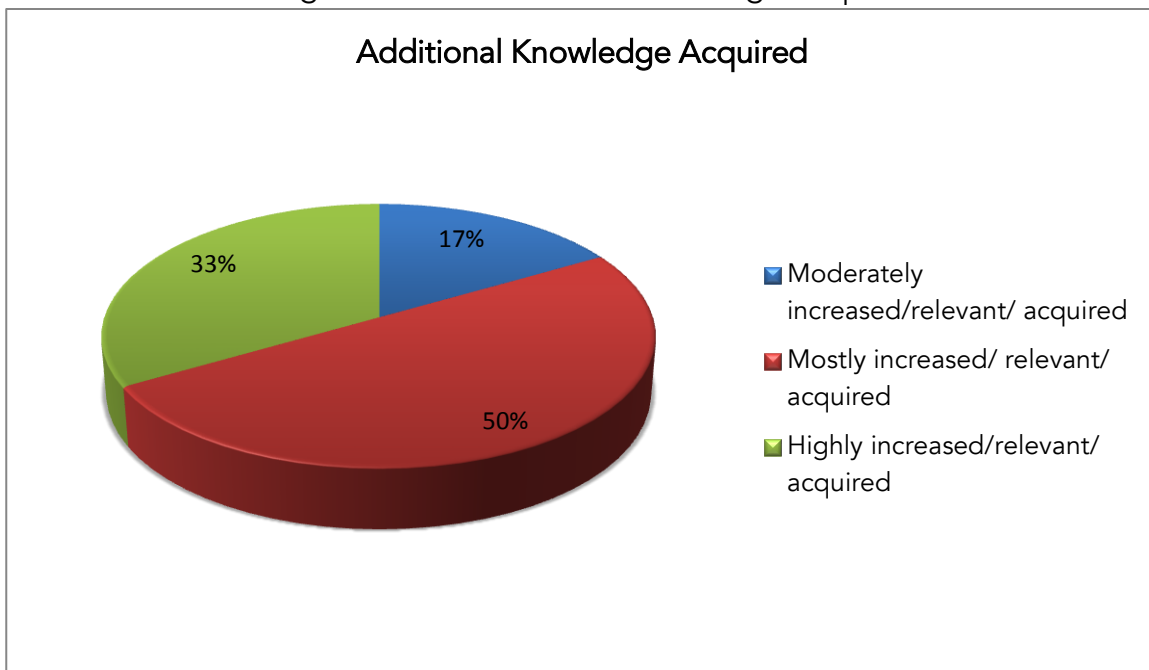
For the relevance of the knowledge and skills gained from the training to the work, it was evaluated with 5 rating scales (1–Not Relevant; 2–Somewhat Relevant; 3–Moderately Relevant; 4–Mostly Relevant; 5–Highly Relevant). Participants reported that the knowledge and skills gained from the training were relevant to their work with the total average rating at 4.17 (Mostly relevant). It was showed as figure (10.7), in percentage of participants – for example; 50 % of participants said the knowledge gained from the training was mostly relevant to the work.

Figure:10.7: Relevance to the work



As for the additional knowledge gained from the training, it was evaluated with 5 rating scales (1–Not Acquired; 2–Somewhat Acquired; 3–Neutrally Acquired; 4–Acquired; 5–Highly Acquired). Participants reported that they acquired additional knowledge from the training with the average rating at 4.17 (Acquired). It was showed as figure (10.8)., in percentage of participants – for example; 50 % of participants said they mostly acquired the additional knowledge from the training.

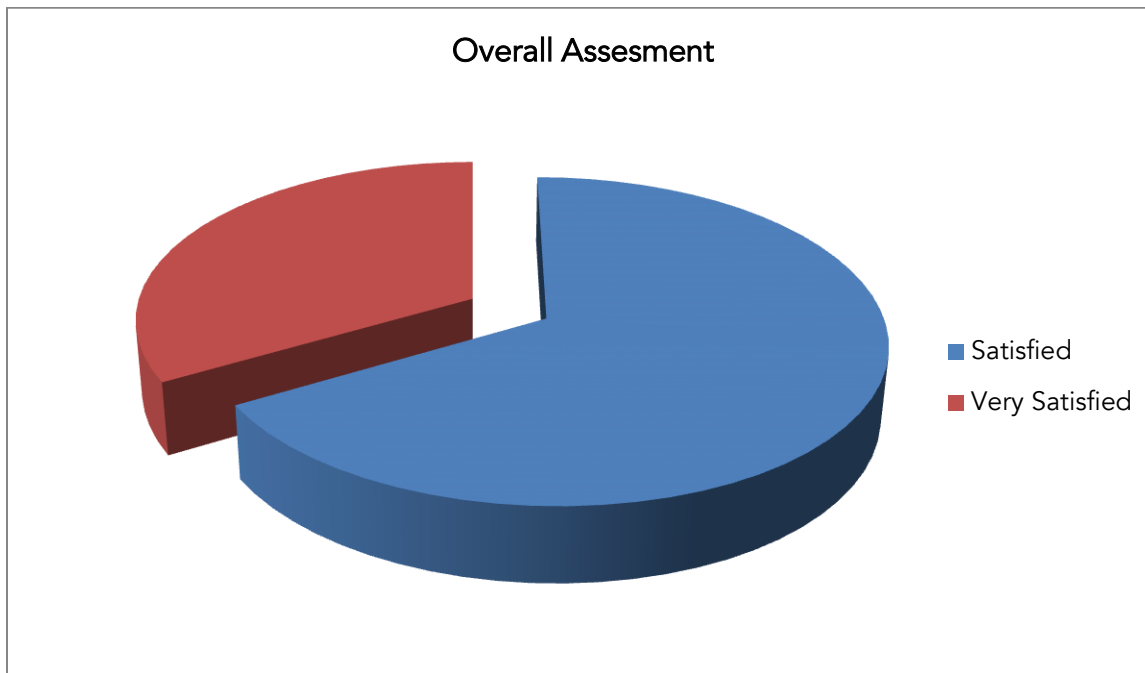
Figure 10.8: Additional Knowledge Acquired



7. Overall Assessment

In response to the question on “What is your overall assessment of the International Training Program on Enhancing Trade Competitiveness for Regional Integration,” participants rated with rating scale of 1 to 5 (1 - Not satisfied; 2 – Somewhat Satisfied; 3 – Neutrally Satisfied; 4 – Satisfied; 5 – Very Satisfied). Participants indicated the average rating of 4.33 (Satisfied). This shows that the participants were satisfied with the training conducted at Mekong Institute.

Figure: 10.9. Overall assessment



10.2. Course Evaluation by Training Institute

Pre and Post Assessment

In order to evaluate the knowledge acquisition of participants during the training, pre and post self-assessments were done to assess against the knowledge and skill before and right after the training program. Therefore, the self-assessment form was used for both pre and post assessments. In the questionnaire, different components were rated on a scale of 1 to 5, where “5” was the highest and “1” the lowest. The total average rating for pre-assessment of participants’ knowledge and skills on the training contents or modules was “2.29” which meant the understanding of participants towards all subjects of the International Training Program on ‘Enhancing Trade Competitiveness for Regional Integration’: : “I have heard about the topics but don’t know enough on how to do / use it.” On the last day of the program, an online post-

assessment was made available to the participants with the same questions to evaluate their understanding about acquired knowledge after being trained by MI. The total average rating for post assessment of acquired competencies was “3.56” which meant “I have some knowledge on this topic, but could not do it now without further study (rating at 3 level)” and “I have a good working knowledge and can do routine aspects now (rating at 4 level).(See figure 10.2).

The table (10.2) below shows the full pre and post self-assessment results of participants’ competencies and understandings on each module of the program

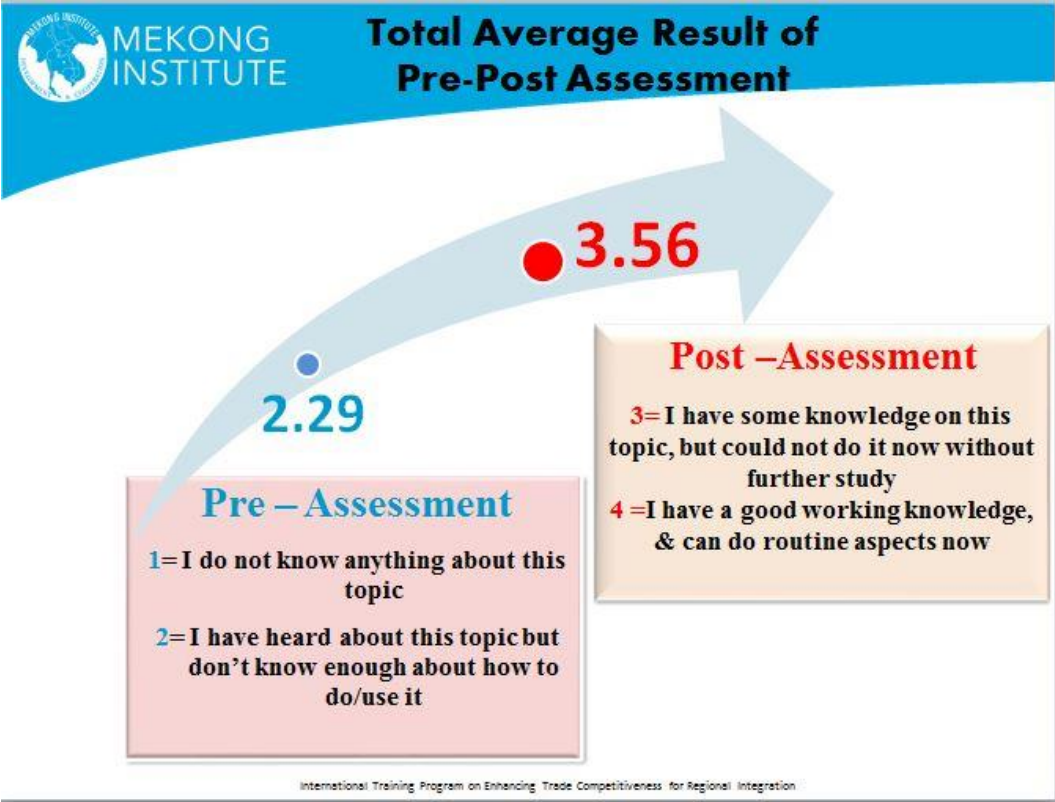
Table (10.2): Details of the pre and post self-assessment

How much do you know / understand the following topics?	Pre Self-assessment results	Post Self-assessment results
Module 1: Understanding trade policies, free trade agreements (FTAs) and Implications in support of economic development and integration for the ASEAN		
• 1.1 Role of SMEs in the ASEAN Economic Community (AEC)	2.67	3.67
• 1.2 Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN <ul style="list-style-type: none"> - ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT) - ASEAN Trade in Goods Agreement (ATIGA) - Regional Comprehensive Economic Partnership (RCEP) 	2.75	3
• 1.3 Trade Benefits of AFTA, Impact of Regional Trade liberalization, and Aid for Trade	2.75	4
• 1.4 ASEAN Economic Community (AEC) <ul style="list-style-type: none"> - Overview of the ASEAN Economic Community (AEC) - AEC Blueprint 2015 and Progress - AEC Blueprint 2025 and consolidated strategic action plan 	2.75	3
Module 2: Understanding customs modernization in Trade Facilitation with Singapore customs		
• 2.1 Customs Modernization in Trade Facilitation with Singapore Customs Model	1.75	3

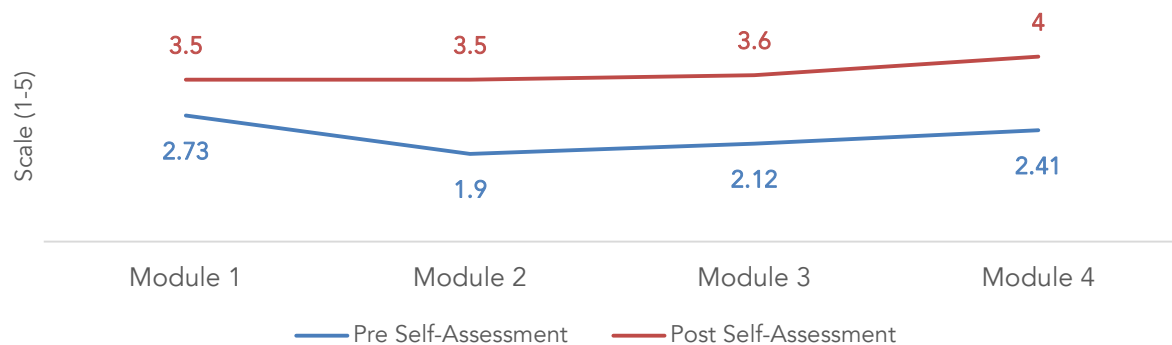
<ul style="list-style-type: none"> - An Introduction to Singapore Customs - History of Singapore Customs - Key roles and functions - Regulatory philosophy 		
<ul style="list-style-type: none"> • 2.2 Singapore Single Window <ul style="list-style-type: none"> - Concept of Single Window in trade facilitation - Different forms of a SW - Benefits of using SW - How SW could facilitate trade - How SW could facilitate customs operations 	1.92	3
<ul style="list-style-type: none"> • 2.3 Singapore's Single Window Journey <ul style="list-style-type: none"> - TradeNet <ul style="list-style-type: none"> - History of TradeNet® - Challenges faced - Implementation strategy - Success factors/Lessons learnt 	1.92	3.5
<ul style="list-style-type: none"> • 2.4 Overview of Customs Procedures and TradeNet 	2.0	3
<ul style="list-style-type: none"> • 2.5 Data Quality in Single Window System: Usage of data, Quality of data, Ensuring quality of data, Technical/System measures, Non-Technical/Non-System measures 	1.92	3.5
Module 3: Green Logistics for Sustainable Development		
<ul style="list-style-type: none"> • 3.1 Introduction on Green Freight and Logistics 	2.17	4
<ul style="list-style-type: none"> • 3.2 The Impact of Logistics and Supply Chain Operations on the Environment 	2.33	4
<ul style="list-style-type: none"> • 3.3 Regulatory Issues in Green Freight and Logistics 	2	3
<ul style="list-style-type: none"> • 3.4 Comparison of Transport Mode Sustainability for Promoting Green Freight and Logistics 	1.92	4
<ul style="list-style-type: none"> • 3.5 The Impact of Sustainable Practices on Supply Chain Operations 	2.17	3
<ul style="list-style-type: none"> • 3.6 Introduction on Green Freight and Logistics 	2.17	4
Module 4: Economic Zone Development		
<ul style="list-style-type: none"> • 4.1 Overall understanding on Economic 	2.58	4

zones and competitiveness		
<ul style="list-style-type: none"> 4.2 Types of economic zones, covering: (Industrial parks, Special economic zones, Eco-industrial parks, Technology parks, Innovation district) 	2.42	4
<ul style="list-style-type: none"> 4.3 Operations and Management: Planning, development, management and operations of special economic zones, including trade & investment policy procedures, marketing management and development, business development, stakeholder international alliances, public-private partnerships models, financing and managing operations of the SEZ 	2.33	4
<ul style="list-style-type: none"> 4.4 Economic zones in the ASEAN, Development process, Impact, and Best Practices 	2.33	4

Figure: 10.2. Total Average Result of Pre-Post Assessment



AVERAGE RESULTS OF PRE AND POST SELF-ASSESSMENT
(BY MODULE)



XI. SUGGESTIONS/RECOMMENDATION

The participants assessed the training that they are very satisfied with overall arrangement and organizations throughout the training and they enjoyed the training very much and learnt a lot from the resource persons and co-participants. However, there were some useful suggestions/recommendations made by the participants, for further improvement of the training program. They were noted as below;

- The training application process should be simplified in terms of procedures, documents required and selection process.
- It was suggested that medical checkup would not be necessary for such a one week-training.
- Some participants expressed that they want to have extensive trainings or more days for particular topics like "Green Logistics" and "Single Window"
- Selected topics were interesting but too broad to catch up during training days.
- Selecting participants is very much critical for the training, which needs participants who are specializing in certain topics of the training or dealing with relevant areas so that they can share and exchange knowledge and experiences during discussion and group work session.
- More field visits would be appreciated
- All participants should be able to communicate in English during group discussion.
- More social activities were suggested to include in training program.

XII. APPENDIX

12.1 Curriculum Design Statement (CDS)

MEKONG INSTITUTE

SOP
SINGAPORE COOPERATION PROGRAMME

SINGAPORE COOPERATION PROGRAMME
SINGAPORE - THAILAND THIRD COUNTRY TRAINING PROGRAMME

CURRICULUM DESIGN STATEMENT (CDS)

**INTERNATIONAL TRAINING PROGRAM ON
ENHANCING TRADE COMPETITIVENESS
FOR REGIONAL INTEGRATION**

December 11 – 15, 2017

Sponsored by Thailand International Cooperation Agency (TICA)
Organized by Mekong Institute (MI)

Mekong Institute, Trade and Investment Facilitation Department (TIF)
www.mekonginstitute.org

1. Introduction

One of the key drivers of rapid economic growth and development in the Association of South East Asian Nations (ASEAN) is trade and investment development, especially export-oriented policies and promotion of foreign direct investment (FDI) that have been adopted since the 1980s. It can be seen that FDI flows and stocks have been accumulated in manufacturing sectors together with an increase in investment in industrial and social infrastructure, and continued efforts to enhance their business environment. As a matter of fact, advanced ASEAN member states, namely Singapore, Malaysia, Thailand, and the Philippines have successfully integrated into global production networks and supply chains in East Asia, while the economic liberalization through trade and FDI of other members such as, Cambodia, Lao PDR, Myanmar, and Viet Nam have significantly contributed to economic growth and integration, including the integration process into ASEAN Economic Community (AEC). Table 1 demonstrates the significance of trade in GDP structure of the ASEAN member states.

Table 1: Trade Openness (Total Trade, % of GDP)

	2007	2008	2009	2010	2011	2012	2013	2014
Brunei Darussalam	79.2	88.4	88.8	88.7	88.8	99.3	83.2	82.9
Cambodia	87.8	79.2	85.8	93.3	100.3	133.1	120.3	176.8
Indonesia	43.8	51.9	39.1	41.3	45.0	43.6	42.9	36.0
Lao PDR	25.9	49.7	52.9	66.8	49.1	65.5	54.6	45.8
Malaysia	166.6	146.4	138.3	149.3	143.5	138.8	139.1	135.8
Myanmar	47.9	42.7	37.8	28.8	26.4	30.7	37.9	41.4
Philippines	69.7	60.9	49.7	54.8	49.9	46.8	44.3	45.5
Singapore	312.5	342.3	268.0	280.3	281.5	271.8	259.1	252.1
Thailand	118.8	129.2	108.4	120.6	132.7	130.4	123.4	122.1
Viet Nam	142.2	142.6	118.8	135.0	147.2	146.2	154.6	157.8
ASEAN	121.6	123.4	100.2	105.9	108.0	105.7	104.2	98.3
ASEAN-6	121.9	124.1	100.3	106.0	108.0	104.8	102.3	94.8
CLMV	117.5	116.6	99.4	104.8	108.6	113.2	120.6	126.9

Source: *The ASEAN Statistics 2015*, available at <http://www.aseanstats.org>

In addition to the implementation of the ASEAN Free Trade Area (AFTA) in 1993, the ASEAN has continued trade liberalization in both goods and services and the overall structure of ASEAN economies has changed since the adoption of the AEC Blueprint. Growth in the region has been driven by an increased investment in the services sector, including FDI, together with a solid performance in the trade sector contributing to the regional output expansion. The ASEAN economic integration process is summarized in Table 2.

Table 2. The ASEAN Economic Integration for the period 1993 - 2015

Year	The ASEAN Economic Integration
1993	ASEAN Free Trade Area (AFTA) launched AFTA's Common Effective Preferential Tariff (CEPT) scheme implemented
1995	ASEAN Framework Agreement on Services (AFAS) signed and implemented
1996	ASEAN Industrial Cooperation (AICO) scheme adopted
1998	Framework Agreement on ASEAN Investment Area (AIA) signed and implemented
2003	The vision of an ASEAN Community endorsed, including the ASEAN Economic Community (AEC)
2010	ASEAN Trade in Goods Agreement (ATIGA) signed to replace CEPT
2012	ASEAN Comprehensive Investment Agreement (ACIA) implemented
2015	ASEAN Community, including the AEC, to be launched

Source: ASEAN Statistics, available at <http://www.aseanstats.org>

During the development and integration process, the ASEAN has adopted and promoted the Regional Comprehensive Economic Partnership (RCEP) in the form of Free Trade Agreement². Besides, it is noted that the ASEAN integration process has also considered the accession of Timor-Leste that officially applied for ASEAN membership in March 2011. For Timor-Leste, joining ASEAN is an important opportunity for the country to place itself in the regional bloc and development agenda, and to pursue the objectives of political security, and economic development and integration. However, there exist challenges facing Timor-Leste's accession, which are known as its capability and readiness to participate in the economic, political security, and socio-cultural communities of the ASEAN.

² Regional Comprehensive Economic Partnership (RCEP) is a proposed free trade agreement (FTA) between the ASEAN member states and the six countries with which ASEAN has signed free trade agreements (Australia, People's Republic of China (PRC), India, Japan, Republic of Korea, and New Zealand) – ASEAN + 1.

Although impressive economic growth has occurred in the ASEAN, there is a growing gap between the upper tier countries and the lower tier countries, namely Cambodia, Lao PDR, Myanmar, and Viet Nam (CLMV). Despite the rapid economic growth, CLMV still have the lowest incomes among ASEAN member states. At present, three out of the four member states are still the least-developed countries (LDCs). During the same period, the scale and complexity of ASEAN commitments and agreements have grown substantially. Thus, the commitment to equitable development and narrowing development gap under the ASEAN Community Vision 2025 is deemed as the key challenge to CLMV in particular, and to the ASEAN as a whole. In addition, the establishment and implementation the RCEP, have been encountering critical challenges that may slow down the progress to achieve the objectives on schedule. In this nexus, it can be seen that the extent of trade liberalization varies considerably across members of the five ASEAN+1 FTAs with the low trade liberalization rates of the CLMV in spite of special and differential treatment given.

Capacity building and institutional development for the ASEAN member states, especially CLMV and even Timor-Leste, in the areas of international trade and economic integration, customs modernization in trade facilitation, green logistics for sustainable development, and industrial park development have drawn more attention from ASEAN and development partners. In fact, building knowledge and raising awareness of ASEAN integration for beneficiaries and stakeholders, especially from both public sector in the ASEAN will contribute to accelerating the economic integration process within the ASEAN as well as the global economic integration, especially in East Asia. Importantly, this can only be possible once each member state incorporates ASEAN's priorities into its national agenda. As such, the ASEAN Governments, particularly those of CLMV need to prepare for better catch up with the intra-ASEAN growth rate, and cooperation with the trade partners under the FTAs such as the People's Republic of China (PRC), the Republic of Korea (ROK), Japan, Australia, New Zealand and India.

Capacity building and institutional development for the ASEAN member states, especially CLMV and even Timor-Leste, in the areas of international trade and economic integration, have drawn more attention from ASEAN and development partners. In fact, building knowledge and raising awareness of ASEAN integration for beneficiaries and stakeholders from both public and private sectors in the ASEAN will contribute to accelerating the economic integration process within the ASEAN as well as the global economic integration, especially in East Asia. Importantly, this can only be possible once each member state incorporates ASEAN's priorities into its national agenda. As such, the ASEAN Governments, particularly those of CLMV need to prepare for better catch up with the intra-ASEAN growth rate, and cooperation with the trade

partners under the FTAs such as the People’s Republic of China (PRC), the Republic of Korea (ROK), Japan, Australia, New Zealand and India.

To facilitate the growing requirements of trade and economic integration of ASEAN member states, Mekong Institute (MI) is organizing a one-week regional training program on “Enhancing Trade Competiveness for Regional Integration” at Mekong Institute (MI), Khon Kaen, Thailand during December 11 – 15, 2017.

2. Training Objectives

The training program will focus on international trade and trade facilitation and enable the participants to develop a deeper understanding of Trade and Free Trade Agreements (FTA), Customs modernization, Logistics and Economic zones development (through industrial park development), and policy implications for the ASEAN and Timor-Leste.

Specific objectives of the training are to:

- Enhance the understanding of the importance of international trade, FTAs and its utilization procedures in regional and international trade as part of the economic integration in ASEAN and into the global economic platform.
- Enhance the understanding of trade facilitation through customs modernization with Singapore customs model.
- Comprehend the significance of the AEC framework and its blueprints 2025 in promoting regional and international trade, and trade facilitation.
- Enhance the understanding of the development of logistics industry and economic zones in the ASEAN in contribution to its economic integration and development.

3. Training Outcomes

By the end of the training program, the participants will be able to:

- Better understand FTAs and the role of ASEAN in the globalized world, especially the ASEAN trade and its trade partners.
- Identify emerging impediments in utilizing FTAs, and understand the procedures and requirements in utilizing the FTAs.
- Better understand efficient trade facilitation through the Singapore customs model
- Better understand the role and the development status of the logistics industry and industrial parks in the ASEAN

- Deliver the knowledge and experience obtained from the training program in the form of (i) knowledge sharing through training delivery; (ii) trade and trade facilitation policy development; and (iii) logistics and economic zones policy development.

4. Training Contents

In this course, the participants will explore interrelated modules as follows:

No	Training Program: Modules and Topics
1	Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN
2	Customs Modernization in Trade Facilitation with Singapore Customs
2	Green Logistics for Sustainable Development
3	Economic Zone Development

TRADE POLICIES, FREE TRADE AGREEMENTS (FTAS) AND IMPLICATIONS, AND INTEGRATION FOR THE ASEAN

This module will provide a review and assessment of the key existing trade policies in the ASEAN. In essence, this module will focus on:

- Trade Policies, Free Trade Agreements (FTAs) and Implications
- ASEAN Economic Community (AEC)
 - Overview of the ASEAN Economic Community (AEC)
 - The ASEAN Trade in Goods Agreement (ATIGA)
 - The ASEAN Framework Agreement on Services (AFAS);
 - The ASEAN Comprehensive Investment Agreement (ACIA)
 - Regional Comprehensive Economic Partnership (RCEP), and etc.
- Development of Trade policies, Agreements, and Negotiations best be leveraged to support broad based economic growth and the development of vibrant private sectors:
 - Strengths and weaknesses of ASEAN integration
 - How ASEAN countries access trade benefits
 - Challenges facing SMEs in economic integration

- Enhance competitiveness for ASEAN SMEs integration to the global supply chain in East Asia

Participants will become oriented on trade policies, FTAs and the implications for economic cooperation and integration, FTA negotiation, AEC and the associated agreement frameworks. Participants' attention will be drawn intensively on the importance of the integration of the AEC framework and the importance of utilizing various trade policies in stimulating the regional economic development and growth in each of the ASEAN member countries.

Customs Modernization in Trade Facilitation with Singapore customs

The experiences of recent decades have shown that the countries that have opened to international trade and successfully integrated into the global production network have tended to achieve the highest economic growth rates. Economic integration has contributed to the improvement in allocation of resources, specialization, productivity, competitiveness, and application of modern and new technologies. It can be seen world trade growth has continued expansion and played an important role in generating the world gross domestic product (GDP). It also reflects that increase in trade openness through lower levels of protection in developed and developing economies, has resulted in this outcome. However, an open trade regime can only foster trade integration when a range of complementary policies is in place. One of the most important complementary policies is a well-functioning customs administration that provides traders with transparent, predictable, and speedy clearance of goods.

For many economies, achieving efficiency and transparency in customs operations has remained a challenge. Customs services have still been dealing with growing trade volumes without any commensurate increase in staff or resources. Furthermore, customs administrations have continued facing dynamic changes to their operating environment that signifies the need to adjust and modernize their processes. The challenges are generated from:

- More sophisticated and demanding clients and / or traders who have invested in ICT and information management systems, modern logistics facilities, manufacturing and inventory control system;
- Greater policy and procedural requirements in compliance with international commitments;
- Establishment of regional and bilateral trade agreements that have led to increase the complexity of border formalities and controls; and others
- Increasing demand for more effective trade facilitation.

As such, this module will equip the participants with the knowledge of Singapore customs model through:

- History and development of Singapore Customs

- Paperless and national single window
- TradeNet® platform and customs policies and procedures

Green Logistics for Sustainable Development

Together with the rapid development of the logistics industry in recent years, adverse environmental impact of logistics operations has become an emerging issue from the perspective of sustainable development. In spite of the development of science and technology and the increasing application of ICT that have contributed to reduction in some of unreasonable phenomenon of logistics, the exponential increase in its total size still had a significant impact on the environment. In order to coordinate the relationship between logistics and the environment so as to meet the needs of sustainable development, green logistics has been defined. Green logistics practices include strategies for the reduction of freight transport externalities, reverse logistics, and green supply chain management.

For the purpose of realizing social and economic benefits of green logistics through saving resources and environmental protection, this module will provide the participants with the knowledge of:

- Introduction on Green Freight and Logistics
- The Impact of Logistics and Supply Chain Operations on the Environment
- Regulatory Issues in Green Freight and Logistics
- Comparison of Transport Mode Sustainability for Promoting Green Freight and Logistics
- The Impact of Sustainable Practices on Supply Chain Operations

Economic Zone Development

Industrialization is a key driver for economic development with the fact that many developing countries and emerging economies have witnessed a boom in the construction of economic zones in the form of industrial estates, industrial parks, special economic zones, investment zones, and others, which are part of the national economic development strategies. Indeed, the establishment of an economic zone aims to attract foreign direct investment and improve both hard and soft infrastructure development and connectivity with the fact that a number of industrial areas have been increasing in emerging economies, enabling companies to take advantage of public infrastructure, to economize on construction and common facilities and to benefit from the closer proximity of other businesses.

In other words, establishment of an economic zone is one of the most important factors supporting positive economy development. As such, establishment of an economic zone is based on the philosophy of integration of different functions, such as manufacturing,

production, services, education, and so on into an economic or an industrial area targeting productivity with high economy turnover and high employment.

This training module will provide the participants with the economics knowledge and practical experience with a focus on the following topics:

- Economic zones and competitiveness
- Types of economic zones, covering:
 - Industrial parks
 - Special economic zones
 - Eco-industrial parks
 - Technology parks
 - Innovation district
- Operations and Management:
 - Planning, development, management and operations of special economic zones, including trade & investment policy procedures, marketing management and development, business development, stakeholder international alliances, public-private partnerships models, financing and managing operations of the SEZ.
- Economic zones in the ASEAN, Development process, Impact, and Best Practices

5. Training Assignments

As the participants will work in cross-national groups, these activities will promote communication skills, regional collaboration and foster a professional network of contacts among participants. Specific assignments will also be provided throughout the course.

- The learning methodology is designed to foster a greater understanding of the training content, as well as stimulate sharing and networking among the participants. Interactive experiential learning will be employed. A team of experts in the field of economy and trade will deliver the modules and will adopt the following methods:
 - Lectures and presentations;
 - Plenary discussions;
 - Case studies; and
 - Group exercises, presentation, and action plans.

6. Curriculum Design and methodology

All training modules, case studies, simulation exercises, field research, and best practices will be drawn from and tailored to the ASEAN context and will focus on practical knowledge, adult learning principles and real case studies. The training will adopt a participatory approach and will be linked to the realities of the ASEAN countries. The course will incorporate concrete actions for follow-up activities after training is completed.

Each Training module will be designed and delivered using the “integrated curriculum” approach. The salient features of the integrated curriculum are that, competencies are carefully selected, support theory is integrated with skill based practice and essential knowledge is learned to support the performance of skills, and above all, various functional competencies (e.g, facilitation, presentation, communication skill etc...). The training will adopt a modular training approach for each module under the training program. To this end, participants will go through three progressive stages: (i) Learn to Do, (ii) Do to Learn, and (iii) Share to learn as described in Figure 1 as below:

Figure(1). Modular Training Approach



7. Target participants

The regional training program aims to develop the capacity of the beneficiaries and stakeholders, who are the officials of government ministries, including Ministry of Commerce, Ministry of Industry and Trade, Ministry of Land Transport, Ministry of Finance (Customs Department) and associated Departments from ASEAN and Timor-Leste. To attend the training program, the participants are required to meet the following:

- Government officials from the designated and associated Ministries from each target country who are involved in the regional and international trade activities and policy development.
- Hold University degree or an equivalent educational background with minimum 3 to 5 years working experience in trade policies and international business.

- Command of English (speaking, reading, and writing) at working level.
- Familiarity with cross-cultural studying and working environment.
- Full attendance at the training program.
- Act as coordinator and commit to working with the MI staff for localizing the training package in the respective countries after the training, if required.

In addition, MI also encourages a gender balance in participant's composition.

8. Monitoring & Evaluation

An effective monitoring and evaluation mechanism will be in place to assess the progress and measure the results of the intervention. The M&E will be introduced in the pre, during and post stages of the training.

Pre-Training

Selection of Participants. Prior to the launch of the training cum workshop program, relevant information on the prospective participants' knowledge level will be collected. The information will be used to assess and select the participants, monitor the progress, and assess results of the intervention.

During event

During the event, a pre- and post-training assessment will be conducted to assess their knowledge and competencies of the participants. Pre-assessment aims to gather information on the participants' level of knowledge. The result will be compared to the post assessment in order to measure the improvement in knowledge and experience. Furthermore, the training M&E tools, such as 'mood meter', 'Board of Director's' will be employed to evaluate day-to-day learning progress. Also, the participants will prepare action plan to transfer knowledge back at their work places, provinces, and countries.

Post event

This is the knowledge transfer stage during which the participants will be required to implement individual action plans at their work place and / or in the provinces, and countries to transfer the knowledge and skill leaned during the event. This could be in the form of knowledge sharing sessions with their colleagues, and / or data collection for the GTICS. At the same time, a group email account will be created to follow up the participants' action plan implementation progress. In this connection, MI team will also join the action plan implementation for the purpose of M&E and feedback collection.

Online communication will be made through creating a group email of the participants and Skype meetings. Action plan template with clear time line for deliverables will be agreed upon on completion of the training.

Key Performance Indicators (KPI)

1. 01 Curriculum Design Statement (CDS) developed
2. 35 participants recruited for the training cum workshop program.
3. 01 Training curriculum designed for implementation.
4. MI in-house resource persons and external resource persons identified and selected for the training cum workshop.
5. Training and cum workshop on “Development of the Greater Mekong Sub-region (GMS) Transport Information Connectivity System (GTICS) along the Economic Corridors” successfully conducted.
6. Action plans developed by participants and ready for implementation (11 action plans at minimum, e.g. one action plan implementation / country)
7. 1 group email created and shared with all training participants.
8. 1 training completion report made and reported.
9. Follow-up action plan implementation by 46 participants completed.
10. Training completion report

9. Duration and Location

The proposed training will be week from December 11 – 15, 2017 at Mekong Institute, Khon Kaen, Thailand.

10. RESOURCE PERSONS

A team of professional instructors consisting of (i) external resource persons and (ii) in-house resource persons with a profound knowledge and experience in international trade, economic integration, SME and private sector development. The resource persons are responsible for delivering the training program by module session together with the training facilitation of Trade and Investment Facilitation Department (TIF), MI.

External Resource Person

1. Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs



Mr Desmond Chia is a World Customs Organization (WCO) accredited Customs Technical and Operational Advisor in the area of the Single Window and ACTA (Advanced Certificate in Training and Assessment) certified full time trainer with the Singapore Customs Academy in Singapore Customs (Customs). Mr Chia has been with Singapore Customs for more than 15 years and has assumed various key roles in the areas of Customs Procedures, Single Window, Valuation and Trade Facilitations before posting to the Academy. He currently conducts regular trainings to Customs officers, business communities and students from higher education institutions. He was also an adjunct lecturer with Ngee Ann Polytechnic for the Customs Brokerage Management course and is also key resource speaker for external agencies, associations and overseas Customs administrations.

2. Ms. Xinying Tok, Sustainability Consultant and Co-Founder of Climate Conversations, Singapore



Ms. Xinying is a Sustainability Consultant for Green Finance, Sustainable Cities and Clean Transportation in Asia. In 2017, she was a Fellow at the Climate Strategies Accelerator developing strategies to reduce oil consumption in Southeast Asia. In her capacity as Program Officer at the Clean Transportation Program at Energy Foundation China, she managed a portfolio of 15 grants supporting the development of a sustainable marketplace for electric vehicles in China.

She has trained bankers on new banking regulations in Singapore, organized media training workshops, and led strategy design workshops aligning stakeholders in the clean transportation field in China, US and EU.

Prior to pursuing her passion in the environment and climate change, she worked in banking and management consulting. She has written for China Water Risk and was invited as a speaker to China Youth Climate Action Network's annual conference in 2016 on electric vehicle development in China. Xinying has two Master's degrees, in Environmental Management and Business Administration from Duke University.

3. Ms. Kanya Satyani Sasradipoera - Senior Trade Specialist, Asian Development Bank (ADB), Thailand



Ms. Kanya Satyati is the Senior Trade Specialist for the Southeast Asia Department of the Asian Development Bank (ADB). She joined the ADB in 2009 as Regional Cooperation Specialist for the Central Asia Regional Cooperation (CAREC), and subsequently transferred to Southeast Asia Department of ADB in 2011 as the focal point of the ADB's cooperation with ASEAN, Brunei Indonesia Malaysia Philippines – East Asian Growth Area (BIMP-EAGA), and Indonesia-Malaysia-Thailand Growth Triangle (IMT-GT). In 2013, assigned to be the focal for ADB's support in Trade and Transport Facilitation programs in Southeast Asia Region.

Prior to joining ADB, Ms. Kanya served at the ASEAN Secretariat in 1996 as the Assistant Programme Officer for Industrial Cooperation for Economic Cooperation Bureau, then moved to management team of the ASEAN-UNDP subregional program on trade and investment in 1999 until 2002. She rejoined the ASEAN Secretariat in 2004 as the Senior Officer for Trade in Goods unit of the Trade and Trade Facilitation Division of the Bureau for Economic Integration, until left to ADB in 2009.

Ms. Kanya earned Bachelor degree in Metallurgical engineering from the University of Indonesia and Master in Public Policy from the National University of Singapore.

4. Mr. Nguyen Ba Hung - Trade Specialist, Asian Development Bank (ADB), Thailand



Mr. Nguyen Ba Hung is a Trade Specialist of Asian Development Bank (ADB). He currently processes and administers ADB assistance in Southeast Asia in areas of trade, trade facilitation, and public-private partnership in infrastructure projects. He has worked to support all ASEAN developing member countries, and is now focusing on Cambodia, Indonesia, Myanmar, Philippines, and Viet Nam. His work included (i) trade facilitation reforms and modernization in areas of Customs, Quarantine/Sanitary and Phyto-Sanitary measures, and trade security; (ii) promotion of crossborder trade and supply chains, especially in remote areas, to develop local economy; and (iii) trade, investment and integration policies and regulations. Prior to joining ADB, he worked at the Economics Department of the Ministry of Foreign Affairs, Viet Nam. He worked on cooperation initiatives in the Mekong subregion involving Viet Nam, as well as economic diplomacy efforts. Mr. Hung holds a Bachelor degree in International Relations from the Institute for International Relations, Viet Nam, and a Master degree in International Studies

and Diplomacy from the School of Oriental and African Studies, University of London, United Kingdom.

In-House Resource Persons

1. Dr. Watcharas Leelawath, MI Executive Director



Dr. Watcharas Leelawath is the Executive Director of Mekong Institute (MI). Prior to joining MI, he was the Deputy Executive Director of the International Institute for Trade and Development (ITD) in-charge of planning, supervising and conducting research projects, training programs and various capacity building activities.

Dr. Watcharas Leelawath earned his undergraduate degree from Chulalongkorn University and his MA and Ph.D. in Economics from the University of Kansas, USA. Right after obtaining his Ph.D., he worked as Assistant Professor of Economics at the University of Minnesota, Morris, USA where he taught International Economics and Mathematics for Economists.

Dr. Leelawath is a trade economist with a strong interest in trade and development cooperation issues under GMS and ASEAN frameworks. He has extensive research experience in the fields of International Labor Migration, Regional Economic Integration. He has written several papers for presentation in local and international conferences, has published several articles on trade-related topics and has co-authored a book entitled "Economics and Trade in Goods: An Introduction." He provided his expertise in a number of capacity building activities organized by ITD, ADB, UNESCAP, WTO and Thailand International Cooperation Agency (TICA).

2. Mr. Madhurjya Kumar Dutta, Program Director, Trade and Investment Facilitation Department, MI



Mr. Madhurjya Kumar Dutta is currently the Director of Trade & Investment Facilitation at Mekong Institute (MI). Prior to joining MI, he served as Research Director of Economic Institute of Cambodia (EIC) and Technical Consultant for German International Cooperation (GIZ) in Cambodia and Philippines. Mr. Dutta has also been recently conferred as the Honorary Advisor to the Ministry of Labor and Vocational Training, Cambodia through a royal degree by the Prime Minister and the King of the Kingdom

of Cambodia.

Mr. Dutta has over 20 years of experience in private sector development in South Asian and South East Asian countries. His key areas of interest are business development and trade facilitation. He has designed and implemented several multilateral capacity development projects on business development and Trade Facilitation in the Greater Mekong Sub region.

He has provided consultancy to various agencies, including UN-ESCAP, ADB, World Bank, GIZ, UNDP, IFC, ILO, USAID, IFAD, OXFAM, World Vision, Chemonics International etc. on SME policy development, value chain, tourism, investment feasibility, green business, private sector innovations etc.

Mr. Dutta earned his Master Degree from Delhi School of Economics, University of Delhi and an additional Master of Science in Regional Development Planning and Management from Technical University of Dortmund, Germany.

3. Mr. Quan Anh Nguyen, Program Specialist, Trade and Investment Facilitation Department, MI



Mr. Quan Anh Nguyen is now the Program Specialist Trade and Investment Facilitation Department, Mekong Institute (MI). Prior to joining MI in 2015, he worked as a consultant economist for Asian Development Bank (ADB), the Philippines. Mr. Quan Anh Nguyen earned his Masters of Art in Economics (International Trade and Finance) from the University of Manoa (UHM), Hawai'i, USA in 2002.

Mr. Quan Anh Nguyen has over 26 years of experience working in both private sector and international development sector. His expertise and professional interest in international trade, trade facilitation with technical skills and experience in economic research and analysis, including public sector management, socio-economic development, and private sector development in the Greater Mekong Sub-region (GMS), e.g. cross-border trade, cross-border economic zone (CBEZ), trade and transport facilitation (TTF), and etc. He has also provided his expertise to capacity development programs with the support from ADB, the World Bank Group (WBG), and etc.

Mr. Quan Anh Nguyen has proven experience in ODA operations and development under various types of aid modality and financing instruments in partnership between donors (ADB, WBG, AusAID, JICA, EU, IFAD, KfW) and the Government targeting economic growth and poverty reduction with a track record of consistently meeting and exceeding established goals and objectives through development projects and program in various sectors.

11. CONTACT

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12.2. Training Program

Day 1. Monday, December 11, 2017

Venue: Mekong River Conference Room, 2nd floor, MI Annex Building, Khon Kaen, Thailand

08:30 – 08:45	Welcome Remark Dr. Watcharas Leelawath, Executive Director, Mekong Institute (MI)
08:45 – 09:05	TICA Video and MI Video Presentation
09:05 – 09:15	Group photo
09:15 – 09:30	Ice-breaking All participants & TIF team
09:30 – 09:45	Coffee Break and Networking

09:45 – 10:00	Expectations and Setting up norms Mr. Quan Anh Nguyen, Program Specialist, TIF, MI
10:00 – 10:30	An Overview of the Training Objectives, Program Agenda, and Evaluation Tools Mr. Quan Anh Nguyen, Program Specialist, TIF, MI
10:30- 12:00	Role of SMEs in the ASEAN Economic Community (AEC) Mr. Madhurjya Kumar Dutta, Director, TIF, MI
12:00 – 13:10	Lunch
13:10 – 15:00	Trade Policies, Free Trade Agreements (FTAs) and Implications in support of economic development and integration for the ASEAN <ul style="list-style-type: none"> - ASEAN Free Trade Area (AFTA) – Common Effective Preferential Tariff (CEPT) - ASEAN Trade in Goods Agreement (ATIGA) - Regional Comprehensive Economic Partnership (RCEP) Mr. Quan Anh Nguyen, Program Specialist, TIF, MI
15:00 – 15:15	Coffee Break
15:15 – 16:45	Trade Benefits of RCEP and AFTA, Impact of Regional Trade liberalization, and Aid for Trade <ul style="list-style-type: none"> - Impact of Regional Trade Liberalization on Emerging Economies. Dr. Watcharas Leelawath, Executive Director, MI
16:40 – 17:00	BOD Meeting BOD & TIF Team

Day 2. Tuesday, December 12, 2017

Venue: Mekong River Conference Room, 2nd floor, MI Annex Building, Khon Kaen, Thailand

08:30 – 09:00	Recapitulation and BoD Selection
09:00 – 10:15	Customs Modernization in Trade Facilitation with Singapore Customs Model <ol style="list-style-type: none"> 1. An Introduction to Singapore Customs <ul style="list-style-type: none"> - History of Singapore Customs - Key roles and functions - Regulatory philosophy 2. Singapore Single Window <ul style="list-style-type: none"> - Concept of Single Window in trade facilitation <ul style="list-style-type: none"> • Different forms of a SW

	<ul style="list-style-type: none"> • Benefits of using SW - How SW could facilitate trade - How SW could facilitate customs operations <p>Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs</p>
10:15 – 10:30	Tea Break
10:30 - 12:00	<p>Customs Modernization in Trade Facilitation with Singapore Customs Model</p> <p>3. Singapore’s Single Window Journey - TradeNet®</p> <ul style="list-style-type: none"> - History of TradeNet® - Challenges faced <ul style="list-style-type: none"> • Restructuring of work process • Buying-in from Controlling Agencies (CAs) • Legislative changes - Implementation strategy <ul style="list-style-type: none"> • Pilot companies to test the system • Implementation in phases • Monitoring process - Success factors/Lessons learnt <ul style="list-style-type: none"> • Clear mandate from Government, a top-down approach • Cross-agency collaborations • Close partnership with business community • Readiness of IT infra-structure • Continual enhancement • Key version upgrades over the years <p>Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs</p>
12:00 – 13:10	Lunch
13:10 – 15:00	<p>Customs Modernization in Trade Facilitation with Singapore Customs Model</p> <p>4. Customs Procedures and TradeNet®</p> <ul style="list-style-type: none"> - Registration of declaring agents - Use of UEN - Permit applications - Revenue collections - Processing of controlled goods - Collation of statistics - Compliance and enforcement of regulations, policies - Integration of TradeNet® with downstream operating systems (e.g. e-Customs) - Sharing by invited CA on their documentation and physical controls <p>Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs</p>
15:00 – 15:15	Tea Break

15:15 – 16:45	<p>Customs Modernization in Trade Facilitation with Singapore Customs Model</p> <p>5. Data Quality in Single Window System</p> <ul style="list-style-type: none"> - Usage of data - Quality of data - Ensuring quality of data - Technical/System measures - Non-Technical/Non-System measures <p>Mr. Desmond CHIA Chee Pheng, Senior Customs Trainer, Singapore Customs Academy, Singapore Customs</p>
16:45 – 17:00	<p>BOD Meeting</p> <p>BOD & TIF Team</p>

Day 3. Wednesday, December 13, 2017

Venue: Mekong River Conference Room, 2nd floor, MI Annex Building, Khon Kaen, Thailand

08:30 – 09:00	<p>Recapitulation and BoD Selection</p>
09:00 – 10:15	<p>Introduction on Green Logistics</p> <ul style="list-style-type: none"> • Concept of Green Freight and Logistics • Green Supply Chain Management • Significance and Approach for Green Freight and Logistics Development <p>The Impact of Logistics and Supply Chain Operations on the Environment</p> <ul style="list-style-type: none"> • Environmental Impact of Freight Transport • Environmental Impacts of Transport Modes • Environmental Impact of Warehousing <p>Ms. Xinying Tok, Clean Transportation Sustainability Consultant, Singapore</p>
10:15 – 10:30	<p>Tea Break</p>
10:30 - 12:00	<p>Regulatory Issues in Green Logistics</p> <ul style="list-style-type: none"> • Sustainable logistics and transport development policies in the ASEAN, Asia and Europe • Policies and Regulations on pollution in the ASEAN, Asia and Europe. • Policies and Regulation on reduction in fuel consumption and greenhouse gas emission in the ASEAN countries, Asia and Europe. • Policies and Strategy in support of Environmentally Sustainable Transport and Logistics in the ASEAN countries, Asia and Europe <p>Ms. Xinying Tok, Clean Transportation Sustainability Consultant, Singapore</p>

12:00 – 13:10	Lunch
13:10 – 15:00	<p>Comparison of Transport Mode Sustainability for Promoting Green Freight</p> <ul style="list-style-type: none"> • Freight Transportation Options • Benefits and Risks <p>Ms. Xinying Tok, Clean Transportation Sustainability Consultant, Singapore</p>
15:00 – 15:15	Tea Break
15:15 – 16:45	<p>The Impact of Sustainable Practices on Supply Chain Operations</p> <ul style="list-style-type: none"> - Environmental sustainability practices in freight transport and logistics operations <ul style="list-style-type: none"> a. International best practices b. Case study <p>Ms. Xinying Tok, Clean Transportation Sustainability Consultant, Singapore</p>
16:45 – 17:00	<p>BOD Meeting</p> <p>BOD & TIF Team</p>

Day 4. Thursday, December 14, 2017

Venue: Mekong River Conference Room, 2nd floor, MI Annex Building, Khon Kaen, Thailand

08:30 – 09:00	Recapitulation and BoD Selection
09:00 – 10:15	<p>Economic Zone Development</p> <ul style="list-style-type: none"> - Economic Zones and Competitiveness <p>Ms. Kanya Satyani Sasradipoera - Senior Trade Specialist, Asian Development Bank (ADB), Thailand</p>
10:15 – 10:30	Tea Break
10:30 – 12:00	<p>Economic Zone Development</p> <ul style="list-style-type: none"> - Types of economic zones: <ul style="list-style-type: none"> • Industrial parks • Special economic zones • Eco-industrial parks

	<ul style="list-style-type: none"> • Technology parks • Innovation district <p>Ms. Kanya Satyani Sasradipoera - Senior Trade Specialist, Asian Development Bank (ADB), Thailand</p>
12:00 – 13:10	Lunch
13:10 – 15:00	<p>Economic zone: Operations and Management:</p> <p>Planning, development, management and operations of special economic zones, including trade & investment policy procedures, marketing management and development, business development, stakeholder international alliances, public-private partnerships models, financing and managing operations of the SEZ.</p> <p>Mr. Nguyen Ba Hung - Trade Specialist, Asian Development Bank (ADB), Thailand</p>
15:00 – 15:15	Tea Break
15:15 – 16:45	<p>Economic zones in the ASEAN</p> <p>Development process, Impact and Best Practices</p> <p>Mr. Nguyen Ba Hung - Trade Specialist, Asian Development Bank (ADB), Thailand</p>
16:45 – 17:00	<p>BOD Meeting</p> <p>BOD & TIF Team</p>


Day 5. Friday, December 15, 2017







Venue: Mekong River Conference Room, 2nd floor, MI Annex Building, Khon Kaen, Thailand

08:30 – 09:00	Recapitulation and BoD Selection
09:00 – 10:15	<p>ASEAN Economic Community (AEC)</p> <ul style="list-style-type: none"> - Overview of the ASEAN Economic Community (AEC) - AEC Blueprint 2015 and Progress - AEC Blueprint 2025 and consolidated strategic action plan <p>Mr. Quan Anh Nguyen, Program Specialist, TIF, MI</p>
10:15 – 10:30	Tea Break
10:30 - 11:30	<p>Trade Benefits of RCEP and AFTA, Impact of Regional Trade liberalization, and Aid for Trade</p> <ul style="list-style-type: none"> - Aid for Trade <p>Mr. Quan Anh Nguyen, Program Specialist, TIF, MI</p>
11:30-12:00	Group work for Action Plan preparation by Topic

	Country-wise groups: 10 ASEAN member states and Timor-Leste
12:00 – 13:10	Lunch
13:10 – 14:30	Group work for Action Plan preparation by Topic (Continued) Country-wise groups: 10 ASEAN member states and Timor-Leste
14:30-15:00	Group Presentation of Action Plan by Topic Country-wise groups: 10 ASEAN member states and Timor-Leste, 10 minutes for each presentation
15:00 – 15:15	Tea Break
15:15 – 15:45	Group Presentation of Action Plan by Topic (Continued) Country-wise groups: 10 ASEAN member states and Timor-Leste, 10 minutes for each presentation
15:45 – 16:15	Training Evaluation Post – Training Evaluation; Overall Training Evaluation; and Summary of Training Program Mr. Quan Anh Nguyen, Program Specialist, TIF, Mekong Institute (MI)
16:15 – 17:00	Closing Ceremony <ul style="list-style-type: none"> • Awarding Certificates Dr. Watcharas Leelawath, Executive Director, Mekong Institute (MI) and Mr. Madhurjya Kumar Dutta, Director, TIF, MI <ul style="list-style-type: none"> • Speech by national representative • The Way Forward Mr. Madhurjya Kumar Dutta, Director, TIF, Mekong Institute (MI) <ul style="list-style-type: none"> • Closing Remark Dr. Watcharas Leelawath, Executive Director, Mekong Institute (MI)

12.3. Participants Directory

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12.4 MI E-Learning



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The Greater Mekong Sub-Region (GMS)

The Greater Mekong Sub-Region (GMS) comprises five Southeast Asian countries and two provinces of China sharing the Mekong River, namely Cambodia, Lao PDR, Myanmar, Thailand, Vietnam and Yunnan Province, Guangxi Autonomous Region of the People's Republic of China

About Mekong Institute

The Mekong Institute (MI) is a **GMS** Inter - Governmental Organization (IGO) working closely with the governments of six countries to promote regional development, cooperation and integration by offering standard and on-demand capability development programmes across three cutting themes of agricultural development and commercialization, trade and investment facilitation, and innovation and technological connectivity.



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