



## SUMMARY REPORT

### 3<sup>rd</sup> Forum of the ASEAN Fuel Economy Platform

28 November 2017

Manila, Philippines





## The project context

The TCC Project 'Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN region' (Transport and Climate Change (TCC) [www.TransportandClimateChange.org](http://www.TransportandClimateChange.org)) aims to develop strategies and action plans for more sustainable transport.

The project is funded by the German Federal Ministry for Economic Cooperation and Development and implemented by GIZ in cooperation with the ASEAN secretariat.

TCC's regional activities are in the area of fuel efficiency, green freight and logistics, as well as data, indicators, and MRV. At the national level the project supports relevant transport and environment government bodies in Indonesia, Malaysia, the Philippines, Thailand, and Vietnam for the development of national action plans on sustainable transport. TCC also offers capacity building through different training courses.

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## Table of Contents

Table of Contents.....	3
Abbreviations.....	4
<b>1 Background .....</b>	<b>5</b>
<b>2 Summary of Meeting .....</b>	<b>5</b>
2.1 Welcome and Opening Remarks.....	5
2.2 Workshop Proceedings .....	6
2.2.1 ‘Setting the scene – costs and benefits of advancing light-duty vehicle (LDV) fuel economy in ASEAN (Bert Fabian) .....	6
2.2.2 ‘Host country spotlight’ (Kathleen Dematera and Mark Tacderas, Clean Air Asia)7	
2.2.3 ASEAN LDV Fuel Economy Roadmap .....	7
2.2.4 Data Collection for fuel economy policies – approaches, challenges and lessons learned (Prof. Horizon Gitano).....	11
2.2.5 Setting a regional research agenda (Dr. Karl Vergel, UP-NCTS).....	11
<b>3 Closing.....</b>	<b>12</b>
<b>4 Annexes .....</b>	<b>13</b>
<b>Annex 1: Workshop Agenda .....</b>	<b>14</b>
<b>Annex 2: List of Participants .....</b>	<b>15</b>



## Abbreviations

ADB	Asian Development Bank
AJTP	ASEAN-Japan Transport Partnership
AMS	ASEAN Member States
ASEAN	Association of Southeast Asian Nations
ASIF	Activity, Mode Share, Intensity, and Fuel Mix
BMZ	<i>Deutsches Bundesministerium für wirtschaftliche Zusammenarbeit und Entwicklung</i> (German Federal Ministry for Economic Cooperation and Development)
BUR	Biennial Update Report
CO <sub>2</sub>	Carbon Dioxide
DPSIR	Drivers, Pressures, States, Impacts, and Responses
EGSLT	Expert Group on Sustainable Land Transport
FE	Fuel Economy
GHG	Greenhouse Gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH (German International Cooperation Agency)
IRG	International Research Group
KLTPSP	Kuala Lumpur Transport Strategic Plan
LDV	Light Duty Vehicles
LTWG	Land Transport Working Group
NAMA	Nationally Appropriate Mitigation Action
NC	National Communication
NDC	Nationally Determined Contribution
PESLP	Philippine Energy Standards and Labeling Program
SSATP	Africa Transport Policy Programme
TCC	Transport and Climate Change Project
TERM	Transport and Environment Reporting Mechanism
UNCRD	United Nations Centre for Regional Development
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNFCCC	United Nations Framework Convention on Climate Change

## 1 Background

Improved vehicle fuel economy (FE) is vital for mitigating the impact of climate change as part of a package of measures to cut transport emissions. FE refers to the relationship between the distance travelled and the fuel consumed by a vehicle. Many ASEAN countries have introduced FE policies as part of their national efforts towards energy efficiency, climate mitigation, and technology progress.

Following the sustainable transport goal 1.3.1 of ASEAN's Kuala Lumpur Transport Strategic Plan (KLTSPP) 2016-2025, a platform to discuss matters related to FE for the transport sector in the ASEAN region has been established. The platform works through biannual forums, with the first held in November 2016 in Kuala Lumpur, and the second in March 2017 in Bangkok. The key task of the FE platform is to brainstorm/provide inputs for the development of draft regional roadmap on FE with policy guidelines for member states (KLTSPP Goal ST 1.3.2).

Since the last forum of the FE Platform in March 2017, a 1<sup>st</sup> draft of the "ASEAN Light Duty Vehicle Fuel Economy Roadmap 2018-2025" has been developed between May and July 2017 based on the input from the FE Platform and the ASEAN Expert Group on Sustainable Land Transport (EGSLT) and was shared with the ASEAN Land Transport Working Group (LTWG) in August 2017 for information and review. In parallel, work on a feasibility study for energy efficiency in the transport sector started as part of the implementation of the ASEAN Plan of Action on Energy Cooperation with support from UNEP. Furthermore, an International Research Group on FE was launched under the Eastern Asia Society for Transportation Studies.

The 3<sup>rd</sup> forum of the ASEAN FE Platform was held on 28<sup>th</sup> November 2017 in Manila to progress on the development of these regional initiatives. The workshop brought together stakeholders and experts from 9 AMS, the ASEAN Secretariat, universities, civil society and the private sector (a complete list of participants can be found in Annex 2).

The main objectives of the workshop were to:

1. Improve the collective knowledge of fuel economy in ASEAN through open debates, sharing of lessons learned, and the exchange of solutions.
2. Gather the inputs of stakeholders on the goals and recommendations of the ASEAN LDV fuel economy roadmap.
3. Increase coordination and cooperation among stakeholders from government and research for the advancement and implementation of fuel economy policies in the region.

## 2 Summary of Meeting

### 2.1 Welcome and Opening Remarks



Mr. Tali Trigg (GIZ), Project Director for the ASEAN-German technical cooperation project on Transport and Climate Change (TCC), welcomed participants and thanked the Department of Transportation of the Philippines for its support in hosting this workshop.



The workshop facilitator Mr. Friedel Sehleier introduced the workshop objectives of the workshop, i.e. to improve the collective knowledge, gather inputs of stakeholders, and increase coordination and cooperation. Based on a photo and an anecdote of his first car, he shared that in Germany, awareness and understanding of LDV fuel economy has grown in the previous decade, and so has data transparency for consumers through vehicle fuel efficiency labelling schemes and websites and mobile applications like spritmonitor.de. GIZ works with the ASEAN member states and a broad range of stakeholders to promote similar policies and initiatives throughout this region.

In her [welcome remarks on behalf of the host country](#), Atty.

Mercy Jane Paras-Leynes of the Land Transportation Office, highlighted the significance of the road transport sector in the urgent fight against climate change. She emphasised that strong policy actions by member states are absolutely critical, but at the same time more can be achieved by working together and by aligning efforts in the region. Therefore, the KLTSP and this forum set the right direction by developing a roadmap for collective action. She stressed the need for everyone's continued support and participation in the ASEAN's programmes and initiatives on fuel economy and concluded by saying that "our success largely depends on everybody pitching in, from the governments of the ASEAN to the private sector to development agencies to the academe to the ordinary citizen. After all, everyone is a stakeholder, either directly or indirectly."



## 2.2 Workshop Proceedings

### 2.2.1 'Setting the scene – costs and benefits of advancing light-duty vehicle (LDV) fuel economy in ASEAN (Bert Fabian)

[Mr. Fabian presented](#) the scenario of high motorisation growth across the ASEAN region which is very alarming from the perspective of climate change, air pollution and its health risks. Hence, a comprehensive set of policies covering the whole spectrum of the Avoid-Shift-Improve approach is needed to tackle existing emission reduction potentials. FE policies are a key element in this regard. Mr. Fabian also shared some insights into a draft feasibility study on Energy Efficiency in the Transport Sector in ASEAN which is currently being developed with Clean Air Asia and the ASEAN Centre for Energy, based on the ASEAN Plan of Action on Energy Cooperation 2016-2025. According to the draft study, there is considerable low-cost potential to save both fuel and fuel expenditures. On fuel economy policies, Mr. Fabian presented that policies in other parts of the world were very effective, for example in Sri Lanka Kenya and Mauritius which all have pushed their automotive markets towards more efficient vehicles through fiscal incentives.



The discussion following Mr. Fabian's presentation touched on the following themes:

- Whether pick-up trucks are predominantly used for commercial purposes (e.g. farmers) or for private passenger transport in the region. In the latter case they should be taxed similar to passenger cars
- The need to involve the automotive industry in the dialogue on policy design

- Policy updates from Indonesia and Myanmar

### 2.2.2 'Host country spotlight' (Kathleen Dematera and Mark Tacderas, Clean Air Asia)

Ms. [Ms. Dematera presented](#) the ongoing efforts of the Philippine government to reform its excise tax system, which also includes an update for the excise tax rates for automobiles and for transportation fuels. In addition, she shared the results of an analysis of the expected impacts of the tax reform on the fuel economy and emissions of LDVs in the Philippines. The analysis was done with the IEA's Fuel Economy Policy Implementation Tool (FEPIT) and facilitated by Global Fuel Economy Initiative (GFEI). It found that the tax reform could lead to significant fuel and emission savings. In addition, the fuel economy improvement could reduce the overall fuel cost expenditures in the Philippines, and thus have a notable GDP benefit. However, Ms. Dematera also emphasised that the steering effect of the tax on consumers' vehicle purchase decisions would be more effective if the tax was not based on the vehicle price but takes



into account also the fuel economy or carbon footprint of a car.

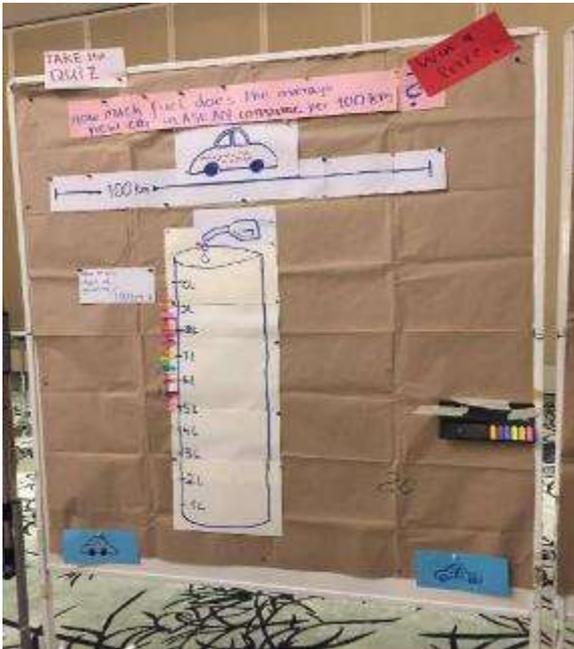
[Mr. Mark Tacderas presented](#) strategic directions, sectoral targets and transport actions from the Energy Efficiency and Conservation Roadmap of the Philippines on behalf of the Department of Energy (DOE).

He then introduced ongoing transport-related policy initiatives in connection with the roadmap, one which refers to introducing a vehicle fuel efficiency labelling scheme in the Philippines. Supported by GIZ and UNEP, the DOE is currently working on drafting implementing rules and regulations for such a label and plans to launch a website for consumer information on the fuel economy of car models. In addition, DOE has done a fuel economy run event in past years, also with the aim of promoting public awareness on fuel efficient vehicles. These efforts are undertaken in consultation with the car industry in the Philippines.

In the discussion, participants discussed the notion of “fake hybrid cars” which are luxury battery hybrid electric vehicles that are perceived as environmentally friendly and thus qualify for tax benefits, for example in Thailand. However, in reality their fuel economy is below average. Thus, they shouldn't enjoy preferential taxation.

### 2.2.3 ASEAN LDV Fuel Economy Roadmap

Mr. Sehlleier introduced the current status of development of the “ASEAN Fuel Economy Roadmap”, including its table of contents, its vision and its goals. Following a quiz for the workshop participants asking what they thought is the average fuel consumption per 100 km of new cars in the ASEAN region, Mr. Sehlleier revealed that the answer is 7.2 L/100km according to GIZ's analysis of official data from ASEAN's largest car markets.



In addition, he compared the cars sold today to ASEAN consumers to the rest of the world. The average new car in ASEAN is less powerful, lighter and smaller than the world average. Despite these characteristics, their average fuel efficiency of 7.2 L/100km is slightly worse than the world's average.

Mr. Sehleier then presented the draft vision and the six goals of the roadmap as well as their associated actions. As the previous forum of the FE platform already reviewed goal number one and two, the discussion at this forum focused on the goals four to six. In a first step, participants were asked to rate their agreement to each of the goals on a scale from "this is a no-go" to "it's a great idea". The rating results are shown in figure 1 below.



Figure 1 Participants' assessment of the draft goals 3 to 6 of the FE roadmap

The next task for participants was to join breakout groups that discussed each goal in more detail, based on the below series of guiding questions. Table 1 summarises the breakout group discussions based on the pin board cards written by participants.

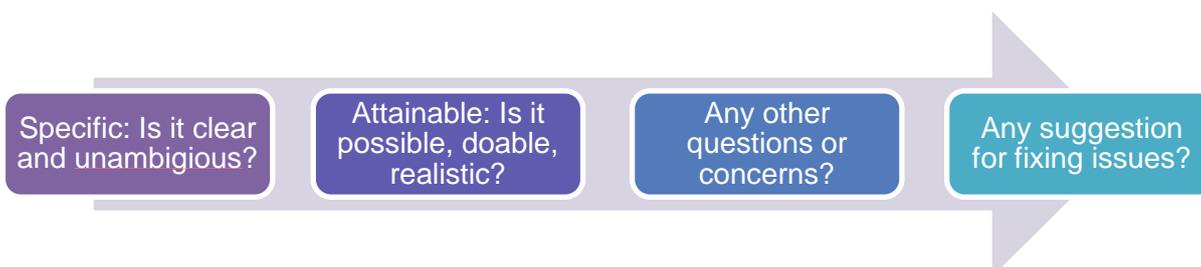


Table 1. Summary of breakout group result —goals 3 and 4

Goal 3	Goal 4
<p><b>Specific? Clear?</b></p> <ul style="list-style-type: none"> <li>Language is 'blur'</li> </ul> <p><b>Achievable? Realistic?</b></p> <ul style="list-style-type: none"> <li>ASEAN to be discussed</li> <li>National Organisation then feed up to ASEAN</li> <li>National Level is fine</li> </ul> <p><b>Concerns/Questions</b></p> <ul style="list-style-type: none"> <li>Redundant Organs</li> <li>Multiple Overlapping Organizations</li> <li>Lack of Central Authority</li> <li>Balance: In Policy Develop. (e.g. Industry, Consulting)</li> <li>Data: Generation + Ownership</li> <li>National ASEAN Conflict of Interest (MFGR vs. Consumer)</li> </ul> <p><b>Solution/Suggestions</b></p> <ul style="list-style-type: none"> <li>Strengthen Existing Organs</li> <li>Integrate Interests of Organs</li> <li>Assign Central Authority</li> <li>Create Copy/Adopt/Adapt</li> <li>Share National Success in ASEAN</li> <li>National: Specific</li> <li>ASEAN: General</li> <li>Separate National vs. ASEAN</li> <li>Multinational Negotiations</li> <li>Avoid Use of "Blur" Regional as to equate or not to ASEAN</li> <li>Local= National</li> <ol style="list-style-type: none"> <li>Admin Structure</li> <li>Partners</li> <li>Develop Initiatives</li> <li>F.E. Policy</li> </ol> </ul>	<p><b>Specific? Clear?</b></p> <ul style="list-style-type: none"> <li>What is meant by the word "indicator"?</li> <li>"Indicator" or "Label Information"</li> <li>What types of vehicle will this apply to?</li> <li>Develop "on" vs. develop "a" set of indicators</li> </ul> <p><b>Achievable? Realistic?</b></p> <ul style="list-style-type: none"> <li>Yes, but not w/in Timeframe (2018-2025)</li> </ul> <p><b>Concerns/Questions</b></p> <ul style="list-style-type: none"> <li>Lack of Common Metrics KM/L, LGE/100km</li> <li>Varying stages of Policy Development</li> <li>Varying capacity in understanding metrics</li> <li>How to develop the "minimum set" or "common set" of indicators</li> <li>Should we also discuss fuel quality standards?</li> <li>Recommended testing (reference or market fuel) methods esp. for validating labels</li> <li>How to validate data that manufacturers provide?</li> <li>Who should label LDVs? Regulators/Manufacturers?</li> <li>How should data be collected?</li> </ul> <p><b>Solution/Suggestions</b></p> <ul style="list-style-type: none"> <li>Add "minimum" common set of indicators &amp; when should this be agreed?</li> <li>Recommend standard methodologies in data &amp; measurement</li> <li>Choose 2 metrics &amp; express this in the label</li> <li>Robust &amp; comparable data across AMS (ASEAN - Administered Platform for Data)</li> <li>Need for a "ASEAN Working Group" on FE</li> <li>Best practice sharing bet. AMS</li> </ul>

Table 2 Summary of breakout group results - goals 5 and 6

Goal 5	Goal 6
<p><b>Specific? Clear?</b></p> <ul style="list-style-type: none"> <li>• Clear but needs to be threshed out in IRRs (PH)</li> <li>• Separate guidelines for new &amp; in-use vehicles (VN)</li> <li>• Fiscal Policy (action)</li> <li>• Clarify w/more details</li> <li>• Define on how to strengthen this vs. "introduce" (SG)</li> <li>• Provisions for inclusiveness (lower-income)</li> <li>• Define what "applicable" means"</li> </ul> <p><b>Achievable? Realistic?</b></p> <ul style="list-style-type: none"> <li>• Depends on timeline</li> <li>• 2025 KL Action Plan</li> <li>• Define phases towards 2025</li> <li>• Timeline may be challenging for some countries</li> </ul> <p><b>Concerns/Questions</b></p> <ul style="list-style-type: none"> <li>• How to set incentives?</li> <li>• Convincing lawmakers/stakeholders</li> <li>• Manufacturer willingness to comply w/ standards</li> <li>• Consider other environmental concerns beyond efficiency e.g. other particulate malts</li> <li>• May be technically challenge for in-use vehicle methodology</li> <li>• Check other sectoral deliverables (Strategic Plans)</li> </ul> <p><b>Solution/Suggestions</b></p> <ul style="list-style-type: none"> <li>• Good lobbyists</li> <li>• Proper coordination of the Central/Nat'l government with local government</li> <li>• Penalisation as well (Carrot &amp; Stick Approach)</li> <li>• Sharing of technology data</li> <li>• Benchmark w/ SG</li> <li>• International organisations assist other countries</li> </ul>	<p><b>Specific? Clear?</b></p> <ul style="list-style-type: none"> <li>• Which ASEAN WG would be responsible?</li> <li>• Maybe the 2025 target year is too soon - better 2030?</li> <li>• Definition of vehicle footprint?</li> <li>• What means "introduction"?</li> <li>• How to enforce and break down standard on manufacturers</li> <li>• What is the difference to goal 1?</li> <li>• At which level should the standard apply? Company?</li> </ul> <p><b>Achievable? Realistic?</b></p> <ul style="list-style-type: none"> <li>• N/A</li> </ul> <p><b>Concerns/Questions</b></p> <ul style="list-style-type: none"> <li>• What happens to national standards if there is regional standard?</li> <li>• Do we like the CAFE standard in US?</li> <li>• How to set a standard when vehicles a so diverse?</li> <li>• What about the rebound effect?</li> <li>• How about the validation &amp; enforcement?</li> <li>• Will it require each AMS to establish their own test labs</li> <li>• Countries are diverse, are at different stages</li> <li>• Needs involvement of different ASEAN bodies &amp; at ministries</li> <li>• Cause-effect not clear: How will standard intensive manufacturer to efficient vehicle?</li> <li>• Consider minimum performance standard</li> <li>• Add "for new vehicles"</li> </ul> <p><b>Solution/Suggestions</b></p> <ul style="list-style-type: none"> <li>• Roadmap should cite regional ASEAN standards from other sectors</li> <li>• Formulate goals as a % improv. rather fixed value</li> <li>• Include word average in the target</li> <li>• Include clear definition of ASEAN wide FE standard</li> </ul>

#### **2.2.4 Data Collection for fuel economy policies – approaches, challenges and lessons learned (Prof. Horizon Gitano)**

[Prof. Gitano presented](#) the range of methodological options governments and researchers have at hand to measure energy and GHG emission data of transport activity in a country. Starting with the general advantages and disadvantages of top-down versus bottom-up measurements, he provided details on different techniques for measuring the fuel consumption performance of individual vehicles as an important basis for developing fuel economy policies. While each methods have strengths and weaknesses, in the end different methods are required to “counter-check” numbers from other sources. He emphasised that is huge opportunity to “crowd source” vehicle and transport information directly from users, reflecting real-world conditions. According to Professor Horizon it is crucial that ASEAN countries utilise the same method for comparing fuel efficiency. This is not only for saving resources on testing and to allow for cross-country comparisons. A standard cycle and united approach to fuel economy measurement will also strengthen ASEAN leverage over automobile manufacturers and reduce redundancy.



#### **2.2.5 Setting a regional research agenda (Dr. Karl Vergel, UP-NCTS)**

[Dr. Vergel presented](#) the international research group (IRG) on fuel economy and clean fuels and vehicles which has been founded under the umbrella of the Eastern Asia Society for Transportation Studies (EASTS). The IRG’s objectives are to: serve as a platform for collaboration, networking and partnership on fuel economy, and clean fuels and vehicles in East Asia especially the ASEAN region; and develop policy-relevant research and pool existing academic capacities, drawing from the research institutions, academic and expert societies and network of the members.



The research plan and schedule were also presented. From October 2017 to September 2018, the targets are to come up with an overview of the potential for reducing fuel consumption and emissions, the status of clean vehicles and fuels and fuel economy programs, current policies, measures and institutions as well as current R&D and technology assessment. From October 2018 to September 2019, the targets are on case studies on clean fuels and vehicles and fuel economy to document lessons learned and success stories at the national and local level; and a research leading to the development of guidelines on transportation and economic impact studies and on-road and laboratory test procedures for the assessment of clean fuels and vehicles. The farthest stretch of the plan is from October 2019 to September 2020 and that is to develop a synthesis report on clean fuels and vehicles and fuel economy in the region, including policy recommendations and a comparison with other regions.

### 3 Closing

Mr. Trigg gave the closing by expressing his gratitude for active participation by all. He also recognised that fuel economy itself may not be seen as a delineated priority item by countries per se, but that does not mean that it is not a policy action with tremendous potential for sustainable development. The importance of fuel economy encompasses climate change, energy efficiency, local air quality, industrial competitiveness, and reduction of oil imports, to name but a few areas. By AMS engaging in this ASEAN Fuel Economy Platform, they have a chance to learn from each other and other international experts in terms of what worked best, what were the effects, and how can fuel economy policies and measures be used to further sustainable transport in each AMS, as well as at an ASEAN level. The importance of data and information-sharing may seem like a 'soft' measure or activity, but the effects can be dramatic. Whether it is Thailand moving from size/weight-classes to CO<sub>2</sub>-based taxation or Malaysia moving forward with type approval for electric two-wheelers, the ASEAN region is moving forward on fuel economy, and GIZ is keen to continue supporting these actions and results.



## **4 Annexes**

Annex 1 [Workshop Agenda](#)

Annex 2 [List of Participants](#)

## Annex 1: Workshop Agenda

TIME	ACTIVITY	PERSON-IN-CHARGE
8:45	<b>Registration</b>	
9:00	<b>Welcome</b>	<b>Atty. Mercy Jane Paras-Leynes,</b> Land Transportation Office
9:15	<b>Introduction</b> Background, today's agenda, expectations	<b>Friedel Sehleier,</b> GIZ TCC
9:30	<b>Setting the scene</b> Costs and benefits of advancing light-duty vehicle (LDV) fuel economy in ASEAN	<b>Bert Fabian.</b> UNEP
10:15	<b>Coffee &amp; tea</b>	
10:45	<b>Host country spotlight</b> Fuel economy status and policy efforts in the Philippines	<b>Kathleen Dematera</b> <b>Mark Tacderas,</b> Clean Air Asia
11:30	<b>ASEAN LDV Fuel Economy Roadmap</b> Interactive discussion on its goals and key recommendations	<b>Friedel Sehleier,</b> GIZ TCC
12:00	<b>Lunch</b>	
13:00	<b>ASEAN LDV Fuel Economy Roadmap</b> Further discussion on its goals and key recommendations	<b>Friedel Sehleier,</b> GIZ TCC
14:30	<b>Coffee &amp; tea</b>	
15:00	<b>Data collection for fuel economy policies</b> Approaches, challenges, and lessons learned	<b>Prof. Horizon Gitano,</b> University of Science Malaysia
15:45	<b>Setting a regional research agenda</b> Introducing the international research group on fuel economy and collaborative finetuning of its workplan	<b>Dr. Karl Vergel,</b> UP-NCT5
16:30	<b>Summary of discussions by GIZ and next steps</b>	<b>Friedel Sehleier,</b> GIZ TCC
17:00	<b>Closing</b>	<b>Tali Trigg,</b> GIZ TCC

## Annex 2: List of Participants

No.	Salutation	Name	Affiliation
1	Ms.	Chhim Bopta	Cambodia
2	Mr.	Sudhir Gota	India
3	Ms.	Desi Waluyanti	Indonesia
4	Mr.	Aan Sunandar	Indonesia
5	Mr.	Edwin Arief	Indonesia
6	Mr.	Ahmad Safrudin	Indonesia
7	Mr.	Pinto Anugrah	Indonesia
8	Mrs.	Khairiani Zainuddin Latif	Indonesia
9	Dr.	Ernawati Sadikun	Indonesia
10	Mr.	Bert Fabian	Kenya
11	Ms.	Xaysomnuk Souvannavong	Lao PDR
12	Mr.	Severinus Tukah	Malaysia
13	Dr.	Horizon Gitano	Malaysia
14	Ms.	Rosmayuzi Musa	Malaysia
15	Ms.	Nur Farhana Helme	Malaysia
16	Ms.	Norzailah Abd Muin	Malaysia
17	Mr.	Severinus Tukah	Malaysia
18	Mr.	San Yu	Myanmar
19	Mr.	Stefan Bakker	Netherlands
20	ASec.	Mark Richmund de Leon	Philippines
21	Mr.	Renato David	Philippines
22	Mr.	Doroteo Jose Yjares	Philippines
23	Dr.	Karl Vergel	Philippines
24	Dr.	Edwin Quiros	Philippines
25	Dr.	Ernesto B. Abaya	Philippines

<b>No.</b>	<b>Salutation</b>	<b>Name</b>	<b>Affiliation</b>
26	Atty.	Glynda Bathan	Philippines
27	Ms.	Kathleen Dematera	Philippines
28	Mr.	Alan Silayan	Philippines
29	Mr.	Mark Tacderas	Philippines
30	Ms.	Pia Agatep	Philippines
31	Ms.	Hannah Fatima Ebro	Philippines
32	Ms.	Kriztia Torayno	Philippines
33	Ms.	Melissa Cruz	Philippines
34	Ms.	Anne Patricia Mariano	Philippines
35	Ms.	Julie Pujol	Philippines
36	Ms.	Caroline Lourdes Mangalili	Philippines
37	Atty.	Mercy Jane Paras-Leynes	Philippines
38	Ms.	Edwin Quiros	Philippines
39	Ms.	Edna Clemente	Philippines
40	Ms.	Raquel de Leon	
41	Mr.	Guillermo Francisco II	
42	Mr.	Chun Kit Henry Wong	Singapore
43	Mr.	Eu Jin Toh	Singapore
44	Ms.	Minta Poowatanavong	Thailand
45	Mr.	Natikorn Prakorbboon	Thailand
46	Mr.	Tali Trigg	Thailand
47	Mr.	Friedel Sehleier	Thailand
48	Ms.	Julia Nagel	Thailand
49	Mr.	Nuwong Chollacoop	Thailand
50	Mr.	Napporn Jaroongkiat	Thailand
51	Mr.	Friedel Sehleier	Thailand

<b>No.</b>	<b>Salutation</b>	<b>Name</b>	<b>Affiliation</b>
52	Mr.	Tien Huu Nguyen	Vietnam
53	Dr.	Vinh Tran Quang	Vietnam
54	Ms.	Hien Nguyen	Vietnam