

# Belt & Road Initiative Conference 2018 in association with Asian Logistics Round Table: *“Connectivity in Asia: Trade, Transport, Logistics and*

24-27 June, 2018 | RMIT University | HCMC, Vietnam

**Hosting Institute  
and Organiser**



**School of Business & Management  
RMIT University, Vietnam**

**Co-organisers**



**Ocean College, Zhejiang University, China**



**INHA UNIVERSITY**

**Jungseok Research Institute  
of International Logistics and Trade  
Inha University, Korea**

**Conference  
Supporters**

**Supported by**

**Asian Logistics Round Table (ALRT)**



# Contents

<b>CONFERENCE PROGRAMME</b>	<b>1</b>
<b>OPENING CEREMONY</b>	<b>9</b>
CONFERENCE ORGANISERS' WELCOME MESSAGE	10
CONFERENCE CO-ORGANISERS	11
PLENARY SESSION	12
KEYNOTE SPEECH (I)	13
KEYNOTE SPEECH (II)	14
KEYNOTE SPEECH (III)	15
KEYNOTE SPEECH (IV)	16
<b>COMMITTEES OF THE CONFERENCE</b>	<b>17</b>
<b>CONFERENCE PAPERS (ABSTRACTS)</b>	<b>21</b>
<b>PAPER CODE &amp; TITLE &amp; AUTHOR</b>	<b>22</b>
PAPER CODE: 001	26
PAPER CODE: 002	27
PAPER CODE: 003	28
PAPER CODE: 005	29
PAPER CODE: 006	30
PAPER CODE: 008	31
PAPER CODE: 009	32
PAPER CODE: 010	33
PAPER CODE: 011	34
PAPER CODE: 013	35
PAPER CODE: 014	36
PAPER CODE: 015	37
PAPER CODE: 016	38
PAPER CODE: 017	39
PAPER CODE: 020	40
PAPER CODE: 021	41
PAPER CODE: 022	42
PAPER CODE: 023	43

<b>PAPER CODE: 024</b>	<b>44</b>
<b>PAPER CODE: 025</b>	<b>45</b>
<b>PAPER CODE: 026</b>	<b>46</b>
<b>PAPER CODE: 027</b>	<b>47</b>
<b>PAPER CODE: 028</b>	<b>48</b>
<b>PAPER CODE: 029</b>	<b>49</b>
<b>PAPER CODE: 030</b>	<b>50</b>
<b>PAPER CODE: 031</b>	<b>51</b>
<b>PAPER CODE: 033</b>	<b>52</b>
<b>PAPER CODE: 034</b>	<b>53</b>
<b>PAPER CODE: 035</b>	<b>54</b>
<b>PAPER CODE: 036</b>	<b>55</b>
<b>PAPER CODE: 037</b>	<b>56</b>
<b>PAPER CODE: 038</b>	<b>57</b>
<b>PAPER CODE: 040</b>	<b>58</b>
<b>PAPER CODE: 041</b>	<b>59</b>
<b>PAPER CODE: 042</b>	<b>60</b>
<b>PAPER CODE: 043</b>	<b>61</b>
<b>PAPER CODE: 044</b>	<b>62</b>
<b>PAPER CODE: 045</b>	<b>63</b>
<b>PAPER CODE: 047</b>	<b>64</b>
<b>PAPER CODE: 048</b>	<b>65</b>
<b>PAPER CODE: 049</b>	<b>66</b>
<b>PAPER CODE: 050</b>	<b>67</b>
<b>PAPER CODE: 051</b>	<b>68</b>
<b>PAPER CODE: 052</b>	<b>69</b>
<b>PAPER CODE: 053</b>	<b>70</b>
<b>PAPER CODE: 054</b>	<b>71</b>
<b>PAPER CODE: 055</b>	<b>72</b>
<b>PAPER CODE: 056</b>	<b>73</b>
<b>PAPER CODE: 057</b>	<b>74</b>
<b>PAPER CODE: 058</b>	<b>75</b>
<b>PAPER CODE: 059</b>	<b>76</b>
<b>PAPER CODE: 060</b>	<b>77</b>
<b>PAPER CODE: 061</b>	<b>78</b>
<b>PAPER CODE: 062</b>	<b>79</b>
<b>PAPER CODE: 063</b>	<b>80</b>
<b>CLOSING CEREMONY</b>	<b>81</b>

<b>CONFERENCE INFORMATION</b>	<b>82</b>
<b>CAMPUS MAP</b>	<b>83</b>
<b>CONFERENCE GALA DINNER</b>	<b>84</b>
<b>ACKNOWLEDGEMENTS TO THE ANONYMOUS REVIEWERS OF THE CONFERENCE PAPERS</b>	<b>85</b>
<b>AUTHORS INDEX</b>	<b>86</b>
<b>THE ASSOCIATED JOURNALS</b>	<b>90</b>
<b>MEMO</b>	<b>91</b>

# Conference Programme

Sunday, 24 June 2018

17:00-18:00 Registration

Venue: RMIT Vietnam, HCMC, Building 2, Level 1 (702 Nguyen Van Linh, Tan Phong ward, District 7, Ho Chi Minh City)

18:00-20:30 Welcome Reception

Venue: RMIT Vietnam, HCMC, Building 2, Level 1 (Dress code: Smart casual)

Monday, 25 June 2018

08:00-09:00 Registration

Venue: RMIT Vietnam, HCMC, Building 2, Level 1

09:00-09:30 Opening ceremony

Venue: RMIT Vietnam, HCMC, Building 2, Level 1, Auditorium

09:00-09:05 Opening Remark by Conference Co-Organisers: **Assoc. Professor Mathews Nkhoma**, School of Business and Management, RMIT Vietnam and **Professor Paul Tae-Woo Lee**, Ocean College, Zhejiang University, China, **Professor Jun-Yeop Lee**, **Jungseok Research Institute of International Logistics and Trade**, Inha University, Korea

09:05-09:10 Welcoming remark by **Professor Gael McDonald**, President, RMIT Vietnam

09:10-09:15 **Professor Kai-Chieh Hu**, Chairman of Asian Logistics Round Table; Soochow University, Taipei, Taiwan

09:15-09:20 Announcement of 2019 ALRT and Belt and Road Conference hosted by Chulalongkorn University in Thailand by **Assist. Professor Dr. Tartat Mookhamakkul**

09:20-09:30 Special Appreciation to the Contributors: **Professor Paul Tae-Woo Lee** and **Assoc. Professor Mathews Nkhoma**

09:30-10:00 Keynote speech 1

*“The roles and challenge of the Belt and Road in East Asia”*

» **Mr. Sooyeob KIM**, Economic Affairs Officer, Transport Facilitation and Logistics Section, UN ESCAP



			<i>International Airport), Hye Min Chung (Inha University)</i>		
13:30-14:00	Defining the Building Blocks and the Priority Areas for Cooperation under the Belt and Road Initiative: A Literature Review  <i>Yaktor Joshua Inusa, Doris Hooi Chyee Toe (Universiti Teknologi Malaysia)</i>	Development of Green Ports With The Consideration Of Costal Wave Energy  <i>Li Li (Zhejiang University), Yucheng He (Georgia Institute of Technology), Shuzhu Zhang (Zhejiang University of Finance and Economics), Jiadong Zhu, Xuehao Feng, Junyu Zhou, Junhao Kong (Zhejiang University)</i>	Economic Order Quantity Models for Disassembling End-Of-Life/Use Products In Reverse Logistics  <i>Dong-Hoon Son, Hwa-Joong Kim and Jin-Myeong Jang (Inha University)</i>	Impact of BRI on Myanmar  <i>Htet Htet Kyaw Nyunt (Sunchon National University)</i>	A Study On The Factor Evaluation Of Risk Management For Dangerous Cargo In Port  <i>Yongseok Choi, Jeongseok Hur, Guiboon Park (Sunchon National University)</i>
14:00-14:30	Prospect of a Southeast Asia Link on Belt and Road Connectivity: An Assessment of Seremban, Malaysia from Its Strategic Position  <i>Steven Angya, Doris Hooi Chyee Toe (Universiti Teknologi Malaysia)</i>	Modeling a Three-mode Hybrid Port-hinterland Freight Intermodal Distribution Network with the Environmental Consideration: The Case of the Yangtze River Economic Belt in China  <i>Qian Dai (Wuhan University of Technology, Wuhan), Jiaqi Yang (Wuhan University of Technology, Wuhan), Dong Li (University of Liverpool)</i>	Infrastructural Phase Transitions as a Cause of Economic Development  <i>David Emanuel Andersson (RMIT University, Vietnam), Åke E. Andersson (Royal Institute of Technology, Stockholm)</i>	Food Safety Labelling Management in the Vietnamese Retail Food Sector: A Direct Observational Study  <i>Kim Eunsung, Scott McDonald (RMIT Vietnam)</i>	Towards Indonesian Sustainable Ports Cluster Policy Model: an Ongoing Research  <i>Fenny Desriani, Armand Moeis, Akhmad Hidayatno, Teuku Yuri Zagloel (Universitas Indonesia)</i>
14:30-15:00	<b>Coffee Break</b>	<b>Coffee Break</b>	<b>Coffee Break</b>	<b>Coffee Break</b>	<b>Coffee Break</b>
<b>Conference Room Session Chairperson</b>	<b>Session A: Room 2.1.06  Masahiro Ishii, Sophia University, Japan</b>	<b>Session B: Room 2.1.07  Oh Kyoung Kwon, Inha University, Korea</b>	<b>Session C: Room 2.1.04  Kevin Li, Chung-Ang University, Korea</b>	<b>Session D: Room 2.1.05  Rahuth Rodjanapradied, Chulalongkorn University, Thailand</b>	<b>Session E: Room 2.2.08  Jasmine S.L. Lam, Nanyang Technological University, Singapore</b>



15:00-15:30	<p>Opportunities and Challenges for Vietnam Supply Chain: A Review of Belt and Road Initiative</p> <p><i>Hiep Pham, Minh Nguyen, Kevin Nguyen (RMIT Vietnam)</i></p>	<p>Interpretative Structural Modeling for Critical Factor Analysis and Governance Framework Construction of a Green and Smart Port</p> <p><i>Jihong Chen (Shanghai Maritime University), Tiancun Huang (Shanghai Maritime University), Paul Tae-Woo Lee (Zhejiang University)</i></p>	<p>Analyzing Topic Sustainability in Maritime: Investigation of Dynamics of the Field with Literatures</p> <p><i>Sung-Ho Shin (Pyeongtaek University), Oh Kyoung Kwon (Inha University), Xiao Ruan (Zhejiang University), Prem Chhetri (RMIT Australia), Paul Tae-Woo Lee (Zhejiang University), Shahrooz Shahparvari (RMIT Australia)</i></p>	<p>Optimizing Inter-Regional Logistics in the Philippine Greater Capital Region</p> <p><i>Krister Ian Daniel Roquel, Alexis Fillone, Krista Danielle Yu (De La Salle University)</i></p>	<p>SWOT Analysis of BRI and Green Energy Potential</p> <p><i>Animesh Mishra (IIT (ISM) Dhanbad India), Pramod Pathak (IIT (ISM) Dhanbad), Prem Chhetri (RMIT Australia)</i></p>
15:30-16:00	<p>What Opportunities from the “One Belt, One Road” Initiative for Manufacturing? The Case of Hong Kong’s Textiles and Clothing Sectors</p> <p><i>Man Hin Eve Chan (Technological and Higher Education Institute), Yui-Yip Lau (The Hong Kong Polytechnic University), Wai Ching Alice Chu (Technological and Higher Education Institute), Chi Kuen Danny Ho (Hang Seng Management College), Hong-Oanh Nguyen (University of Tasmania)</i></p>	<p>Synergetic Service Network Design for Global Liner Shipping Carriers</p> <p><i>Tsung-Sheng Chang (National Chiao Tung University), Chung-Yee Lee (The Hong Kong University of Science and Technology)</i></p>	<p>Study on Existing and Potential Corridors Between Indian Ocean and China: A Goal Programming Model</p> <p><i>Lidan Du, Ying-En Ge (Shanghai Maritime University)</i></p>	<p>Evaluation on Sustainability of Urban Logistics Planning: The Case of One Belt One Road (OBOR) Project, Thailand</p> <p><i>Rahuth Rodjanapradied, Manoj Lohatepanont, Tartat Mookhamakkul (Chulalongkorn University)</i></p>	<p>A Stakeholder Perspective of Port City Sustainable Development</p> <p><i>Jasmine Siu Lee Lam (Nanyang Technological University), Wei Yim Yap (Singapore University of Social Sciences)</i></p>
16:00-16:30	<p>A Study on Relation among Shipping Freight Rate Volatility, Risk Attitude and Forward Freight Agreement</p>	<p>Container Transportation Connectivity in South Korea</p>	<p>Logistics Integration, Technical Efficiency, and Allocative Efficiency in International Container Shipping</p>	<p>Dynamics of Container Port Throughput and Shipping Connectivity in Vietnam</p>	<p>Do China’s Economic Policy Uncertainty and The Financial Crisis Matter on Target Leverage</p>

Koichiro Tezuka (Nihon University), Motokazu Ishizaka (Fukuoka University), Masahiro Ishii (Sophia University)

Kevin Li (Chung-Ang University), Tae-Joon Park (Yonsei University), Paul Lee (Zhejiang University), Heather McLaughlin (Coventry University), Wenming Shi (University of Tasmania)

Jose L Tongzon (Inha University), Wei Yim Yap (Singapore University of Social Sciences), Hong-Oanh Nguyen (University of Tasmania)

Suntichai Kotcharin, Sakkakom Maneenop (Thammasat University)

18:00-21:00

**Gala dinner**

**Venue:** Sheraton Hotel Saigon (88 Dong Khoi str., Ben Nghe ward, District 1, Ho Chi Minh City)

**Dress code:** Business casual

**Tuesday, 26 June 2018**

08:00-09:00

**Registration**

**Venue:** RMIT Vietnam, HCMC, Building 2, Level 1

**Plenary session for keynote speech: Chaired by Professor Wei Shen**, Deputy DVC for International Development, Deakin University, Australia

09:00-09:30

**Keynote speech 1**

***“Belt and Road - More Than Just Roads”***

» **Mr. Pham Hong Hai**, CEO, HSBC Bank Vietnam

09:30-10:00

**Keynote speech 2**

***“Vietnam’s international trade commitments”***

» **Mr. Jack Nguyen**, Managing Director and Country Head, TMF Group in Vietnam

10:00-10:30

**Coffee break (Venue:** RMIT Vietnam, HCMC, Building 2, Level 1)

10:30-12:00

**Meet the Editors: Chaired by Professor Paul Tae-Woo Lee**, Ocean College, Zhejiang University, China

» **Professor Kevin Li**, Editor-in-Chief, Maritime Policy & Management

» **Professor Ming-Kim Lim**, Co-Editor-in-Chief, International Journal of Logistics Research and Applications

» **Professor Hwa-Joong Kim**, Managing Editor, Journal of International Logistics and Trade

**12:00-13:15 LUNCH BREAK****Venue:** RMIT Vietnam, HCMC, Building 2, Level 1**13:15-16:30 Paper presentation sessions**

<b>Conference Room</b>	<b>Session A: Room 2.1.06</b>	<b>Session B: Room 2.1.07</b>	<b>Session C: Room 2.1.04</b>	<b>Session D: Room 2.1.05</b>
<b>Session Chairperson</b>	<b>Wei Yim Yap, Singapore University of Social Sciences, Singapore</b>	<b>Koichiro Tezuka, Nihon University, Japan</b>	<b>Hung Nguyen, RMIT Vietnam, Vietnam</b>	<b>Hwa-Joong Kim, Inha University, Korea</b>
13:15-13:45	Maritime Convection and Fluctuation Between Vietnam And China  <i>Zhi-Hua Hu, Chan-Juan Liu (Shanghai Maritime University, China)</i>	Information Sharing in Logistics Firms: An Exploratory Study of the Vietnamese Logistics Sector  <i>Thuy Nguyen, Hiep Pham, Scott McDonald, Nhu Tran (RMIT Vietnam)</i>	The Missing Western End of the New Silk Road  <i>Richard Griffiths (Leiden University)</i>	Influences of Operational and Market Conditions on Seaport Efficiency in Newly Emerging Economies: the Case of Vietnam  <i>Thanh Phuong Le (Vietnam Maritime University), Hong-Oanh Nguyen (University of Tasmania)</i>
13:45-14:15	A Coastal Maritime Network: More Than One Side of Vietnam  <i>Jing-Jing Hu, Zhi-Hua Hu (Logistics Research Center, Shanghai Maritime University, China)</i>	IT Competence, Supply Chain Agility, and Organisational Culture in Large Manufacturers of a Multinational Country  <i>Shaghayegh Maleki Far, Mohammadreza Akbari (RMIT Vietnam)</i>	Brazilian ports efficiency analysis using BIO-MCDEA  <i>Renata Machado De Andrade (Inha University), Oh Kyoung Kwon (Inha University), Paul Tae-Woo Lee (Zhejiang University), Prem Chhetri (RMIT Australia)</i>	Multiple Vehicle Routing Problem with Drones for Wildfire Surveillance  <i>Dong-Hoon Son and Hwa-Joong Kim (Inha University)</i>
14:15-14:45	A Giant's Pull: How Macroeconomic Conditions from China Explain Leverage Decisions In Thailand's Shipping Industry  <i>Suntichai Kotcharin, Sakkakom Maneenop (Thammasat University)</i>	Business Sustainability through Culturally Appropriate Online Communication - A New Challenge for Nations Along the One Belt One Road Pathway  <i>Thanapat Kijbumrung, Philip Michael Ross Smith (RMIT Vietnam)</i>	Mitigating Supply Chain Risks On New Silk Roads: A Conceptual Framework For One Belt One Road Initiative  <i>Michael Wang (Monash Univerity), Geoffrey Tm Chow (MIT Melbourne), Ahmad Abareshi (RMIT Australia), Ferry Jie (Edith Cowan University)</i>	Vietnam: along the Maritime Silk Road and Playing Globally  <i>Zhi-Hua Hu, Chan-Juan Liu (Shanghai Maritime University)</i>

14:45-15:00	Coffee Break	Coffee Break	Coffee Break	Coffee Break
Conference Room	Session A: Room 2.1.06	Session B: Room 2.1.07	Session C: Room 2.1.04	Session D: Room 2.1.05
Session Chairperson	Min Tu, Wuhan University of Technology, China	Hiep Pham, RMIT Vietnam University, Vietnam	Gang Dong, Shanghai Maritime University, China	Kai-Chieh Hu, Soochow University, Taiwan
15:00-15:30	Supply Chain Value of Logistics Firms: An Exploratory Study  <i>Scott McDonald, Hiep Pham, Thuy Nguyen, Nhu Tran-Kieu (RMIT Vietnam)</i>	Achieving Supply Chain Sustainability Through Lean and Green Integration: A Conceptual Framework  <i>Thao Phuong Trinh (RMIT University, Vietnam)</i>	Conceptualising Business Owner Competencies, Relationship Quality and Business Success for Small and Medium Logistics Enterprises in Vietnam  <i>Vanessa Cao, Pi-Shen Seet, Ferry Jie, Julie Crews (Edith Cowan University)</i>	Deregulation of Port Tariff and Foreign Investment Under The Belt And Road Initiative  <i>Gang Dong, Hongtao Hu (Shanghai Maritime University)</i>
15:30-16:00	A conceptual framework for investigating the critical factors for the adoption of social sustainability practices in Vietnamese handicraft organisations  <i>Thi Tran, Hepu Deng, Chin Eang Ong (RMIT Australia)</i>	Consumer's Intention and Behaviour Towards Tree Nuts Consumption in Ho Chi Minh City, Vietnam  <i>Scott McDonald, Thi Quynh Nguyen, Kim Eunsung (RMIT Vietnam), Vu Tran, Van Anh Do, Huyen Duong Bui (Apis Corporation), Majo George (RMIT Vietnam)</i>	A Design Thinking Framework for the Adoption of Appropriate Port Operations Technologies: A Case Study  <i>Victor Gekara (RMIT Australia), Mathews Nkhoma, Duy Dang-Pham and Tram Le-Hoai (RMIT Vietnam)</i>	Determinants of Textile and Clothing bilateral trade flow: a Review  <i>Wai Ching Alice Chu, Man Hin Eve Chan, Jenny Cheung (Technological and Higher Education Institute of Hong Kong)</i>
16:00-16:30	An Investigation into The Link Between Exports and Logistics Performance: A Global Perspective  <i>Seema Narayan, Prem Chhetri, Booi Kam, Anjali Chhetri (RMIT Australia)</i>	Determinants for Participation in the Global Value Chain: Challenges and Prospects of Small and Medium Enterprises in Vietnam  <i>Trung Nguyen, Hiep Pham, Robert McClelland, Irfan Ulhaq, Thanh Dang (RMIT Vietnam)</i>	Analysis of Influencing Factors for Marine Grade Accidents in Malacca Straits  <i>Min Tu, Zhiyuan Zhou, Siwei Wang (Wuhan University of Technology)</i>	Analysis of Container Terminal Yard Truck and Yard Allocation Operations Strategies: Port of Tanjung Priok  <i>Armand Omar Moeis, Tubagus Achmad Chair Chaulan, Teuku Yuri Zagloel, Akhmad Hidayatno, Mohammad Rizky Nur Iman (Universitas Indonesia)</i>

**16:30-17:00** **Closing Ceremony (Venue: RMIT Vietnam, HCMC, Building 2, Auditorium 2.1.04)**

» **Chaired by Professor Paul Tae-Woo Lee** (Ocean College, Zhejiang University, China), **Assoc. Professor Mathews Nkhoma** (School of Business and Management, RMIT Vietnam), **Professor Jun-Yeop Lee** (Jungseok Research Institute of International Logistics and Trade, Inha University, Korea)

» **Best paper award**

» **Best reviewer award**

**Wednesday, 27 June 2018**

**07:30-12:00**    **Field trip (subject to prior application)**

**Venue:** A Local Port

# Opening ceremony

# Conference Organisers' Welcome Message

Dear Delegates,

On behalf of the Organizing Committee of the 3<sup>rd</sup> Belt and Road Conference 2018: Connectivity in Asia & Trade, Transport, Logistics & Business, It gives me great pleasure to welcome you to Vietnam for what I know will be an informative, productive and enjoyable four days.

The 'Belt and Road Initiative' (BRI) aims to build a new 'silk road' route to link Asia with Africa and Europe; investing millions of dollars on new infrastructure projects to benefit our region. The 2018 BRI conference examines the Initiative's multi-dimensional impact on transportation, international trade, global supply chains, logistics, and trans-continental development. This conference will be a venue where enterprises, policymakers, industry and academic experts meet to share views on the issues and challenges surrounding Connectivity in Asia & Trade, Transport, Logistics & Business.

RMIT Vietnam has a proud history of leading educational dialogue in Southeast Asia. In 15 years of operation, we have hosted many academic conferences with visiting speakers from throughout the world. We value these events for the insights that they bring to our academic staff and the capacity-building opportunities they provide for our colleagues in this developing region.

RMIT University would like thank each of you for attending the BRI 2018 conference and bringing your expertise to our gathering. You, as organization leaders, have the vision, the knowledge, the means and the experience to help us pave our way into the future. Throughout this conference, I ask you to stay engaged, keep us proactive and help us shape the future of Trade, Transport and Logistics within the region.

Thank you for considering RMIT University as the host institution for the 2018 BRI Conference. Please feel free to contact me if you have any questions. We are delighted looking forward to hosting the conference.

Sincerely,

Mathews Nkhoma, Head of School, School of Business and Management,  
RMIT University Vietnam

Professor Paul Tae-Woo Lee, Director of Maritime Logistics and Free Trade Islands  
Research Center, Ocean College, Zhejiang University, China

Professor Jun-Yeop Lee, Director of Jungseok Research Institute of International Logistics  
and Trade, Inha University, Korea

## Conference Co-Organisers



**Associate Professor Mathews Nkhoma**  
Head of School, School of Business and Management  
RMIT University  
Vietnam



**Professor Paul Tae-Woo Lee**  
Director of Maritime Logistics and Free Trade Islands  
Research Center, Ocean College  
Zhejiang University, China



**Professor Jun-Yeop Lee**  
Director of Jungseok Research Institute of International  
Logistics and Trade  
Inha University, Korea



## Plenary session

### Chaired by

- **Associate Professor Mathews Nkhoma**

Head of School – School of Business and Management – RMIT  
Vietnam

### Keynote speech

- **25 June**

- **Mr. Sooyeob KIM**

- Economic Affairs Officer Transport Facilitation and Logistics  
Section, UN ESCAP.

- **Mr. Thomas Harris**

- Managing Director, DHL eCommerce (Vietnam)

- **26 June**

- **Mr. Pham Hong Hai**

- CEO HSBC Bank Vietnam.

- **Mr. Jack Nguyen**

- Managing Director and Country Head, TMF Group Vietnam

## **Keynote speech (I)**

**Mr. Sooyeob KIM**

Economic Affairs Officer, Transport Facilitation and  
Logistics Section, UN ESCAP.

### **TOPIC**

“The roles and challenge of the Belt and Road in East  
Asia”

## Keynote speech (II)

**Mr. Thomas Harris**

Managing Director, DHL eCommerce, Vietnam

### TOPIC

“Magacities and future of urban logistics”

**Bio-note:** David Olsson is an international lawyer and senior consultant to global law firm King & Wood Mallesons. He has a particular interest in the development of China’s financial markets and cross-border capital flows. He chairs an Australian government sponsored and private sector led initiative that is promoting the use of Renminbi for trade, finance and investment in Australia, and leads a NSW government committee supporting Sydney’s position as the leading offshore RMB centre in Asia Pacific region. He is also on the advisory board of the *Australia-China One Belt, One Road Initiative* which was launched in mid 2018 to promote participation by Australian companies in China’s economic development program. David was senior partner of KWM in Beijing for nearly 6 years (2008 – 2013). Prior to this he was a Managing Partner of the Australian firm with over 30 years’ experience as a specialist in the areas of cross-border investments, debt capital markets and corporate finance. He is a former Chairman of the Australian Chamber of Commerce, Beijing (2010 – 2013), a member of the executive committee of Australia China Business Council (Victoria) and on the advisory board of policy think-tank China Matters and the Australia-China One Belt, One Road Initiative. He was appointed a member of the Australia China Council in January 2013.

# Keynote speech (III)

**Mr. Pham Hong Hai**  
CEO HSBC Bank Vietnam

## TOPIC

### “Belt and Road - more than just Roads”

#### **Bio-note:**

Pham Hong Hai became the new Chief Executive Officer (CEO) of HSBC Bank (Vietnam) Ltd. on 1 December 2014. He is the first ever Vietnamese person to head operations at this Vietnam’s leading foreign-owned bank.

Hai, a well-known and respected figure in the country’s banking and finance sector, first joined HSBC in 1995 and then became the first ever Vietnamese national to be appointed head of Global Markets at HSBC Vietnam in 2004 and head of Global Banking and Markets (GB&M) in 2012.

Under his leadership, GB&M developed into one of the largest and most highly-regarded franchises among foreign banks in Vietnam, assisting to facilitate numerous major deals, such as closing the first local currency cross currency swap in Vietnam in 2004, advising a top tier State-owned bank for the country’s first Tier 2 bond issuance in 2006, and advising another top State-owned bank to execute its first international bond issuance in 2012, and most recently, acting as the Joint Lead Manager and Joint Book Runner to issue \$1 billion Vietnam sovereign bonds in 2014.

Hai personally received a Certificate of Merit for excellence from Trade Union of the State Bank of Vietnam for his contribution to the Banking industry of Vietnam between 2011 and 2013.

Hai’s local insights and international banking expertise mean he is perfectly suited to not only promote Vietnam across global markets and provide foreign investors with invaluable support in Vietnam but also to assist Vietnamese corporations who have ambitions to expand internationally.

Hai holds a Professional Diploma in Financial Services from the Institute of Financial Services in the UK and a Bachelor's Degree in Business Administration from the University of Economics in Ho Chi Minh City.

## Keynote speech (IV)

**Mr. Jack Nguyen**

Managing Director and Country Head, TMF Group Vietnam

### TOPIC

“Vietnam’s international trade commitments”

**Bio-note:**

Jack Nguyen is a Canadian Chartered Accountant who has over 20 years of international executive accounting, finance and investments experience working in Canada, the United States, and Vietnam, in both publicly listed and private companies.

Jack has extensive industry experience working in investment banking, fund management, hospitality, education management, health care, hi-tech, and real estate. While working in public accounting, he served clients in fund management, banking, insurance, manufacturing, health-care, hi-tech, real estate, and mining and not for profit industries.

# Committees of the Conference

## Conference Co-Chairpersons:

**Associate Professor Mathews Nkhoma**

Head of School, School of Business and Management  
RMIT University, Vietnam

**Professor Paul Tae-Woo Lee**

Director of Maritime Logistics and Free Trade Islands Research Center  
Ocean College, Zhejiang University, China

## Conference Hosting Institute:

**Associate Professor Mathews Nkhoma**

Head of School, School of Business and Management  
RMIT University, Vietnam

## Conference Co-organisers:

**Associate Professor Mathews Nkhoma**

Head of School, School of Business and Management  
RMIT University, Vietnam

**Professor Paul Tae-Woo Lee**

Director, Maritime Logistics and Free Trade Island Research Center,  
Ocean College, Zhejiang University, China

**Professor Jun-Yeop Lee,**

Director, Jungseok Research Institute of International Logistics and Trade,  
Inha University, Korea

## International Steering Committee (ISC)

Co-Chairman, Professor Paul Tae-Woo Lee (Zhejiang University, China) and  
Associate Professor Mathews Nkhoma (RMIT University Vietnam)

No	Name	Institute	Country
1	Caroline Chan	RMIT Melbourne	Australia
2	InKyo Cheong	Inha University	Korea
3	Prem Chhetri	RMIT Melbourne	Australia
4	Hyung-Rim Choi	Dong-A University	Korea
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# **Conference Papers (Abstracts)**

## PAPER CODE & TITLE & AUTHOR

Paper code	Paper title	Author(s)
001	Opportunities and Challenges for Vietnam Supply Chain: A Review of Belt and Road Initiative	Hiep Pham, Minh Nguyen, Kevin Nguyen
002	The Missing Western End of the New Silk Road	Richard Griffiths
003	Analysis of Container Terminal Yard Truck and Yard Allocation Operations Strategies: Port of Tanjung Priok, Indonesia	Armand Omar Moeis, Tubagus Achmad Chair Chaulan, Teuku Yuri Zagloel, Akhmad Hidayatno, Mohammad Rizky Nur Iman
005	Towards Indonesian Sustainable Ports Cluster Policy Model: an Ongoing Research	Fenny Desriani, Armand Moeis, Akhmad Hidayatno, Teuku Yuri Zagloel
006	Optimizing Inter-Regional Logistics in the Philippine Greater Capital Region	Krister Ian Daniel Roquel, Alexis Fillone, Krista Danielle Yu
008	Logistics Integration, Technical Efficiency, and Allocative Efficiency in International Container Shipping	Jose L Tongzon, Hong-Oanh Nguyen
009	Mitigating supply chain risks on new silk roads: a conceptual framework for one Belt One Road Initiative	Michael Wang, Geoffrey Tm Chow, Ahmad Abareshi, Ferry Jie
010	What Opportunities from the “One Belt, One Road” Initiative for Manufacturing? The Case of Hong Kong's Textiles and Clothing Sectors	Man Hin Eve Chan, Yui-Yip Lau, Wai Ching Alice Chu, Chi Kuen Danny Ho, Hong-Oanh Nguyen
011	Influences of Operational and Market Conditions on Seaport Efficiency in Newly Emerging Economies: the Case of Vietnam	Thanh Phuong Le, Hong-Oanh Nguyen
013	A giant’s pull: How macroeconomic conditions from China explain leverage decisions in Thailand’s shipping industry	Suntichai Kotcharin, Sakkakom Maneenop
014	Do China’s economic policy uncertainty and the financial crisis matter on target leverage adjustment speeds?	Suntichai Kotcharin, Sakkakom Maneenop
015	SWOT Analysis of BRI and Green Energy potential	Animesh Mishra, Pramod Pathak, Prem Chhetri
016	Evaluation on Sustainability of Urban Logistics Planning: The Case of One Belt One Road (OBOR) Project, Thailand	Rahuth Rodjanapradied, Manoj Lohatepanont, Tartat Mookhamakkul
017	Conceptualising Business owner Competence, Relationship Quality and Business Success for Small and Medium Logistics Enterprises in Vietnam	Vanessa Cao, Pi-Shen Seet, Ferry Jie, Julie Crews

020	Synergetic Service Network Design for Global Liner Shipping Carriers	Tsung-Sheng Chang, Chung-Yee Lee
021	Belt and Road Initiative – Status quo from an Austrian perspective	Andreas Breinbauer, Reinhold School, Sandra Eitler
022	A Study on Relation among Shipping Freight Rate Volatility, Risk Attitude and Forward Freight Agreement	Koichiro Tezuka, Motokazu Ishizaka, Masahiro Ishii
023	Does the Attainment of Green Certification Ordain Manufacturing Performance? A Comparison of Emerging and Developing countries	Nguyen Hung, Avinash Shankaranarayanan, Gana Gopalakrishnan
024	Analyzing Topic Sustainability in Maritime: Investigation of Dynamics of the Field with Literatures	Sung-Ho Shin, Oh Kyoung Kwon, Xiao Ruan, Prem Chhetri, Paul Tae-Woo Lee, Shahrooz Shahparvari
025	Dynamics of Container Port Throughput and Shipping Connectivity in Vietnam	Wei Yim Yap
026	Container transportation connectivity in South Korea	Kevin Li, Tae-Joon Park, Paul Tae-Woo Lee, Heather McLaughlin, Wenming Shi
027	Study on existing and potential corridors between Indian Ocean and China: a goal programming model	Lidan Du, Ying-En Ge
028	The network robustness of Asian airlines and Brokerage role of Asia Pacific hub airports	Soo Bi Lee, Oh Kyoung Kwon, Paul Tae-Woo Lee, Prem Chhetri, Ok Soon Han, Hye Min Chung
029	Brazilian ports efficiency analysis using BIO-MCDEA	Renata Machado De Andrade, Oh Kyoung Kwon, Paul Tae-Woo Lee, Prem Chhetri
030	A conceptual framework for investigating the critical factors for the adoption of social sustainability practices in Vietnamese handicraft organisations	Thi Tran, Hepu Deng, Chin Eang Ong
031	Disruptive Potential of Digitalization within Belt Road Initiative Development Framework Projects: European Perspective and Focus on New Silk Road	Petr Kolar, Martin Jancalek
033	Determinants of Textile and Clothing bilateral trade flow: a review	Wai Ching Alice Chu, Man Hin Eve Chan, Jenny Cheung
034	Analysis of Influencing Factors for Marine Grade Accidents in Malacca Straits	Min Tu, Zhiyuan Zhou, Siwei Wang
035	Defining the Building Blocks and the Priority Areas for Cooperation under the Belt and Road Initiative: A Literature Review	Yaktor Joshua Inusa, Doris Hooi Chyee Toe
036	IT Competence, Supply Chain Agility, and Organisational Culture in Large Manufacturers of a Multinational Country	Shaghayegh Maleki Far, Mohammadreza Akbari
037	Prospect of a Southeast Asia Link on Belt and Road Connectivity: An Assessment of Seremban, Malaysia from Its Strategic Position	Steven Angya, Doris Hooi Chyee Toe

038	Maritime convection and fluctuation between Vietnam and China	Zhi-Hua Hu, Chan-Juan Liu
040	Vietnam: along the Maritime Silk Road and playing globally	Zhi-Hua Hu, Chan-Juan Liu
041	A coastal maritime network: more than one side of Vietnam	Jing-Jing Hu, Zhi-Hua Hu
042	A Stakeholder Perspective of Port City Sustainable Development	Jasmine Siu Lee Lam, Wei Yim Yap
043	Deregulation of port tariff and foreign investment under the Belt and Road Initiative	Gang Dong, Hongtao Hu
044	Food Safety Labelling Management in the Vietnamese Retail Food Sector: A Direct Observational Study	Kim Eunsung, Scott McDonald
045	Supply Chain Value of Logistics Firms: An Exploratory Study	Scott McDonald, Hiep Pham, Thuy Nguyen, Nhu Tran-Kieu
047	Consumer's Intention and Behaviour Towards Tree Nuts Consumption in Ho Chi Minh City, Vietnam	Scott McDonald, Thi Quynh Nguyen, Kim Eunsung, Vu Tran, Van Anh Do, Huyen Duong Bui, Majo George
048	Development of green ports with the consideration of costal wave energy	Li Li, Yucheng He, Shuzhu Zhang, Jiadong Zhu, Xuehao Feng, Junyu Zhou, Junhao Kong
049	Business Sustainability through Culturally Appropriate Online Communication - A New Challenge for Nations Along the One Belt One Road Pathway	Thanapat Kijbumrung, Philip Michael Ross Smith
050	Achieving Supply Chain Sustainability Through Lean and Green Integration: A Conceptual Framework	Thao Phuong Trinh
051	Modeling a Three-mode Hybrid Port-hinterland Freight Intermodal Distribution Network with the Environmental Consideration: The Case of the Yangtze River Economic Belt in China	Qian Dai, Jiaqi Yang, Dong Li
052	Interpretative Structural Modeling for Critical Factor Analysis and Governance Framework Construction of a Green and Smart Port	Jihong Chen, Tiancun Huang, Paul Tae-Woo Lee
053	Infrastructural Phase Transitions as a Cause of Economic Development	David Emanuel Andersson, Åke E. Andersson
054	Determinants for Participation in the Global Value Chain: Challenges and Prospects of Small and Medium Enterprises in Vietnam	Trung Nguyen, Hiep Pham, Robert McClelland, Irfan Ulhaq, Thanh Dang
055	Information Sharing in Logistics Firms: An Exploratory Study of the Vietnamese Logistics Sector	Thuy Nguyen, Hiep Pham, Scott McDonald, Nhu Tran
056	An investigation into the link between exports and logistics performance: A global perspective	Seema Narayan, Prem Chhetri, Booi Kam, Anjali Chhetri

o57	Economic order quantity models for disassembling end-of-life/use products in reverse logistics	Dong-Hoon Son, Hwa-Joong Kim and Jin-Myeong Jang
o58	Multiple Vehicle Routing Problem with Drones for Wildfire Surveillance	Dong-Hoon Son and Hwa-Joong Kim
o59	A Design Thinking Framework for the Adoption of Appropriate Port Operations Technologies: A Case Study	Victor Gekara, Mathews Nkhoma, Duy Dang-Pham and Tram Le-Hoai
o60	Alternatives for Activating the Myanmar-China Border Trade	Htet Htet Kyaw Nyunt, Gisun Park, Sunghwan Kim (Sunchon National University)
o61	Impact of BRI on Myanmar	Htet Htet Kyaw Nyunt, Hyun-Duk Kim, Hwa Seon (Sunchon National University)
o62	Alternatives for Activating Cruise Industry in Myanmar	Kyi Phyu Aung, Kyonghoon Cho, Ikseong Kim (Sunchon National University)
o63	A Study On The Factor Evaluation Of Risk Management For Dangerous Cargo In Port	Yongseok Choi, Jeongseok Hur, Guiboon Park (Sunchon National University)

# Opportunities and Challenges for Vietnam Supply Chain: A Review of Belt and Road Initiative

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## Abstract

Belt and Road Initiative (BRI) aims to develop trading and logistics among regional countries along the corridor from Asia to Europe, and enhance international cooperation, especially with China. It aims to develop and improve the connecting infrastructure of all member countries through providing financial funding and sharing large project management experience and to enhance international cooperation, especially with China. This paper argues that infrastructure project management, standardization of logistics network, and transparent funding policies need to be overcome to by BRI members to fully participate and benefit from BRI.

**Key Words:** Supply Chain, Belt and Road Initiative, Vietnam

## The Missing Western End of the New Silk Road

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### Abstract

The early 16th Mongolian Map is a beautiful landscape map depicting the silk road. It is 59cms high and 30 metres long. Ironically it stops at Antioch. The European part is missing. It could be a metaphor for Europe's response to China's BRI today. Freight trains from Chinese cities pass daily through to Duisburg in Germany and from there to the rest of Europe. These regular services have been running since 2012 and they form one of the achievements of the new silk road. Yet despite repeated encouragement, the European Union has yet to endorse the BRI initiative. Its only recognition is to engage in a pitifully slow Connectivity Platform to explore the possibility of one or two joint projects. Such participation, it repeatedly explains, must be open and transparent and must guarantee interoperability. One could be excused for thinking that, after sixty years of existence and twenty-five years of single market experience, the EU itself would be a perfect example of interoperability but the reality shows that this is still far from the truth. This paper will examine the current situation Europes fragmented rail freight network and of the TEN-T (Trans-European Transport Network) policy framed resolve it. It will show how different rail management schemes, the persistence of national priorities and the conflicting rules for European Union funding all contribute to a neglect trans-frontier rail improvements. It will reveal how the imaginatively named Motorways of the Sea has floundered on a combination of limited ambition and excessive scope. It will show how the same explanations for the shortcomings in an effective European transport policy reemerge and combine to mute the European Union response to the BRI initiative and help promote the attraction of the BRI for the nine EU member states among the 16+1 arrangement by which China has linked to itself the former socialist economies of Central and Eastern Europe

**Key Words:** European Union, Transport, BRI Initiative, Maritime Silk Road



## **Analysis of Container Terminal Yard Truck and Yard Allocation Operations Strategies: Port of Tanjung Priok, Indonesia**

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### **Abstract**

Tanjung Priok is one of the busiest ports in Indonesia. It is shown by the constant activity increase of loading and unloading from year to year. However, this constant increase is not coupled with productivity improvement. For example, the port's dwelling time is relatively longer compared to other countries. Therefore, it is necessary to research on strategies to increase port productivity, i.e. Yard Truck Operations and Yard Allocation. This study uses a discrete event simulation to try a combination of single-cycle strategy, twin cycle and dual cycles in Yard Truck Operations. And regarding Yard Allocation, exercising several strategies i.e. separation on each block (grouping), diamond separation, horizontal separation on each block and the vertical separation on each block. The result shows that twin cycle and block separation (grouping) works best for port of Tanjung Priok. This research aims to improve the port's productivity in Tanjung Priok and Indonesia as general

**Key Words:** Container Terminal, Yard Truck , Operations, Stacking Yard Allocation, Discrete Event Simulation

## **Towards Indonesian Sustainable Ports Cluster Policy Model: an Ongoing Research**

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### **Abstract**

A seaport is not a transport node only but an economic cluster as well. Port attracts companies to converge into its proximity and forms port cluster. Ports cluster can grow and decline mostly depends on governments' policies. Bigger ports cluster means bigger economic activities, but it also comes with negative externalities, such as air pollutions. This paper shows our endeavour in developing a sustainable ports cluster policy model, with Indonesia as its focus. We mainly used policy analysis approach whereas it is mainly a system analysis applied into complex socio technical systems

**Key Words:** ports cluster, sustainability, policy analysis, systems analysis, causal analysis

# Optimizing Inter-Regional Logistics in the Philippine Greater Capital Region

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## Abstract

Critical to sustaining economic growth, logistics sprawl is a problem that needs to be addressed effectively and immediately, especially in developing countries. In the Philippine Greater Capital Region (GCR), the freight transport industry not only incurs operational losses, the community also suffers its negative impacts in the form of accident and emission costs, and thus, the need to optimize freight transport operations. This paper employs the co-benefit framework to evaluate several policy scenarios using benefits of travel time and operating cost reductions and savings in accident and CO<sub>2</sub>, SO<sub>x</sub>, NO<sub>x</sub>, and PM emission costs as assessment metrics. Furthermore, the country's exposure to the strongest typhoons makes it imperative to consider resilience. In this paper, resilience is measured and quantified using an Inoperability Input-Output model, where a disruption in freight transport operations (e.g. flooding) is taken as the initial perturbation. Using co-benefit and resilience metrics, three freight development programs: a) Freight consolidation centers; b) Freight volume shift to outer ports; and c) Rail freight, and its various combinations were assessed. With the policy evaluation procedure undertaken, the interests of both the stakeholders and the community were covered

**Key Words:** Logistics sprawl, Urban freight, Co-benefit analysis, Input-Output, Policy Evaluation

## Logistics Integration, Technical Efficiency, and Allocative Efficiency in International Container Shipping

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### Abstract

Competition in global markets is ultimately competition between supply chains. The competitiveness of a supply chain depends on not only the competitiveness of individual chain players but also their cooperation to improve the integration of the entire chain's operation. On the other hand, it is also well known that the international logistics and supply chains are subject to the domination of seaports and shipping lines each with increasingly significant market power in the maritime sector. This implies that international supply chains (that typically involves sea transport as a key chain segment) could be subject to the double marginalisation problem that affects the allocative efficiency of the chain. While chain operators are keen to cooperate improve chain integration, they potentially have to deal with both technical and allocative efficiency issues (Álvarez-SanJaime et al., 2013). The relationships between logistics integration, technical efficiency, and allocative efficiency have not been considered, especially in the international container shipping sector. The current study seeks to address this gap in the literature. Its main objective is to provide exploratory research into the relationships between chain integration on one hand, and technical and allocative efficiency of the supply chain on the other hand. We used data collected from a survey of the key global container shipping lines, on their logistics integration with seaports in Asia. Data analysis was carried out using exploratory factor analysis (EFA) and structural equation modelling (SEM) to analyse and conduct the hypothesis tests of the effect of shipping lines' logistics integration with seaports in Asia, and the relationship between logistics integration, and technical and allocative efficiency. The analysis results show that logistics integration has a positive impact on both allocative and technical efficiency, while technical efficiency and other factors are also influential to allocative efficiency. Implications for stakeholder and future research are also discussed

**Key Words:** logistics integration, technical efficiency, allocative efficiency, factor analysis, liner shipping

## Mitigating supply chain risks on new silk roads: a conceptual framework for one Belt One Road Initiative

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### Abstract

One Belt One Road (OBOR) Initiative as envisaged by Chinese President Xi Jinping, has the potential to become the biggest enabler of trade integration the world has ever seen. Under the OBOR Initiative, a growing number a growing number of Chinese organisations and firms started to enter an international market. We call them OBOR organisations. However, they heavily relied on the third part logistics (3PL) service providers to deliver and support the business internationally. The 3PL has become an important sector in today's OBOR initiative. One of the advantages of implementing 3PL solution is managing the supply chain risks. However, there is fewer well-defined tools and techniques for supply chain risk management in 3PL. Managers are experienced, knowledgeable and have appropriate altitudes in their industries, but they are not effective. The purpose of this paper provides a conceptual framework for managing supply chain risks by deploying and developing logistics capabilities. This paper identifies five major types of supply chain risks on the OBOR, they are logistics-related risk, financial risk, information-related risk, customer-related risk, and environmental risk. Logistics capabilities including flexibility, innovation, and responsiveness are considered in the framework. The paper focuses on the relationship between logistics capability and supply chain risks. This would result in increased effectiveness of supply chain risk management behaviour and inspiring researchers and managers to rethink about ways to manage supply chain risks for OBOR organisations. Moreover, it contributes to supply chain risk management and OBOR literature

**Key Words:** Logistics Capability, Supply Chain Risk, One Belt One Road Initiative, Logistics Management

## What Opportunities from the “One Belt, One Road” Initiative for Manufacturing? The Case of Hong Kong's Textiles and Clothing Sectors

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### Abstract

The One Belt, One Road (hereafter OBOR) initiative is a development strategy launched by China in 2015. Its aim is to increase economic co-operation among countries along the China's Silk Road Economic Belt and 21st Century Maritime Silk Road that connect Asia, Europe and Africa. This is particularly true for companies in the textiles and clothing (T&C) sectors, as the OBOR initiative offers investment opportunities in developing low-cost production bases in developing countries and promotes global trade. The main objective of this paper is twofold. First, it investigates how Hong Kong can strengthen its “super-connector” role, facilitating sustainable trade and development in the T&C industries among some OBOR countries. Specific measures are identified so that T&C companies in Hong Kong can establish and facilitate technological upgrades and transformation to potential production facilities in some developing countries under the OBOR initiative. This would contribute to the sustainable development of the T&C sectors in Hong Kong. Second, the study extends the gravity trade model to analyze the development of T&C trade patterns between Hong Kong and OBOR countries. Especially it covered some of the key factors not considered in previous studies, such as Logistics Performance Index (LPI), demographical factors, and those related to the business environment and policies. The analysis covers the impacts of country-specific, social, economic and supply chain factors on T&C trade. Based on the results, recommendations are provided to address how Hong Kong helps to facilitate trade and development of the T&C sectors under the OBOR initiative

**Key Words:** supply chain management, trade gravity model, textiles and clothing, One Belt One Road

# Influences of Operational and Market Conditions on Seaport Efficiency in Newly Emerging Economies: the Case of Vietnam

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## Abstract

Despite the importance of seaports in fostering economic growth in newly emerging economies, studies on seaport performance in these countries are yet to provide an adequate understanding to both academics and practitioners. Vietnam is located on the main sea routes of East-West and North Asia-Southeast Asia, therefore the development of its seaports not only impacts economic growth but also international and regional trade as a whole. Their development and efficiency are subject to many factors internal as well as external to the ports. This study investigates the effects of these factors on port efficiency using the data of Vietnamese seaports over the years 2015 and 2016, and the double-bootstrap, two-stage Data Envelopment Analysis (DEA) method. The main focus is on the effects of operational and market conditions and both univariate and multivariate analyses are conducted. The analysis results show that in addition to the factors of production, two other factors namely the geographical region and ownership type also significantly impact seaport performance. In addition, seaports in different phases of reform experience a disparity in efficiency

**Key Words:** seaport efficiency, operational and market conditions, newly emerging economies, DEA, bootstrap, Vietnam

# **A giant's pull: How macroeconomic conditions from China explain leverage decisions in Thailand's shipping industry**

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## **Abstract**

As the uniqueness of shipping industry, we question whether the economic policy uncertainty (EPU), as developed in Baker, Bloom, and Davis (2016), may influence firms when making leverage decisions based on their expectations about the future economic policy environment. Due to an increasing importance of shipping industry in emerging markets, we shed a new light on non-listed companies which yield an interesting insight for stakeholders. Therefore, we examine financial leverage decisions of Thai shipping companies by employing panel data methodology. Dataset of 1,428 observations is drawn from the non-listed Thai shipping firms for the period 2002-2016. Our research model distinguishes from others by incorporating all related macroeconomic and microeconomic variables. The results demonstrate that shipping firms use more debt when Chinese macroeconomic conditions are supportive, namely high GDP growth and low policy uncertainty. Meanwhile, the effect of Thailand's economy on debt usage is less relevant. Based on the sub-groups of tanker and dry bulk market sectors, we find that both are significantly affected by macroeconomic conditions. Thus, there are links from both EPU and other macroeconomic conditions to leverage decisions. For sub-group analysis, we split the entire sample into three sub-period, pre-2008 global financial crisis period, during the crisis period, and the post-2008 crisis period. The relationship among global factors is more pronounced before the crisis. Understanding the effects of the Chinese EPU and other macroeconomic conditions relevant to shipping firms' financing strategy offers crucial policy implications and may allow Thai firm managers and governmental authorities to take precautionary actions to ease the impact of these factors

**Key Words:** The Economic Policy Uncertainty, Macroeconomic Conditions, Financial Leverage, Maritime Financial Management, Thailand's Shipping Industry.



## **Do China's economic policy uncertainty and the financial crisis matter on target leverage adjustment speeds?**

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### **Abstract**

Motivated by the limitation of prior literature in the leverage decisions in static environment, we explore the dynamic influence of economic policy uncertainty (EPU) of China and the macroeconomic conditions on non-listed shipping firms in the emerging economy. This research has major objectives as (1) to investigate the interaction of the macroeconomic conditions and firm characteristics in a time-varying financial leverage target, and (2) to increase our understanding on how the 2008 global financial crisis differently affected the adjustment speed of firm financing behavior. We employ a dynamic panel approach to estimate a presence of the macroeconomic conditions and firm specific factors and the heterogeneity in the speed of adjustment based on the 2008 global financial crisis. The model overcomes major shortcomings of well-known static models which the expected results are then more valid and robust. Our investigation relies on a firm-level unbalanced panel dataset of Thailand's shipping firms from the period of 2002 - 2016. Tanker and dry bulk shipping firms are of main concerns. The analyses are based on the effect of the most recent global financial crisis to test how differently the changing patterns of leverage adjustment speeds occur across the sub-sectors. Our findings enhance a comprehensive understanding of the role of these speed adjustment factors in different time periods. We expect that a set of macroeconomic and firm characteristic factors contribute to the dynamic behavior of leverage decisions. Firms have fastened the speed of adjustment when economic conditions are good. Also, the speed of adjustment is significantly high before financial crisis

**Key Words:** Economic Policy Uncertainty for China, Macroeconomic Conditions, Dynamic Leverage Decisions, Financial Crisis, Shipping Company.

## SWOT Analysis of BRI and Green Energy potential

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### Abstract

The Belt & Road Initiative is China's paramount international economic desire, directing at stimulating economic development in a vast region covering sub regions in Asia, Europe and Africa, which accounts for 64% of world population and 30% of world GDP. The Initiative is devised to reconfigure China's external sector in order to continue its strong growth. While infrastructure development plays a central role, the Belt & Road Initiative is a comprehensive one, including also policy dialogue, unimpeded trade, financial support and people-to-people exchange. At present Green energy is being promoted to build low-carbon economies. This study reviews the development of renewable energy policies and roadmaps in Belt and road initiative countries. It also examines and compares strengths, weaknesses, opportunities, and threats (SWOT) of these countries in the context of advancing renewable energy policies and technologies and expanding domestic renewable energy installations, as well as strategically positioning themselves in the international renewable energy market as exporters of clean energy technologies. Through the SWOT analysis, this paper identifies a capacity for additional renewable energy deployment in these countries and highlights the necessity of increased cooperation between the three countries to strengthen their domestic and regional renewable energy sectors and compete in the global renewable energy market. The Initiative also faces very high barriers, including lack of central coordination mechanism, potential clash of different political regimes and beliefs and financial viability of cross-border projects.

**Key Words:** BRI, SWOT Analysis, Green energy

## **Evaluation on Sustainability of Urban Logistics Planning: The Case of One Belt One Road (OBOR) Project, Thailand**

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### **Abstract**

This paper aims to understanding key issues of configuration logistics perception of One Belt One Road (OBOR) Project in case of its evolution and effectiveness which it's passing the precincts of Thailand. Thailand is located between South China Sea and Andaman Sea in Southeast Asia Region, which are suitable location and surrounded with plenty of Asian sea logistics routes. With the high economic growth and potential of logistics procedure, at the same time, there are many areas effects of environment and social communities by Sea Freight Traffic. At present, Thai Government has promoted situation of Logistics HUB to Thailand, as Sea Air and Land Logistics Transportation (SEAL). Many sea freight routes both Thai and foreigners come to our country. The Gulf of Thailand and Andaman Coastal are the attractive sea logistics destinations, which made economic profit and urban development along these coasts, at the same time sea traffic congestion, sea resource, communities and environments are disturbed. Thus in term of green logistics perception, it needs to prevent and solve these problems. Aim and Objectives: 1. To Investigate and Assemble the body of knowledge Urban Logistics Planning of One Belt One Road Project (OBOR) Project, in Thailand; and 2.

**Key Words:** One Belt One Road (OBOR) Project, Sea Freight Transportation, Sustainable Port and Urban Logistics Planning

# Conceptualising Business owner Competenceies, Relationship Quality and Business Success for Small and Medium Logistics Enterprises in Vietnam

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## Abstract

Small and medium enterprises in logistics and supply chain in Vietnam have to face tremendous challenges to compete with their foreign counterparts so they are forced to constantly seeking new ways to improve their competitiveness to distinguish themselves from their peers. There has been a significant growth in entrepreneurship research in recent times, and some of this has focused on entrepreneurial competencies due to the significant role of business owners/entrepreneurs to the success of organisations. In addition, quality management also has important role contributing to the firm successful performance. Therefore, this study will conduct a systematic review for a better understanding of the relationship between entrepreneurial competencies, quality management in order to improve the firm's competitive advantages with the focus on small and medium enterprises in logistics and supply chain sector in Vietnam. A systematic review will be conducted with four stages: defining the parameters with six key words; assessing the quality of studies by screening the research articles; synthesising the studies and summarising the data into literature review matrix to find the similarities and differences (heterogeneity) among study findings. The data collected and analysed via the review will be written up in a final report at the last stage. The proposed study hopes to contribute better views of the fields for researchers to further studies as well as to facilitate logistics and supply chain firms in tackling current obstacles and enhancing their abilities and flexibility to provide better services, resulting in customer satisfaction and long-term success. The study will hopefully be useful not only in developing countries like Vietnam, but also can be economically beneficial in wider scope

**Key Words:** entrepreneurial competency, quality management, logistics, supply chain, business success.

# Synergetic Service Network Design for Global Liner Shipping Carriers

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## Abstract

Approximately 85 percent of yearly international trade is completed by maritime transportation, of which liner container shipping contributes most of the trade value. In practice, liner shipping carriers must continuously reshape their global liner shipping networks to adjust to changing world trade patterns. It is well known that service network design problems are difficult to solve. The service network design problem for global liner shipping carriers is further complicated by the fact that a liner container carrier through collaborating with other carriers to form alliances can provide a coordinated service network. Such a coordinated network that is referred to as a synergetic service network can service a much wider and denser area than that of the carrier's individual network. To tackle such a complex synergetic service network design problem, we propose the following solution procedures. First, we construct a synergetic service network that integrates the service networks of different carriers in one or more alliances. Then, we mathematically model the design problem by building on the constructed network. Finally, we develop a Dantzig-Wolfe decomposition-based solution algorithm for solving the mathematical program, i.e., the synergetic service network design problem. The proposed solution algorithm is applied to one of the world's major liner shipping carriers to empirically test its performance, and the corresponding results will be analyzed in detail

**Key Words:** Maritime Transportation, Liner Shipping, Strategic Alliance, Dantzig-Wolfe Decomposition.

## **Belt and Road Initiative – Status quo from an Austrian perspective**

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### **Abstract**

This paper examines the status quo of the Belt and Road Initiative (BRI) from an Austrian perspective with a particular focus on transport and logistics. Austria is not an official BRI-country but economic, geographic and political conditions suggest that the BRI may have a major impact on the Austrian transport and logistics sector. For that reason, an online survey is conducted among managers and decision makers in transport and logistics to find out the perceived importance and information situation, expected chances and risks as well as the reaction and preparedness of Austrian logistics companies. Results are not only of interest for Austria, but also for other countries with similar conditions, and may be a basis for formulating working hypotheses for further research.

**Key Words:** Belt and Road Initiative, New Silk Road, Austria, transport and logistics, survey

## **A Study on Relation among Shipping Freight Rate Volatility, Risk Attitude and Forward Freight Agreement**

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### **Abstract**

Stochastic volatilities of shipping freight rates are found in previous researches. In fact, the statistical models are effective to find whether a variable affects the market situations and the dynamics. Moreover, if a research starts from a time series model only, it does not give us the reason why the freight market is in such a situation, and does not explain how the market dynamics is generated. In this research, we examine impacts of some factors on spot shipping freight rates and the volatility. Especially both risk attitude of market participants and forward freight agreement (FFA) are focused on. If arbitrage works well, a futures value is closely linked to the underlying asset price. Then, there exist two conflicting lines of the works investigating the effect of introducing a futures market on the underlying spot market volatility. The one side, e.g. Kyle(1985), argues that a futures market stabilizes the underlying spot market. The other side, e.g. Hart and Kreps (1986), and Stein (1987), concludes that an introduction of futures market makes the underlying market more volatile. We deduce some hypotheses to reveal relations among shipping freight rates, the volatility, risk attitude of market participants and FFA from the above theoretical papers and some researches that derive theoretical connection between futures (or FFA) market and the spot market, e.g. Ross (1989), and Tezuka et al. (2012). Subsequently, we arrange a statistical model to test the hypotheses. In our research, a structural equation model (SEM) is employed, and the observed variables are determined by reference to Kavussanos and Visvikis(2004), Adland et al. (2016), Tsouknidis (2016) etc. In addition to those variables, the latent variables are selected to associate the observed ones from the related theoretical view. Then, a structural equation model (SEM) is constructed based on the previous theories. After that, the parameters are estimated, and the hypotheses are examined. We are going to show the results in the conference

**Key Words:** shipping freight rate, stochastic volatility, risk attitude, FFA, SEM.

# Does the Attainment of Green Certification Ordain Manufacturing Performance? A Comparison of Emerging and Developing countries

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## Abstract

More recently, firms increasingly extend their supplier base to developing and emerging economies and apply a number of green certification program to ensure quality and environmental competitive advantage. Despite the expected positive relationship, findings have been mixed, and there exist divergent views on the true benefits of environmental initiatives. Further research in this important aspect of sustainability is therefore warranted, especially on which mediating factors on firm performance. Based on a sample of 90 Chinese and 103 Vietnamese manufacturers, this study empirically examined the mediating roles of supplier integration between green certification and performance. Drawing on diffusion of innovation and ecological modernization theories, this study showed that investment in green certification could be a source of supplier integration process and eventually enhance firms' positioning and their performance. This study also found that supplier integration mediated the relationship between green certification, manufacturing costs and financial performance. Manufacturers may first saw unfavorable benefits from direct implementation of green certification, however, accumulative efforts with supplier integration could be paid off. Compared to China, Vietnam is experiencing more challenges in acquiring green certification as it is relatively newer to international and manufacturing standards; however, it is investing relatively higher on supplier integration to balance the negative influences and to achieve a compact and efficient supply chain. These findings are important for managers who have to stretch their needs to accommodate resources for sustainable green supply chain strategies

**Key Words:** Green certification, Supplier development, Supplier integration.



## Analyzing Topic Sustainability in Maritime: Investigation of Dynamics of the Field with Literatures

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### Abstract

Since the world's first Earth Summit in Rio in 1992, 'sustainability' has been becoming a focal and significant issue in academic field, industry, government and international organizations. In light of this development, studies on its conceptual development, modeling and empirical studies also appeared in the fields of shipping, port and maritime logistics, so-called maritime studies. Therefore, the aim of this paper is two-fold: first, to overview the sustainability issues in the fields by a comprehensive literature of peer-reviewed papers published in SCI/SSCI/SCIE indexed journals under Thomson (Web of Science) in the period 1993 and 2017 and second, to provide future research directions with respect to topics and methodology to enrich sustainability research in maritime field. Mapping of sustainability issues in the maritime studies is achieved by using Latent Dirichlet Allocation (LDA), which is a generative probabilistic model as one of the text mining approaches and provides latent data discovery and relationships among text documents data. Preprocessing steps are taken to generate the text corpora data consisting of the title, abstract, and keywords of each collected paper. Then the LDA is applied for revealing the landscape of sustainability research within maritime studies. Based on the results of the LDA, this study discovers the intellectual structure of the sustainability research including research development and current trends. Furthermore, the results present which topics are hot (emerging topics) and cold (diminishing topics) trends in maritime research, respectively.

**Key Words:** Sustainability, Maritime Studies, Topic Modeling, Latent Dirichlet Allocation (LDA), Research Trend.

# Dynamics of Container Port Throughput and Shipping Connectivity in Vietnam

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## Abstract

Vietnam has seen tremendous growth in container port throughput handled since the country joined the World Trade Organization in 1995. In 2016, the country is ranked as the 16th busiest in the world by container throughput handled. The largest port in the country, Ho Chi Minh City (HCMC), can be ranked as the 20th busiest container port globally if we consider the combined throughput of all containers that are handled in the greater HCMC port area. The Maritime Silk Road (MSR) initiative through its effects on trade and economic growth is likely to have a significant effect on container port throughput and liner shipping connectivity for Vietnam. In particular, with economic growth and trade brought about by the MSR, Vietnam is likely to see its share of container port traffic grow further. The study is made using the approach of jointly investigating developments in container port throughput and shipping connectivity using longitudinal analysis for selected major ports in Vietnam. Implications for container shipping network, hinterland infrastructure and regional port competition are discussed

**Key Words:** Container throughput, Shipping connectivity, Vietnam, 21st Century Maritime Silk Road.

## Container transportation connectivity in South Korea

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### Abstract

The ever-increasing tendency toward economic globalization highlights the importance of the connectivity of container transportation networks to a country's international trade, especially for an economy highly dependent on exports. This paper aims to develop a transportation network connectivity index (TNCI) to measure connectivity from the multi-modal transportation perspective. The proposed index is based on both graph theory and economics, which considers transportation infrastructure and capacity, cargo flow, and capacity utilization. Using the case of South Korea as an example, we apply the TNCI to calculate the connectivity of Busan, Gwangyang, and Incheon Ports, which account for approximately 96% of container throughput in South Korea. The calculated TNCI not only provides insight into the assessment of port competitiveness but will also help policymakers identify bottlenecks in the multi-modal transportation network and develop specific strategies for port development. Taking appropriate measures to eliminate bottlenecks could improve the connectivity of the container transportation network and facilitate international trade.

**Key Words:** Container transportation, Connectivity, Graph theory, Port management information system.

## **Study on existing and potential corridors between Indian Ocean and China: a goal programming model**

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### **Abstract**

In this study, the author aimed to compare the competitiveness of several existing and potential corridors for goods between Indian Ocean and China under the background of “Belt and Road” initiative. The proposed model based on goal programming was able to handle multiple and conflict objectives of transportation time, transportation cost, safety and environmental implication, taking ten types of goods as example. It reveals that the optimal route is different for different goods, and also varies as the weight of each factor changes. The conclusion of this study may not only provide good suggestions for industry managers and policy makers, but also promote the implement of “Belt and Road” initiative

**Key Words:** China, Indian Ocean, Belt and Road, Corridor, Comparative study, Goal programming.

## The network robustness of Asian airlines and Brokerage role of Asia Pacific hub airports

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### Abstract

This study aims to measure network robustness of Asian 10 major airlines to evaluate their competitiveness and analyze specific brokerage role of Asia main hub airports to assess which airport is influential in the aspect of intercontinental connectivity. This study conducts correlation analysis between betweenness centrality and brokerage roles such as coordinator, representative, gatekeeper, and liaison to derive policy implications for the airlines' network strategy, applying hybrid network theories. The analysis finds that Chinese airlines such as Air China and China Eastern Airline are relatively robust network, due to the development of domestic lines in China. However, airlines relying on international lines such as Korean Air and Cathay Pacific appeared to be less robust network. The research result also shows that betweenness centrality has the greatest impact on the airlines' robustness among the other indicators used as criteria for robustness such as Degree and Closeness centrality. Furthermore, the brokerage role analysis result shows that Chinese airports have great influences within China and Asia. However, regarding connectivity to other continents, Chinese airports are less influential than others. SIN (Singapore Changi Airport) and ICN (Incheon International Airport) were outstanding as competitive intercontinental hubs. It is also noticed that HKG (Hong Kong Chek Lap Kok Airport) has a strong influence on China and is a powerful as an intercontinental transfer hub

**Key Words:** Air Transportation Network, Asia Pacific Air Hub Port, Social Network Analysis, Complex Network Theory, Airlines Robustness.

## Brazilian ports efficiency analysis using BIO-MCDEA

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### Abstract

DEA has many advantages but some drawbacks such as a lack of discrimination power. To overcome this problem, a BIO-MCDEA, a goal programming approach, is applied to analyze the efficiency of a sample of 20 Brazilian ports using data from 2010 to 2016. The BIO-MCDEA model has enabled measuring port efficient and over time, which in turn allowed benchmarking ports. The test results show that Port of Santos, the biggest and most important Brazilian port, is ranked the most efficient port among 20 ports, except in 2013. On this year most ports presented a decrease in their efficiency. When comparing the efficiency scores, it was found that a decrease in cargo throughput and an increase in waiting time tends to reduce the efficiency levels of the ports in 2013 in that year. Cargo throughput and the efficiency scores are found to be highly correlated, which shows the positive effect of scale economies. through a clustering method ports with less cargo throughput and less efficiency scores represents 75% of the total ports. The study identified two major ports with higher levels of efficiency and cargo throughput, which could be suitable for the development of Hub Ports if new infrastructure is build or existing upgraded to manage more efficiently high-volume cargo throughput

**Key Words:** BIO-MCDEA, DEA analysis, port efficiency, resilience, Brazilian ports.

# **A conceptual framework for investigating the critical factors for the adoption of social sustainability practices in Vietnamese handicraft organisations**

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## **Abstract**

The adoption of social sustainability practices (SSP) in Vietnamese handicraft organisations has become increasingly important for the sustainable development of individual organisations due to the growing globalisation of the world economy, the changing requirement and expectation of stakeholders, and the presence of competitive pressures around the world. There is, however, lack of research on the influences of stakeholder pressures and organisational factors on the awareness and attitude of an organisation towards the adoption of SSP from the integrated supply chain perspective. Drawing from the institutional theory and the diffusion of innovations theory, this paper aims to present a conceptual framework from a comprehensive analysis of existing research for investigating the critical factors for the adoption of SSP in Vietnamese handicraft organisations. With the use of the proposed framework, the current pattern of adopting SSP in Vietnamese handicraft organisations can be analysed. The critical factors for the adoption of SSP in Vietnamese handicraft organisations can be identified. The paper contributes to SSP research by highlighting the organisation's awareness and attitude on the adoption of SSP in Vietnamese handicraft organisations

**Key Words:** Social sustainability practices, Sustainable development, Handicraft organisationn, Critical factors, Innovation adoption.

# **Disruptive Potential of Digitalization within Belt Road Initiative Development Framework Projects: European Perspective and Focus on New Silk Road**

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## **Abstract**

The Belt Road Initiative (BRI) development framework projects of New Silk Road (NSR) and Maritime Silk Road (MSR) shall boost the international trade facilitation between People's Republic of China (PRC) and the European Union (EU) member countries. They will increase the utilization of intermodal transport chains in overseas trading while strengthening the PRC global role as one of the leading economic powerhouses. The key precondition for sustainable improvement, high performance and true implementation of the BRI corridors' projects is perceived in a closer connection between the PRC and the EU based on information and communication technologies (ICT) as a vital supplement of efficient cooperation between policy makers and related markets players. Relevant transport infrastructure and the ICT utilization within BRI projects are interlinked to the ongoing legal, technological and management development of digitalization and digital transformation phenomenon. The objective of our first stage research study is to provide a literature review supplemented by geographically scoped qualitative analysis. Since it is difficult to provide single working definitions required for the research study based on quantitative methods in the field of economy characterized by unclear and overlapping terminology, we selected the qualitative approach for the highly complex, yet in early research stage subject of digitalization and its disruptive potential within BRI. We question the view of intermodal transport industry on BRI corridors such as New Silk Road (NSR) using existing and expanding rail links of Trans-Asia Railway (TAR) as secondary tier alternative to Maritime Royal Route (MRR). We elaborate on how TAR and BRI projects are perceived by different market players and their interlink relevance to the logistics 4.0. Empirical data evidence from fieldwork about the situation in the Czech Republic market illustrates the example of European hinterlands

**Key Words:** Belt Road Initiative, Container Shipping, Digitalization, Maritime Silk Road, New Silk Road.



## **Determinants of Textile and Clothing bilateral trade flow: a review**

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### **Abstract**

Past studies have investigated the trade relationship between countries by analysing economic, socio-demographic and political related factors using gravity models. Numerous factors have been empirically tested in the literature which are proposed to be important contributors in determining trade flow. This study addresses the research question, what are the key factors and dimensions that influence bilateral trade. It focuses on identifying the key factors and dimensions for the expansion of Textile and Clothing (T&C) manufacturing by Chinese manufacturers to other countries, in light of China's recent One Belt One Road (OBOR) initiative. This paper will critically review bilateral trade and international business literature to discuss factors previously investigated by researchers. The review reflects on the economic, socio-demographic and political factors commonly explored in the literature, but also highlights the absence of sustainability factors given the importance of sustainability and CSR issues in today's global T&C industry. This study will contribute to the wider literature of international business and trade, particularly for the expansion of Chinese T&C manufacturing to other countries which is promoted through China's OBOR initiative. The indicators can provide a guide or a checklist for future research in this field, and can be adapted to develop country specific indicators for trade expansion

**Key Words:** One Belt One Road, Bilateral trade, Textile and Clothing, Trade expansion.

# Analysis of Influencing Factors for Marine Grade Accidents in Malacca Straits

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## Abstract

Being as one of the busiest straits in this era, the Malacca Straits is also responsible for 80% of China's oil imports, and there is no effective alternative channel temporarily, once a grade accident especially grade 1 accidents occurs in this narrow straits great impacts will be caused to the world trade as well as China's oil imports. From 2005-2016, 217 accidents were taken place in Malacca Straits, over 1 accidents per month. Therefore, there is a necessity to study the influencing factors of marine accidents in Malacca Strait, in anticipation of proposing a valid suggestion to lower the level of marine accidents, and then reducing the damage for people, economy as well as environment in the upcoming marine accidents. By analyzing marine accidents report, geographic conditions and maritime safety status of Malacca Strait over the past 12 years, in the basis of comprehensive consideration of the consequences of accident, put forward classification method for grade 3 accident at Malacca sea, offer a new method for marine accident classification. Then multi-class Logistic regression were used to establish the correlation model between influencing factors and grade accidents, evaluate the every critical value of accident graded change caused by the key influencing factors. The conclusion shows that vessel type, vessel size and the rate of load is the key influencing factors for grade 1 accidents. Outputs of this model can provide decision makers with a theoretical basis to improve marine safety management theory system, as well as the reduce of marine accidents loss

**Key Words:** Malacca Straits, grade accidents, influencing factors, multi-class Logistic regressional.

## Defining the Building Blocks and the Priority Areas for Cooperation under the Belt and Road Initiative: A Literature Review

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### Abstract

The Belt and Road Initiative (BRI) is a China's endeavour to globally connect the countries along two major routes, i.e. the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road". Considering the ambition of extending China's reach globally through this initiative, it is important to ask, what are the underlying philosophies and mechanisms of the BRI that can be applied by the countries along the routes for enhancing regional cooperation and connectivity? This paper seeks to examine the areas of focus under the BRI, particularly the building blocks and the five priority areas (correspondingly known as 五通三同 in Chinese), and their relationship in order to foster a practical understanding of the BRI. A literature review of relevant publications was undertaken to examine the keywords that define the building blocks of the BRI as well as its priority areas. In reviewing the literature, an attempt was made to examine the relationship between these two aspects. This paper explains the building blocks from the standpoints of community of shared interests, shared responsibilities and with a shared future along the Silk Road towards green development, innovation, peace, and for health cooperation. Also, the five priority areas explained are policy coordination, infrastructure connectivity, unimpeded trade, financial integration and strengthened people-to-people ties. The review reveals that while the building blocks define the philosophical scope of the BRI, the five priority areas provide practical mechanisms through which China and other countries along the Belt and the Road routes will focus their development of the regions. How the relationship between the shared community values and the priority areas can support forming a green, peaceful and well-connected global community will be discussed. In contribution, this paper presents a unique perspective for looking at the BRI for a focused discussion of its cooperative framework which could serve as a foundation for further research in various sectors

**Key Words:** Belt and Road Initiative, Green Development, Peace, Regional Cooperation and Connectivity, Shared Global Community.

# IT Competence, Supply Chain Agility, and Organisational Culture in Large Manufacturers of a Multinational Country

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## Abstract

This research aims to examine the effect of information technology competence (i.e., IT integration and IT flexibility) on supply chain agility with moderating role of organisational culture among large manufacturers of a multinational country. This study is a multidisciplinary one in which concepts of two disciplines namely logistics and supply chain management and social and environmental disciplines of a firm are integrated. To perform this research, 500 questionnaires were distributed among senior managers of large manufacturing firms in Malaysia which was ended to 135 usable data; yet, employing the SEM-PLS was possible to perform analysis with this sample size. The results show that both IT integration and IT flexibility have positive impacts on the agility of supply chain. Moreover, it is highlighted that when there is a comprehensive organisational culture as media between management and organisational behaviour, the influence of IT integration on supply chain agility is greater. The paper contains a comprehensive review of the literature, methodology, data analysis, discussion, and directions for future studies.

**Key Words:** Supply Chain Management, IT Integration, IT Flexibility, Organisational Culture, Malaysia.

# **Prospect of a Southeast Asia Link on Belt and Road Connectivity: An Assessment of Seremban, Malaysia from Its Strategic Position**

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## **Abstract**

Trade has been an unmovable pillar throughout greater Asia in the past and at present. Yet an important but under-examined aspect of trade throughout greater Asia is the link between the overland and maritime routes. This paper examines the prospect of establishing a Southeast Asia Link (SAL) in Seremban, Malaysia that connects the Belt and the Road routes to improve the Asian regional connectivity and plan for sustainable hub city development. Its waterways connecting the South China Sea with the Indian Ocean controls crucial access points for the world maritime trade routes. Despite being vulnerable to climate change, ecological disaster and political conflict, it is a likely great potential for economic and social development. An opportunity of China opening up to Southeast Asia is essential to likely integrate ASEAN more into the world economy. China's economy is closely connected with the world economy, and the surrounding area of ASEAN is an important gateway to connect the land and sea routes under the Belt and Road Initiative. Besides, the establishment of good connectivity creates alternative transportation modes of multiple routes for freight and passengers. Qualitative methodology is employed by examining the history of overland and sea link and its socio-economic effects to the present time. The vessels' trade volume along the Strait of Melaka in 1999-2012 showed a sizable gap compared to the ASEAN overland freight of the Singapore-Malaysia-Thailand trade route as the overland and maritime connection does not exist. Recent study has also observed that thirty days of shipping is shortened to sixteen days by high-speed train, and railway transportation is low carbon. Seremban's strategic position represents a prospect of SAL on satellite towns outside ASEAN main cities to grow sustainably upon the establishment of this link model

**Key Words:** Belt and Road Initiative, Regional connectivity, Maritime and railway transportation, Southeast Asia, Hub city.

# Maritime convection and fluctuation between Vietnam and China

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## Abstract

The development of China is slowing down while Vietnam's economy and trade are booming. Using five years' mutual connectivity data between Vietnam and China as two adjacent countries in geography, the flow directions and amounts are estimated and examined by network and flow analyzing methods. Maritime convection is introduced to investigate the changing flows of cargo that represents supply chains between the two countries. Maritime fluctuation is used to study the strength and tendencies of seaborne trade between the two countries. These two aspects are visualized and conceptualized in the context of China's Belt and Road Initiative. New maritime interconnection facilities and opportunities are then discussed based on the analyzing results

**Key Words:** Belt and Road Initiative, maritime network, ports and shipping, big data, network analysis.

## Vietnam: along the Maritime Silk Road and playing globally

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### Abstract

Vietnam is one of the sixty five countries in the Belt and Road (BR) initialized by China and especially an important player along the 12th century Maritime Silk Road (MSR). Moreover, one side of Vietnam faces the Pacific Ocean and gains the intrinsic advantage of maritime transport. By using a port and shipping big data system, the connectivity aspects of Vietnam with the Maritime Silk Road and thus the global maritime system are visualized and analyzed by network analyzing methods. The mutual significances between Vietnam maritime network and the whole MSR (except for Vietnam) are derived from the flows between them; primary flows and key maritime trading clusters are discovered. When the global maritime network is considered as the context of Vietnam, the Vietnam's position and opportunities are portrayed by network analysis. In the context of China's Belt and Road Initiative (BRI), the alignment of Vietnam to the MSR and the world is thus examined.

**Key Words:** Maritime network, Maritime Silk Road, Belt and Road Initiative, big data, network analysis.

## **A coastal maritime network: more than one side of Vietnam**

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### **Abstract**

Vietnam is a typical coastal country with numerous seaborne transport facilities along the coast and two main river deltas, namely the Mekong River Delta and Red River Delta. The Vietnam's ports and shipping flows are incorporated into a coastal maritime network. Then, the network connectivity, port positions and evolution, maritime port clusters and regional deltas are analyzed by data-driven network analyzing methods. As Vietnam's one side facing the ocean, hubbing and even reshaping possibilities of this network are formulated and investigated when the network is taken as a subsystem of the global maritime network. As another side facing the land, the Vietnam coastal maritime network can also provides gateways for Laos, Thailand, Cambodia and even China by extending its river, rail and road transport systems. These two sides depict that the Vietnam's coastal maritime network can be optimized and extended for serving himself and the region globally.

**Key Words:** Maritime network, ports and shipping, hub-and-spoke network, big data, network analysis.



# A Stakeholder Perspective of Port City Sustainable Development

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## Abstract

As world seaborne trade continues to grow, especially in view of the Belt and Road Initiative (BRI), there is a mounting demand for a sustainable balance among the economic, social and environmental performance of port cities involved. This study aims to first, conduct a review of existing sustainability frameworks; second, conduct a stakeholder analysis for port city sustainable development. According to the findings, a structured framework with main categories of economic, social and environmental indicators would be recommended for port cities. Dealing with diversified stakeholders and their interests is a major challenge for policy makers to overcome. This study has taken a step forward in the research area with a view to provide reference to stakeholders and governments in progressing towards sustainable development in port cities

**Key Words:** Port city, Sustainable Development, Stakeholder, Belt and Road Initiative.

# Deregulation of port tariff and foreign investment under the Belt and Road Initiative

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## Abstract

With the rapid growth of emerging market countries' overseas direct investment, especially the Belt and Road Initiative (BRI) was proposed by China for its economic integration with Asia, Europe and Africa, the ports along One Belt One Road has made great achievements. Meanwhile, the port tariff and foreign investment of development problems followed. This paper aims to analyze the deregulation of port tariff and foreign investment under the Belt and Road Initiative, modeling the social welfare maximization and outlining why and how the state investment and foreign investment into port sector is different in the process of port deregulation. One of main findings is that optimized decision-making act as "local government's objective" on two critical factors: the proportion of foreign investment in a port's capital structure and the weight of foreign investment's profit in the local government, providing empirical insights about how the impact on the tariff as well as social welfare is brought about during port deregulation.

**Key Words:** Deregulation, Port tariff, Foreign investment, Social welfare, the Belt and Road Initiative

# Food Safety Labelling Management in the Vietnamese Retail Food Sector: A Direct Observational Study

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## Abstract

With the rapid growth of emerging market countries' overseas direct investment, especially the Belt and Road Initiative (BRI) was proposed by China for its economic integration with Asia, Europe and Africa, the ports along One Belt One Road has made great achievements. Meanwhile, the port tariff and foreign investment of development problems followed. This paper aims to analyze the deregulation of port tariff and foreign investment under the Belt and Road Initiative, modeling the social welfare maximization and outlining why and how the state investment and foreign investment into port sector is different in the process of port deregulation. One of main findings is that optimized decision-making act as "local government's objective" on two critical factors: the proportion of foreign investment in a port's capital structure and the weight of foreign investment's profit in the local government, providing empirical insights about how the impact on the tariff as well as social welfare is brought about during port deregulation.

**Key Words:** Food Safety Standard, Vietnamese Good Agricultural Practices (VietGAP), Logo, Government Policy.

## Supply Chain Value of Logistics Firms: An Exploratory Study

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### Abstract

Logistics firms are valued as partners within many supply chains and a crucial component in the business strategy of participating organizations. This is not so in some developing nations such as Vietnam. Through a series of semi-structured interviews, this study found that the interviewed manufacturing companies mostly underestimated the value of a partnering relationship with a logistics firm other than to provide transportation services as needed and therefore maintained a low level of operational information sharing such as than basic shipping instructions. Similarly, the studied logistics companies shared similar viewpoints in doing business with a manufacturer in their supply chain. The study gained more insights into the value chain perception between logistics and manufacturing firms as well providing researchers with recommendations for further study into this area

**Key Words:** transport services, partnerships, long-term relationships, ASEAN.

## Consumer's Intention and Behaviour Towards Tree Nuts Consumption in Ho Chi Minh City, Vietnam

Scott McDonald<sup>a</sup>, Thi Quynh Nguyen<sup>a</sup>, Kim Eunsung<sup>a</sup>, Vu Tran<sup>b</sup>, Van Anh Do<sup>b</sup>, Huyen Duong Bui<sup>b</sup>, Majo George<sup>a</sup>

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### Abstract

The China launched Belt and Road Initiative (BRI) is introduced to launch a benchmark in a challenging development program and its outcomes and implications are set for more than one country and will far reach East Asia, ASEAN and China in specific. This initiative will set platform to inter-Asian regional trade flows and investments which will further translate into a strategic fit for China's projected accelerated growth, mergers and acquisitions in diverse fields such as infrastructure, logistics and supply chain networks and tourism. Moreover, the BRI is expected to appreciate the Chinese exchange rate with its extensive use in global trade settlements and financing projects. Besides this, huge sums of investment will be done at part of Chinese institutions in specific China Development Bank and group of government owned institutions. This study primarily focuses on three agendas (i) how Chinese funding and government support will improve the regional economic, social, trade and geographically connectivity (ii) analysis of the aftermaths of China's monetary promises under the BRI for China its own economy and East Asia as well (iii) a policy recommendation how China and East Asia can collectively use BRI platform to design it as a strategic fit for both economies

**Key Words:** value perception, brand experiences, purchasing decisions, product knowledge.

## Development of green ports with the consideration of costal wave energy

Li Li<sup>a</sup>, Yucheng He<sup>b</sup>, Shuzhu Zhang<sup>c</sup>, Jiadong Zhu<sup>a</sup>, Xuehao Feng<sup>a\*</sup>, Junyu Zhou<sup>a</sup>, Junhao Kong<sup>a</sup>

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### Abstract

Background: As Vietnam has experienced a significant growth in its economy and social-economic changes, consumers are concerned more about their health and, therefore, healthy products such as tree nuts have become the central intention of their purchase. Statistically, the amount of imported tree nuts in Vietnam has increased over the last decade. However, little is known about consumer intentions and their purchasing behaviours, as well as differences between genders, towards tree nuts in the domestic retail food market. Hence this study aims to fill the gap. A total of 108 participants were included in the statistical analysis. Overall, only 62% of participants stated to have known about macadamia products whereas the percentage of respondents who were aware of almonds stood at 80.6%. In relation to the distribution of tree nut purchases, people with the lowest income were more interested in the price tag than other factors, whereas people with higher incomes expressed their consideration of product quality as the most important factor among all, including brand name, originality, promotion and packaging. The distribution of purchase frequencies was 69.2% females and 30.8% males who experienced purchasing walnuts. The present study emerged, showing that females purchase tree nuts products, including walnuts, almonds and macadamias more frequently than their counterpart. Both genders care about price and quality of products more than the values of products' brand names. Hence, it is vital to form a right price that is integrated with high quality while promoting tree nut products.

**Key Words:** Port, wave energy, uncertainty, optimal decision, sustainability.

# **Business Sustainability through Culturally Appropriate Online Communication - A New Challenge for Nations Along the One Belt One Road Pathway**

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## **Abstract**

With the continuously growth of the global trade, maritime logistics is more and more important in the global supply chain, in which ports are considered as a key node. This trend will be more significant under the One Belt & One Road initiative proposed by China. On the other hand, ports, which consumes a large amount of energy, also have the potential in reducing emission of greenhouse gases and sustainability of maritime logistics. It is interesting to note that, compared with other logistics node in hinterland, ports can utilize the wave energy to generate relatively clean electricity. Some ports in the world have implemented their own wave energy converter systems. Because the converters transfer the wave of sea into electricity, such systems have to address the uncertainty of the electricity amount due to the natural condition. In this paper, we developed mathematical models to analyze the optimal units of wave energy converters to maximum the overall utility that consists of monetary profit and environmental benefit. We discussed different cases wherein the port or electricity plant can decide to invest in the system. Our results reveals the preference of the port and plant in wave energy under different parameters settings. This study also sheds lights on how the government can encourage the port and plant to utilize wave energy so that the overall environmental benefit can be improved.

**Key Words:** Authenticity, Content Analysis, Sustainability, One belt one road, Online.

# Achieving Supply Chain Sustainability Through Lean and Green Integration: A Conceptual Framework

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## Abstract

Digital information flows may be leveraged to support the sustainability of businesses. Environmental sustainability too is supported by a reduction in physical signs and paper reproductions. Companies and customers learn about products through the rich and pervasive medium of websites. Companies use the information learned to compete with each other, and customers use it to make purchase decisions. One class of product especially valuable to firms enables them to extract a higher profit through increased price; is that of premium or luxury product. This study describes a method of applying content analysis to the Fish Sauce product family in Vietnam. Content Analysis has been applied in research for over 100 years and forms a primary analysis tool for a range of media from video to print. This study applies content analysis to commercial websites promoting Fish Sauce and identifies relevant cues to luxury and authenticity within these websites. It seeks to match the number and intensity of such cues to the enhanced price of the product compared to the average market price for a standard similar product. The method is of benefit to students and businesses alike as a means of examining the rich market signals portrayed in the public domain of websites as a structured means of understanding the digital context of products. Understanding within cultural context encompassing the nuances of local language and symbols too is of value as the new silk road expands markets between China to Europe and all countries in between and their related web presence.

**Key Words:** Digital information, Content analysis, Supply chain sustainability



# Modeling a Three-mode Hybrid Port-hinterland Freight Intermodal Distribution Network with the Environmental Consideration: The Case of the Yangtze River Economic Belt in China

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## Abstract

Sustainable development is no longer an abstract drive at national level but has recently become a critical concern of contemporary businesses. Nevertheless, organizations in Vietnam seem not yet to be able to integrate sustainability values in their strategic and operational business activities and to strike a balance in the three ultimate sustainability goals (i.e. people, planet and prosperity). In the survey done by the Vietnam Business Council for Sustainable Development, 76.05% of Vietnam businesses representatives believed that sustainability reporting helps to improve businesses' reputations and demonstrates their commitment to corporate social responsibility (CSR) rather than a tool to develop business efficiency and transparency or to help businesses plan appropriate strategies. Sustainability is even more challenging to achieve at supply chain level due to the participation of other external parties beyond a company's scope. Few anecdotal evidences of companies in Vietnam having practices to promote sustainability signify the importance of having a holistic strategy and mechanism for achieving supply chain sustainability. This research aims to propose a conceptual framework that integrates lean and green management to enable sustainability practices which will help achieving supply chain sustainability. The proposed framework not only contributes to the existing literature in sustainability by opening up the black-box between organizational sustainability vision and its actual practice but also provides practitioners a direction in establishing their strategy and action plan for long-term sustainable development.

**Key Words:** Port-hinterland intermodal distribution network; Bi-objective programming; Carbon emissions; Case study in China

# Interpretative Structural Modeling for Critical Factor Analysis and Governance Framework Construction of a Green and Smart Port

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## Abstract

Efficiency challenges of the hinterland connectivity along with growing green concerns necessitate the integration of economic goal and environmental consideration for port-hinterland logistics problems. This study focuses on the innovative modeling for a three-mode port-hinterland intermodal freight distribution system from the perspective of shippers. A hybrid distribution network topology combining point to point, hub-and-spoke and connected hubs is designed as route alternatives for loads from origin to destination. A bi-objective decision framework involving analytical scenarios of emissions limitation, emissions taxation policy and emissions trading scheme, is developed for policy analysis. Computational results are given based on an application on a real-life hinterland logistics network in the Yangtze River Economic Belt of China. The results show that the implementation of three emissions policies all result in great changes in flows between intermodal routes rather, and rail transport benefits more under these policy interventions. Different inflection points are identified to offer decision supports on environmental policies insights for port-hinterland distribution network. Lastly, the sensitivity analysis reveals that the behavior of port-hinterland distribution network and trade-off relationship between economic and environmental objectives, are both mostly sensitive to the road transportation mode. These findings can enrich bi-objective planning studies in port-hinterland logistics network for policy analysis.

**Key Words:** Green port, smart port, interpretative structural modeling, critical factors, governance framework, intelligent port technology

# Infrastructural Phase Transitions as a Cause of Economic Development

David Emanuel Andersson<sup>a\*</sup>, Åke E. Andersson<sup>b</sup>

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<sup>b</sup> Royal Institute of Technology, Stockholm, Sweden

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## Abstract

Developing a green and smart port is a significant progress and the specific application of energy conservation and emission reduction as well as intelligent technologies in global ports and maritime shipping sectors. The paper aims to analyze the inherent relationships among different structural factors and proposes specific countermeasures and governance policies for green and smart port construction. It uses interpretive structural modeling analysis to divide the factors into different levels, and draws a model map of green and smart port construction structure. The research result elaborated contributes to providing a theoretical basis for governments to formulate green and smart port policies and establishing effective method systems and technical means for the port industry and stakeholders to leverage intelligent port technologies to build green and smart ports

**Key Words:** infrastructure; development; institutions; logistical revolution; phase transition

# **Determinants for Participation in the Global Value Chain: Challenges and Prospects of Small and Medium Enterprises in Vietnam**

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## **Abstract**

This paper studies the main factors constraining small and medium enterprises' (SMEs) participation into the global value chain (GVC) in Vietnam. As an FDI-reliant economy, Vietnam has fallen short, in comparison with other regional countries, to make the FDI system deep-rooted and to connect organically to the domestic market. Despite occupying an overwhelming share in the number of businesses, it is of concern that Vietnamese SMEs' integration rate to global production network remains low. We identify four groups of determinants for GVC participation for local SMEs. The first group, enterprise-level determinants include management capability, innovation capacity and access to finance. The second group that includes appropriate trade policy and advanced logistics infrastructure needed from the government. The last two groups include how business environment and lead firm governance can pose significant impact on SMEs joining the value chain. The findings can help support government with suitable rules and regulations, as well as help small Vietnamese businesses recognize their areas of weakness, aiding their successful integration into a global production network.

**Key Words:** Value Chain, SME, Vietnam

# Information Sharing in Logistics Firms: An Exploratory Study of the Vietnamese Logistics Sector

Thuy Nguyen, Hiep Pham\*, Scott McDonald, Nhu Tran

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## Abstract

Information sharing among supply chain partners is popularly considered as a key factor to enhance supply chain performance. Most studies on logistics information sharing focused in mature markets, whereas developing countries such as Vietnam are lacking in the understanding of sharing practices. As Vietnamese logistics section plays a significant role in the national economy given its market size and cost factor, this study examined what information logistics companies shared with their supply chain partners, sharing channels and influencing factors of the sharing. The findings indicate that most interviewed logistics companies mainly shared operational information (i.e. ordering information) through traditional communication channels such as emails and telephones, and lacking strategic information sharing or integrated communication system with supply chain partners. Main factors influencing sharing practice include system development cost, operating requirements, security risks and mutual trust, to name a few.

**Key Words:** Information sharing, logistics sector, Vietnam logistics

## **An investigation into the link between exports and logistics performance: A global perspective**

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### **Abstract**

Logistics infrastructure and service responsiveness are the key drivers of export competitiveness. It is because global trade requires spatial flows of commodities to be spatially organised and temporally synchronised through the development of strategic nodes and logistics networks. However, the nature and characteristics of this bi-directional relationship between logistics performance and export volume are yet to be theorised and empirically examined. This paper therefore uses global data on export volume and logistics performance over the period 2007-2016 to investigate the presence or absence of a bidirectional link between exports and logistic performance. In particular, it tests for the existence of a bidirectional causal link between exports and logistic performance index after accounting for determinants of logistics and exports. Our investigation dismisses the presence of a bidirectional link between exports and logistics across the regions. That higher in export volume improve logistic performance was not found to be an invalid notion. We find strong evidence in favour of the view that increased logistic performance encourages growth of exports. This relationship however depends on income levels of region.

**Key Words:** Logistics performance, Trade, Export and Region.

## **Economic order quantity models for disassembling end-of-life/use products in reverse logistics**

Dong-Hoon Son, Hwa-Joong Kim\* and Jin-Myeong Jang

Inha University, South Korea

\* Corresponding author, email address: hwa-joong.kim@inha.ac.kr

### **Abstract**

Due to environmental awareness, various regulations are forcing manufacturers to collect, recover, and/or dispose of end-of-use/life (EOL) products in an environment-friendly manner. As a result, the business of product recovery such as disassembly, recycling, reuse, and remanufacturing has been expanding. In product recovery, disassembly is a systemic method for separating the EOL products into parts or components with necessary inspection and sorting operations to obtain valuable materials, isolate hazardous substances, and separate reusable parts or subassemblies. This paper introduces a new disassembly decision problem, which is an economic order quantity (EOQ) model for the disassembly system, which is the system of obtaining valuable parts or components by disassembling end-of-use/life products returned from end users. The model determines the optimal disassembly quantity of EOL products to fulfill the demand for parts or components for the objective of minimizing the disassembly setup, inventory holding, and/or backorder costs. We develop a basic model for the problem under the assumption of no shortage of EOL products, which is a reverse version of the classical EOQ model. The basic model is extended by considering a finite return rate of EOL products and the push and pull disassembly policies. The proposed models are illustrated with examples and sensitivity analyses are performed. Comparisons between push and pull disassembly policies are also made under various situations and the study findings are finally discussed.

**Key Words:** Economic order quantity, Reverse logistics, End-of-life

# Multiple Vehicle Routing Problem with Drones for Wildfire Surveillance

Dong-Hoon Son and Hwa-Joong Kim\*

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## Abstract

Drones have recently received much attention in academia because of its wide range of applications in the practice, e.g., parcel delivery, surveillance, visual arts, etc. This paper considers a multiple vehicle routing problem that determines the route and schedule of trucks equipped with drones as well as those of drones to surveil wildfires. The truck moves drones to wildfire surveillance areas and serves as a taking-off and landing base for the drone. The drone monitors and traces a wide range of wildfire surveillance areas to investigate transient behaviors of wildfires and ignitions that may occur in remote surveillance areas. The objective of the problem is to minimize the time spent monitoring a predetermined surveillance areas. This paper formulates the problem as a mixed-integer programming model considering real-world constraints, e.g., maximum flight endurance and road accessibility. Since the problem is NP-hard in the strong sense, we develop a heuristic algorithm, in which the multi-subpopulation genetic algorithm is modified by enhancing the subpopulation generation method to explore more solution space. Using actual data of the Korea Forest Service, computational experiments are conducted to evaluate the performance of the proposed heuristic and experimental results are reported. Finally, we derive managerial implications through a variety of sensitivity analyses.

**Key Words:** Multiple vehicle routing, Drones, Surveillance



# A Design Thinking Framework for the Adoption of Appropriate Port Operations Technologies: A Case Study

Victor Gekara<sup>a\*</sup>, Mathews Nkhoma<sup>b</sup>, Duy Dang-Pham<sup>b</sup> and Tram Le-Hoai<sup>a</sup>

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<sup>b</sup> RMIT University Vietnam

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## Abstract

As the primary gateways and links to the global supply chains, efficient and productive ports play a critical role in boosting the regional as well as international competitiveness of an economy. But in a region characterised by intense ports and terminal competition, gaining a competitive edge requires strategic decisions and innovative thinking. In this context, the most competitive and productive ports and terminals internationally are those that have adopted highly advanced computerisation and automation technologies. For Vietnam, like many other developing and populous countries however, the decision on when and which technologies to adopt is not easy, largely because of the pressure to maintain a delicate balance between two key conflicting and competing interests, that is, the commercial interest for industrial efficiency, productivity and profitability against pressure to fulfil national full employment policies. In such economies, institutions like ports are often seen as agents of active labour market policy through which the state mitigates unemployment. This research paper presents the preliminary findings of a qualitative study, which investigates the decision-making process for technology adoption by ports in Vietnam. The study involves key stakeholder interviews and explores the core aspects of technology adoption including core motivations, stakeholder interests and impacts. The preliminary findings suggest that although new technologies would significantly unlock operations efficiencies and cut operations costs, ports are facing major public policy challenges and may not be able to freely adopt the required technologies. Even where computer-based operating systems are in place, they have been implemented at the bare minimum level with the aim of displacing as little employment as possible. The paper therefore proposes a decision-making framework for selecting and adopting context-appropriate port technologies, driven by the basic principle of needs-based action for sustainable outcomes.

**Key Words:** Design thinking, Technology adoption, Technological innovation, Port operation

## Alternatives for Activating the Myanmar-China Border Trade

Htet Htet Kyaw Nyunt\*, Gisun Park, Sunghwan Kim

Sunchon National University

\* Corresponding author email address: htethtetk@gmail.com

### Abstract

The aim of this study is to determine the alternatives for activating the Myanmar-China Border Trade through the major changes in economic policy. This paper tends to highlight the acceleration of the economic growth and social progress in Myanmar's economic through border trade and to promote active collaboration among dealing bodies for trading.

This study used qualitative analysis with archive data from government office such as Ministry of Commerce, Customs, World Trade Organization(WTO), the paper done by other scholars, e-books and the journals.

The scope of this paper is limited to changes in China-Myanmar border trade only and excludes other border area such as Bangladesh, China and Thailand.

The findings reveal that the government should remove state monopoly in international trade and the elimination of license requirements in more products. Furthermore, government needs to prepare more compatible trade laws and regulations to protect the local manufacturers, traders and give technical assistance as required in implementation of the newly formed trade policy as well as to reduce corruption.

**Key Words:** Trade Policy, develops, Border Trade area, International Trade, laws and regulations

## Impact of BRI on Myanmar

Htet Htet Kyaw Nyunt\*, Hyun Dok Kim, Hwa Seon

Sunchon National University

\* Corresponding author email address: htethtetk@gmail.com

### Abstract

The aim of this study is to present the impact of BRI on Myanmar in social, economical, financial and political perspectives through SWOT analysis. Furthermore, this paper describes the pros and cons of the economic growth and social progress in Myanmar as a result collaboration in BRI.

This study used qualitative analysis on Myanmar's social economic growth with insight on strength, weakness, threats and opportunities regarding BRI. Phone interview and discussion with focus group are done for conclusion of the findings. Secondary data is used from the archives of previous study done by other scholar, government office, websites, e-books and publications.

The scope of this paper is limited to changes in the socio economy of the direct parties who have access to the infrastructure development of the BRI route such as the major cities and towns on corridors.

The findings reveal that Myanmar's favorable geographic location gives the country the unique potential to develop itself into a key transport connection hub in region and the People's Republic of China. Furthermore, Rakhine state plays a key part in the Belt Road Initiative, as the Burmese town of Kyauk Pyu is both a gateway to the Indian Ocean and the future location of a planned economic zone at Ramree Island and this strategically important deep-water port will provide an alternative overland route for the transport of cargo from Western countries to China, and has an annual capacity of 7.8 million tons of bulk cargo and 22 mil tons of crude oil per year. This will increase inter-port competition in region and Myanmar has to prepare for that. The compliment of Corridor developments will also bring impact to habitats along the route because BRI concerned with flows of cargo, information, finance, image, brain (people) and culture.

**Key Words:** Economic Growth, BRI, Socio Economic, Corridor, Development

## Alternatives for Activating Cruise Industry in Myanmar

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### Abstract

Cruise ship industry is a globally dynamic industry around the world. Myanmar, part of ASEAN is one of the booming industries of Tourism in the Asian Continents. International Cruise Ships and River cruises are increasing years by years in Myanmar, which support the services to tour around Myanmar's natural landscape and culture.

This presentation will highlight International Cruise ships and Local River Cruise ships' companies and its ports of call in Myanmar and the Cruise Ship port development activation. This presentation aims to study the cruise lines of International cruise ships & Local river cruise ships and its agent companies, supporting the ground handling services, port calls, tour services and transportation services and the cruise ship ports which are required to upgrade or develop the port facilities in Myanmar. Other purpose is how the services companies which are nationalized service provider companies or Foreign Service companies are cooperated through the process.

The research is conducted through the descriptive methodology. The analyzed data used in this presentation are sourced from Internet, Myanmar Tourism Federation, Myanmar Port Authority (MPA), and, Local & Foreign Service Companies of the tourism industry. This presentation will bring the understanding of the logistics process of cruise ship industry and its service providers and Cruise ship ports and river ports in Myanmar.

**Key Words:** Myanmar Cruise Ship Industry, River Cruises, Myanmar Tourism, Tourism Companies of Myanmar, Port of calls of Myanmar

# A Study On The Factor Evaluation Of Risk Management For Dangerous Cargo In Port

Yong Seok Choi\*, Jeongseok Hur, Guiboon Park

Sunchon National University

\* Corresponding author email address: drasto@sunchon.ac.kr

## Abstract

In recent years, earthquakes and safety accidents have occurred throughout the society, and damages have increased accordingly. In the developed countries, efforts are being made to ensure safety from hazardous material transportation accidents by strengthening international management regulations on dangerous goods transportation or strengthening import regulations. Korea's research and discussion on prevention and risk management of hazardous material accidents at ports are increasing from the explosion in Tianjin port in China in 2015.

The purpose of this study is to evaluate the factors for risk management of ports, by applying surveys and Fuzzy-AHP methodology to port danger experts in Busan, Gwangyang, Incheon, and Ulsan. In order to improve the safety of port dangerous cargo handling in Korea and establish a port safety management system, we selected the factors for risk management of hazardous materials and derived the importance and priorities of detailed evaluation items.

In order to convert the causes of hazardous material accidents into factors for management, three factors such as human resource management, software management, and hardware management, which are classification standards understood by the port practitioners.

The results of the first tier analysis were as follows: human resource management 0.445, software management 0.291, and hardware management 0.264. In the second tier analysis, items of human resource management-related expertise (0.356), software management-operation system supplement (0.367), hardware management-supplement of hazardous materials (0.367)

As a result of evaluating the importance of nine detailed evaluation items, the factors of securing the managerial proficiency (0.158) among the detailed evaluation items were found to be the most important factors and analyzed as the first priority management alternative for the management of the dangerous cargo. The priority of the derived detailed evaluation items is used in setting the level of dangerous cargo management, and it is considered that it will serve as a priority of applying the action to the main factors.

**Key Words:** Factor, Risk, Dangerous Cargo, Fuzzy-AHP (Analytic Hierarchy Process)

# Closing ceremony

## » **Chaired by**

- **Associate Professor Mathews Nkhoma**

Head of School – School of Business and Management – RMIT Vietnam

- **Professor Paul Tae-Woo Lee**

Director of Maritime Logistics and Free Trade Islands Research Center  
Ocean College, Zhejiang University, China

- **Professor Jun-Yeop Lee**

Director of Jungseok Research Institute of International Logistics and Trade  
Inha University, Korea

## » **Best paper award**

## » **Best reviewer award**



# **Conference Information**

# Campus map



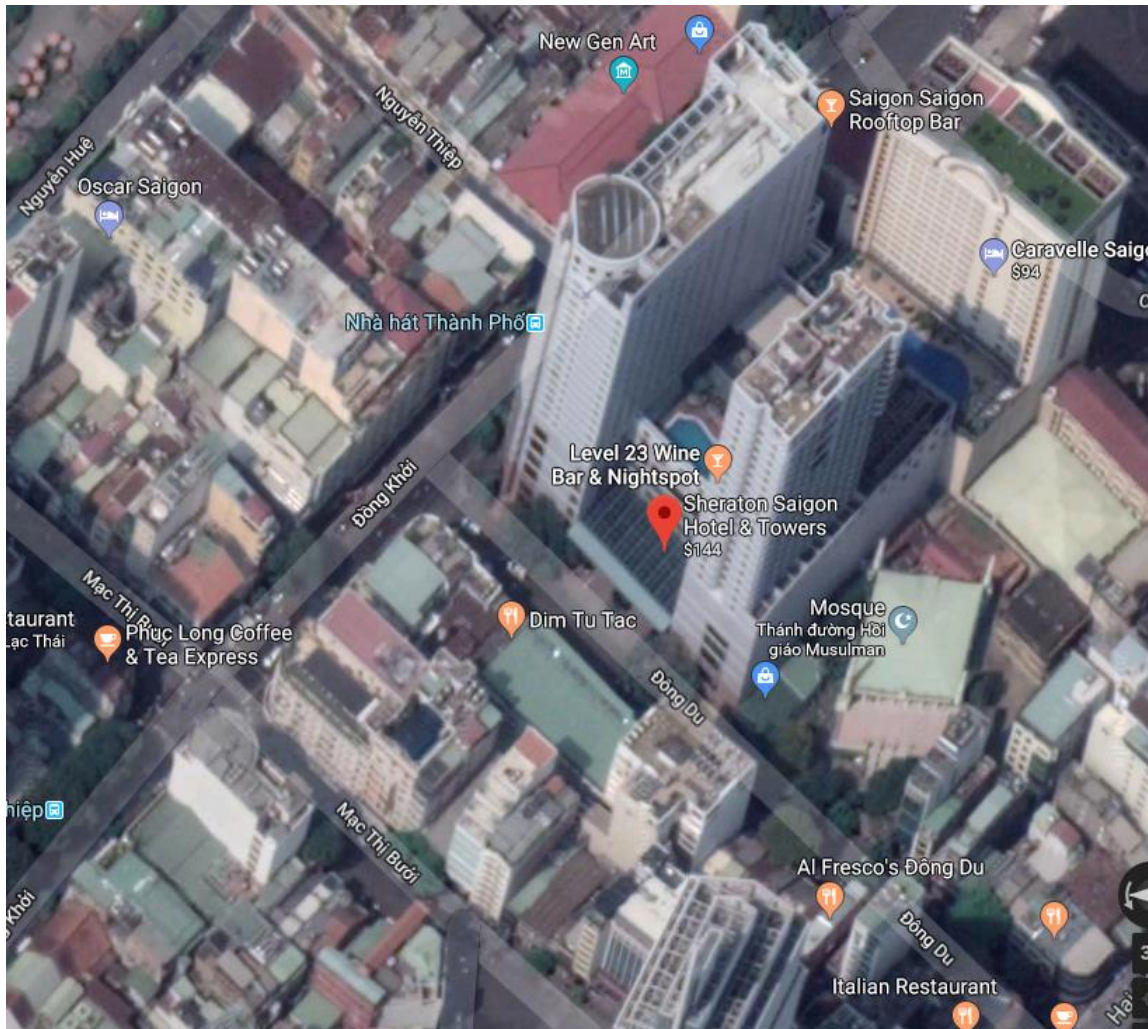
- **Welcome Reception (24 June 2018, 18:00-20:30)**  
**Venue:** RMIT Vietnam, Academic Building 2, Level 1 (702 Nguyen Van Linh, Tan Phong ward, District 7, Ho Chi Minh City)
- **Opening Ceremony / Panel discussion / Paper presentation (25-26 June, 2018)**  
**Venue:** RMIT Vietnam, Academic Building 2, Level 1 and 2

(\* Lunch and tea breaks: Academic Building 2, Level 1)



# Conference Gala Dinner

- **Location:** Level 23, Wine Bar & Nightspot, Sheraton Saigon Hotel & Towers, 80 Dong Du Street, District 1, Ho Chi Minh City, Vietnam.
- **Dress code:** Business casual



## **Acknowledgements to the anonymous reviewers of the conference papers**

*On behalf of the Conference Organising Committee, the conference organisers would like to express their sincere thanks to all the anonymous referees to improve quality of all the papers and the conference.*

## Authors Index

No	Author	Affiliation	Country (based on affiliation)
1	Ahmad Abareshi	RMIT University	Australia
2	Åke E. Andersson	Royal Institute of Technology, Stockholm	Sweden
3	Akhmad Hidayatno	Universitas Indonesia	Indonesia
4	Akhmad Hidayatno	Universitas Indonesia	Indonesia
5	Alexis Fillone	De La Salle University - Manila	Philippines
6	Andreas Breinbauer	University of Applied Sciences BFI Vienna	Austria
7	Animesh Mishra	IIT (ISM) Dhanbad India	India
8	Armand Moeis	Universitas Indonesia	Indonesia
9	Armand Omar Moeis	Universitas Indonesia	Indonesia
10	Associate Professor Seema Narayan	RMIT University	Australia
11	Avinash Shankaranarayanan	RMIT University Vietnam	Viet Nam
12	Chan-Juan Liu	Shanghai Maritime University	China
13	Chi Kuen Danny Ho	Hang Seng Management College	China
14	Chin Eang Ong	RMIT University	Australia
15	Chung-Yee Lee	The Hong Kong University of Science and Technology	Hong Kong
16	David Emanuel Andersson	RMIT University Vietnam	Vietnam
17	Dong Li	Management School, University of Liverpool	UK
18	Dong-Hoon Son	Inha University	R.O. Korea
19	Doris Hooi Chyee Toe	Universiti Teknologi Malaysia	Malaysia
20	Dr Anjali Chhetri	RMIT University	Australia
21	Duy Dang-Pham	RMIT University	Australia
22	Dwi Guna Mandhasiya	Universitas Indonesia	Indonesia
23	Faris Ahmad Mansur	Universitas Indonesia	Indonesia
24	Fenny Desriani	Universitas Indonesia	Indonesia
25	Ferry Jie	Edith Cowan University	Australia
26	Fika Monika	University Gadjah Mada	Indonesia
27	Gana Gopalakrishnan Gopalakrishnan	RMIT University Vietnam	Viet Nam
28	Gang Dong	Shanghai Maritime University	China
29	Geoffrey Tm Chow	RMIT University	Australia
30	Gisun Park	Sunchon National University	Korea
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38	Hwa-Joong Kim	Inha University	R.O. Korea
39	Hye Min Chung	Inha University	R.O. Korea
40	Hyun Deok Kim	Sunchon National University	R.O. Korea

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46	Jihong Chen	Shanghai Maritime University	China
47	Jing-Jing Hu	Shanghai Maritime University	China
48	Jin-Myeong Jang	Inha University	R.O. Korea
49	Jose L Tongzon	Inha University	R.O. Korea
50	Julie Crews	Edith Cowan University	Australia
51	Junhao Kong	Zhejiang University	China
52	Junyu Zhou	Zhejiang University	China
53	Kang Chen	Dalian Maritime University	China
54	Kevin Li	Chung-Ang University	R.O. Korea
55	Kevin Nguyen	RMIT University Vietnam	Vietnam
56	Kim Eunsung	RMIT University Vietnam	Vietnam
57	Koichiro Tezuka	Nihon University	Japan
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59	Krister Ian Daniel Roquel	De La Salle University - Manila	Philippines
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61	Lidan Du	Shanghai Maritime University	China
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63	Majo George	RMIT University Vietnam	Viet Nam
64	Man Hin Eve Chan	Technological and Higher Education Institute	China
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80	Nhu Tran	RMIT University Vietnam	Vietnam
81	Nhu Tran-Kieu	RMIT University Vietnam	Viet Nam
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83	Ok Soon Han	Incheon International Airport	R.O. Korea
84	Paul Lee	Zhejiang University	China

85	Paul Tae-Woo Lee	Zhejiang University	China
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92	Professor Booi Kam	RMIT University	Australia
93	Professor Prem Chhetri	RMIT University	Australia
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118	Thanh Dang	RMIT University Vietnam	Vietnam
119	Thanh Phuong Le	Vietnam Maritime University	Viet Nam
120	Thao Phuong Trinh	RMIT University Vietnam	Viet Nam
121	Thi Quynh Nguyen	RMIT University Vietnam	Viet Nam
122	Thi Tran	RMIT University	Australia
123	Thuy Nguyen	RMIT University Vietnam	Viet Nam
124	Tiancun Huang	Shanghai Maritime University	China
125	Tram Le-Hoai	RMIT University	Australia
126	Trung Nguyen	RMIT University Vietnam	Vietnam
127	Tsung-Sheng Chang	National Chiao Tung University	Taiwan
128	Tubagus Achmad Chair Chaulan	Universitas Indonesia	Indonesia

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131	Victor Gekara	RMIT University	Australia
132	Vu Tran	Apis Corporation	Viet Nam
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138	Xuehao Feng	Zhejiang University	China
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140	Ying-En Ge	Shanghai Maritime University	China
141	Yucheng He	Georgia Institute of Technology	United States
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143	Zhi-Hua Hu	Shanghai Maritime University	China
144	Zhiyuan Zhou	Wuhan University of Technology	China

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Selected conference papers will be published in

- Special Issue of *Sustainability* (SSCI) on "Sustainability Issues in Shipping and Port Management, and Maritime Logistics" by guest editors Paul Tae-Woo Lee (Zhejiang University), Oh Kyoung Kwon (Inha University), and Xiao Ruan (Zhejiang University)
- Edited Book by Elsevier: Book title: *Connectivity in Asia: Trade, Transport, Logistics and Business* by Editors: Xiao Ruan (Zhejiang University, China), InKyo Cheong (Inha University, Korea), and Mathews Nkhoma (RMIT Vietnam University, Vietnam)

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