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COOPERATION KINGDOM OF THAILAND FEDERAL REPUBLIC OF GERMANY

Newsletter of Bangkok-based projects by GIZ and partners
Issue # 21 April - June 2012

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Dear readers,

You are most likely back at work after the long Songkran holiday and we hope that you enjoyed the break.

In this issue, we'd like to update on the Sustainable Port Development and Clean Air for Smaller Cities in the ASEAN region projects, which are part of the "Cities, Environment and Transport" regional programme. Both projects are based in Bangkok and have been implemented for more than 2 years now and are progressing according to plan thanks to the kind support and cooperation of all stakeholders.

In addition, we keep you informed about both current and new activities, such as the signing of MOUs to develop and promote environmentally sound management of chemical and hazardous waste management system as well as to collaborate on research and development on renewable energy and the environment. Environment and climate protection will continue to be a focus of the cooperation between German and Thailand as well as between Germany and ASEAN.

With best regards,
The newsletter team

News & Features

Special Feature

Clean Air for Smaller Cities in the ASEAN Region

Clean air is a prerequisite of a good quality of life for humans, animals and plants and helps to prevent damage to soil and to buildings. Good air quality does not just improve living conditions but is also one of the benefits of climate change mitigation. Lower fuel consumption through less driving and better-maintained vehicles and boilers help decrease CO_2 emissions and reduce air pollutants.

Poor air quality in urban areas is mainly the result of fuel combustion from industries, households and vehicles and is also caused by forest fires and dust. Inadequate urban planning, the establishment of satellite cities and the preference for individual over public transport lead to increased traffic on the roads. Fast growing industries that use outdated technology along with low fuel or coal quality also contribute to poor air quality.

Why smaller cities?

Although smaller cities play a vital role in national development, they suffer from extensive environmental degradation. These smaller cities lack the capacity to generate sufficient local financial resources and are often too institutionally weak to utilise available resources. Strong and effective administrative structures are rare and adequate numbers of trained technical personnel are lacking.

Project objective and activities

The project is being implemented as part of the “Cities, Environment and Transport” regional programme and has as its objective to empower smaller cities to develop and implement “Clean Air Plans” (CAPs) in conjunction with local government units, the

university, civil society and the private sector. In its first phase, up to 11 cities of between 150,000 and 1.5 million inhabitants are being supported. The project also provides advisory services for baseline condition assessments, such as air quality data, emission inventories, transport reviews and seeking financial assistance through Development Banks.

The project works in seven ASEAN Member States: Cambodia (Phnom Penh), Indonesia (Palembang, Surakarta), Lao PDR (Vientiane), Malaysia (Melaka), Philippines (Cagayan de Oro, Iloilo), Thailand (Chiang Mai, Nakhon Ratchasima), and Vietnam (Bac Ninh).

Public participation is a key element in the development and implementation of CAPs. To foster the involvement of all stakeholders, “Vision and Goal” Workshops for Clean Air have been conducted in most participating cities including Nakhon Ratchasima and Chiang Mai. The draft CAP that is now available for Chiang Mai will soon be presented to the public at a City Forum. The same approach will be followed for the presentation of other CAPs, notably for Nakhon Ratchasima, Iloilo and for Cagayan de Oro. These CAPs will be available by December 2012.

As the sources of air pollution are comparable in ASEAN cities, developing CAPs can be a systematic approach in mitigating air pollution in ASEAN. The parallel development of CAPs in various ASEAN cities enables comparability of the results. As the project uses the same approach, for example for the development of emission inventories, comparable scientific data in ASEAN is being made available through the project activities. This provides a unique opportunity for the participating national and local governments and universities to learn from each other and to establish their own networks. For example, the Universities of Nakhon Ratchasima and Chiang Mai cooperated closely during the development of the emission inventory for their respective cities. Based on this knowledge, experts from the University of Chiang Mai and Suranaree University of Technology have provided support to Sriwijya University (Indonesia) and the National University of Lao PDR in the development of an emission inventory for Palembang and Vientiane respectively. The exchange of regional knowledge has

proved to be a successful factor for the project and will be continued.

Transport reviews have been carried out in a number of the participating cities and serve as the basis for short- and long-term decisions regarding the improvement of the existing public transport system in the city or its walkability. Based on its results, the city of Nakhon Ratchasima is currently applying for the funding of a pre-feasibility study by the City Development Initiative for Asia (CDIA). The city has also provided funds for a comprehensive study of a master plan for the public transport system.

The project also supports the improvement or initial design of air quality monitoring systems in the participating cities through the provision of technical advice. In a demonstration of the long-term commitment of the partner cities, Chiang Mai, Nakhon Ratchasima and Palembang have already provided additional funding for the establishment and/or improvement of the air quality monitoring system.

The project has also developed a standardised modular air quality management training called “Train for Clean Air” (T4CA). So far, the project has developed five priority courses including air quality management and air quality monitoring techniques for different target populations, among them decision-makers, technical officers and influencers (NGOs, media, civil society).

The first phase of the project will end in December 2012. BMZ has already agreed verbally to commission a second phase. The potential fields of action for this phase could be as follows:

- Consolidation of ongoing activities in participating cities
- Extension of project activities to new cities
- Refinement of national legislation with regard to air quality in participating countries
- Institutionalisation of Train-For-Clean-Air (T4CA) and further training course development and delivery.

Special Interview

Dr. Wijarn Simachaya, Director General, Pollution Control Department

1. What is the Pollution Control Department's role in this project?

Thailand is the host country for this project, therefore the coordination office is based here and PCD is acting as project coordinator. In this initial stage, the project has worked with 7 out of the 10 ASEAN countries. We have convened meetings and seminars to allow participating cities to share their experiences of addressing air pollution problems. An example is public transportation management.

2. Why did Thailand select Chiang Mai and Nakhon Ratchasima for the project?

Small cities participating in the project have between 150,000 and 1.5 million inhabitants. Thailand chose Chiang Mai and Nakhon Ratchasima, both of which are big cities. The most important criterion is the quality of the city management officials, who must have a clear vision of what is needed and be involved in action plan formulation. Implementation of the action plan is dependent upon the commitment of the city management officials. As part of the city selection process, we disseminated questionnaires to major municipalities throughout Thailand then reviewed the interest in and the intentions of city management officials towards managing air pollution. GIZ commissioned small research projects under which municipalities would jointly collect data with local universities. Chiang Mai University joined with Chiang Mai Municipality and Suranaree University of Technology joined with Nakhon Ratchasima Municipality to conduct the research.

3. What is the current status of air quality in the two cities?

We regularly monitor the air quality of both cities. Problems still persist in Chiang Mai due to open burning. Traffic congestion also causes air pollution due to the emission of dust, gases and other pollutants. Air quality is not yet one of Nakhon Ratchasima's major problems, but the city will need to be prepared to deal with air pollution in the future, as urban and industrial expansion continues in the northeastern region. Development can affect the city's air quality.

4. This project emphasizes community involvement. What are the roles of communities in Chiang Mai and Nakhon Ratchasima?

We have appointed a committee comprising stakeholders from several sectors including community representatives, academics and representatives of relevant factories. We have convened consultative meetings to seek their comments and to jointly formulate development plans to combat air pollution in the cities. Moreover, they have participated in the formulation of the cities' visions, providing inputs on future city development, shaping the action plans and identifying air pollution sources. If the source is traffic fumes, how can these be reduced? They have to focus on vehicle usage, restricting the use of private vehicles and promoting cycling and walking in the city. How will the city manage the pedestrian system? How can gasoline consumption and emission of air pollutants be reduced? To achieve these goals, the municipality needs public participation. GIZ has supported us in the public participation process and through the sharing of experiences with German experts. Because of this, the implementation of the project is now on course.

5. What are the key factors affecting project achievement?

Stakeholder engagement is crucial. If the city management officials are enthusiastic, they will endorse the project. Several factors contribute to project achievement. In addition to providing technical support and expertise, GIZ finances the research to gather preliminary data for project management and action plan development.

6. What does Thailand gain from this project?

Air quality is very important. Smog is a problem and one in which city management officials must play a greater role in the future. This is a pilot project, one that derives from the problem of city air quality, to enhance the role of city management officials. The PCD will gain from this project. If we successfully implement the pilot project in the 2 selected cities, we will be able to expand it to other cities later on.

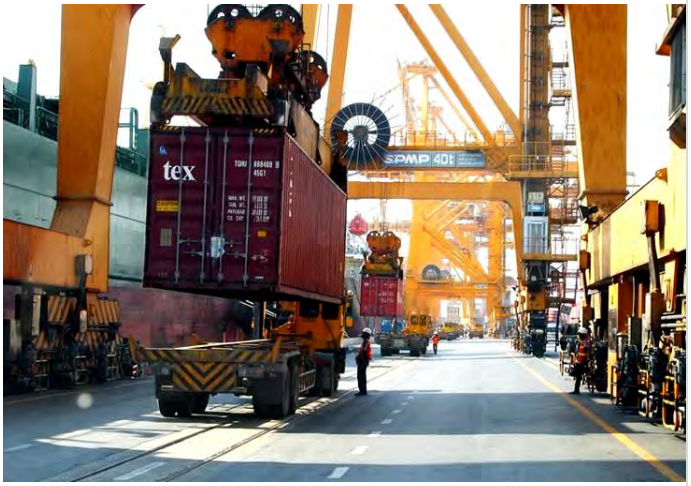
7. What are your recommendations for ensuring the practical application of the clean air action plans?

The plans must be clear and based on stakeholder involvement. Equally important are their endorsement by the city management officials and sufficient funding for proper implementation.

Having the right personnel is vital to formulating and implementing a plan. On many occasions, budget is not the limiting factor. So much depends on the perceptions of the city management official. If he perceives that air pollution is important and gives it high priority, then the budget will be allocated. After the completion of the action plan, if the city management official proposes a project, we will try to find a sponsor for the project. This will take place once a clear action plan is conceived.

Special Feature

Sustainable Port Development in the ASEAN Region



Your brand new laptop, this designer shirt, this nice handbag: 90 per cent of all international trade is sea-borne. Shipping cargo all over the world involves different means of transport and includes moving cargo in and out of the ports, services to ships, traffic management, loading vehicles and more.

Mitigating the impacts that these activities generate, and in particular reducing the amount of emissions, is an increasing focus of ports around the world. Ports in Asia are catching up with worldwide developments as ambitious measures at the local level are taking place.

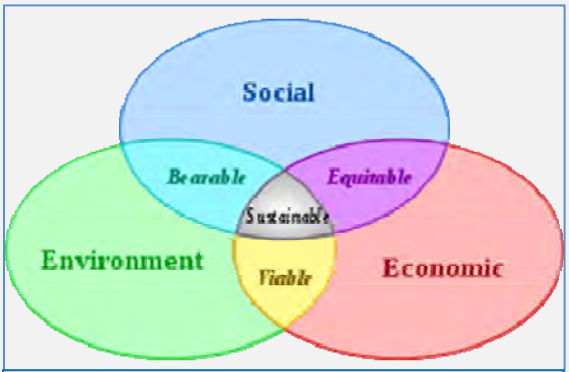
Introduction

The project ASEAN – German Technical Cooperation "Sustainable Port Development in the ASEAN region", which is part of the programme "Cities, Environment and Transport", has the principal objective of assisting ASEAN ports in shifting emphasis from a merely reactive, complying with minimum standards, modality to a pro-active approach that goes towards reducing impacts. The project is financed by the German Federal Ministry for Economic Cooperation and Development (BMZ). The project was initiated in August 2009 and currently involves the participation of ten ports from six countries. The project supports the Secretariat of ASEAN and the ASEAN Ports Association (APA) in achieving sustainable development in the following ports:

1. Bangkok Port (Thailand, project office)
2. Laem Chabang Port (Thailand)
3. Port of Tanjung Priok (Indonesia)
4. Saigon Port (Vietnam)
5. Sabah Ports Sdn Bhd (Malaysia)
6. Johor Ports Berhad (Malaysia)
7. Phnom Penh Autonomous Port (Cambodia)
8. Sihanoukville Autonomous Port (Cambodia)

9. PMO Cagayan de Oro (Philippines)

10. PMO Iloilo (Philippines)



Source: Adams, W.M. (2006). "The Future of Sustainability: Re-thinking Environment and Development in the Twenty-first Century." Report of the IUCN Renowned Thinkers Meeting, 29–31 January 2006.

Sustainability: A short introduction to a complex sphere

The Sustainable Port Development project is aimed at achieving sustainable development through capacity development, providing technical assistance in Safety Health and Environment (SHE) and creating environmental awareness with a focus on long term growth. Social, economic and environmental factors must be integrated holistically to achieve sustainability, without having one adversely affecting the other.

A matter of concern: Environmental impacts from shipping and ports

Maritime transport and ports are essential components of international trade and goods movement. Ships represent one of the largest, most difficult to regulate sources of air and water pollution in the world. With traffic in the ports in the ASEAN Region continuing to grow, port authorities, administrations and operators are starting to be concerned about the negative impacts of their activities on the environment and nearby communities.

As one of the first project activities, an Inception Workshop for the partner ports was held in Bangkok to present the ideas and objectives of the project. At the workshop, activities were shaped for the coming period in close cooperation with our counterparts. An Initial Status Review (ISR) was then conducted at the participating ports to assess their needs, identifying bottlenecks and deficiencies with suggestions and measures for improvement. The results of the ISR were used to create a workplan for individual ports as well to shape activities for the project on a regional level. The project hosts bi-annual regional meetings with partners from the participating ports to exchange experiences, discuss progress in the ports as well as talk about activities between the project and the ports in the coming period. Revisions to the developed work programmes of the ports are also evaluated to ensure the project is taking the right steps in assisting the ports within the framework of the project.

As many ports are located in densely populated areas, ports can contribute to air pollution and traffic congestion. A Traffic Management Assessment and emission inventory for air pollutants has been

Prof. Jürgen Wilhelm, second left, Managing Director, GIZ Headquarters is pictured at Bangkok Port during his recent visit to the project. Looking on are Mr. Roland Haas, third right, Programme Director of ASEAN – German Technical Cooperation on Cities, Environment and Transport, GIZ and Mr. Komol Sribangpleenoi, (far left) Deputy Director, Ship and Cargo Operation Department, Bangkok Port, Port Authority of Thailand.

conducted for Bangkok Port. The study resulted in recommendations for the short, medium and long term to improve the traffic management in the port. The short-term measures, such as relocating street vendors at the entrance/exit of the port and new gatehouse policies and procedures were immediately implemented. The study also resulted in the drawing up of a general guideline for assessment of traffic management in ports that may be used by other ports in the region.

Emission inventories have been conducted at 7 project ports in the ASEAN Region. The results of the emission inventory can be used as a tool for the ports to decide which measures and strategies would be most effective in reducing and mitigating air pollution in and around their port.

Marine pollutants are also of concern. A significant amount of pollution in the marine environment could be prevented if coastal states and their ports provide adequate reception and treatment facilities for ship-generated wastes, sewage and garbage in compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL).

The project has been working closely with Laem Chabang Port at their request for support in the development of port regulations and port waste management regulations. These port regulations can be used by other participating ports in the ASEAN Region as a model blueprint. A Regional Training and Workshop on Port Waste Management will be conducted in May in cooperation with the International Maritime Organization (IMO) and relevant ministries in the field of waste management.

The project is developing 6 training courses for port personnel within the framework of Safety, Health and Environment. One course, on the Handling of Dangerous Goods, has been validated. The 5 other courses, based on the Training Needs Analysis, are in the final stages of development, and scheduled for validation soon.

The provision of training and technical assistance on the development and implementation of the Port Safety Health and Environmental Management Systems (PSHEMS) in 4 ports, notably PMO Cagayan de Oro, PMO Iloilo, Sihanoukville Autonomous Port and Phnom Penh Autonomous Port, are also under way.

In addition to working with the ports, the project also engages in activities and cooperation with the relevant ministries in the respective field of the activity. As the project also focuses on legislation issues, increased awareness and active involvement of ministries in project activities ensures long-term results.

Special Interview

Ms. Aunporn Poopetch, General Administrative Officer 12, Bangkok Port, Port Authority of Thailand

1. Can you describe the safety and environmental performance of Bangkok Port prior to the start of the project?

Cargo management at Bangkok Port has improved significantly since the explosion of the Dangerous Goods Warehouse at Bangkok Port in 1991. This was a major accident and since then, international safety standards and regulations have been applied to prevent such incidents in the future. Initially, these standards were specifically applied and exclusively understood by a small group of port staff dealing directly with the handling of dangerous goods. When the ASEAN – German Technical Cooperation Sustainable Port Development in the ASEAN Region project was initiated, more stakeholders were involved in the joint implementation of the system and in the development of better port standards, which improved efficiency of port operations. Resistance to change subsided as both the changes and developments made are for the long-term improvement of the port. We gradually changed the work system to ensure that our port is a safer place to work. At present, emission and noise impacts are below the acceptable levels.

2. What are the differences in Bangkok Port's operations, before and since the start of the project?

Before the project, we worked in small groups and the focus was mainly on individuals. If an individual was absent, then the operation which he/she was responsible for would be halted. After the project's intervention, the port realised that we must focus on systems and procedures, clearly defining roles and responsibilities and practices to avoid dependency on individuals. Even if an individual is absent, normal work can go on. Daily work routine has greatly improved. Nowadays when we hold project meetings, everyone shares their input on how to improve safety and environmental performance. This applies to the Bangkok Port staff, employees of other agencies and as well our subcontractors. When they work on our premises, they are under our careful supervision, as we must also be responsible for their safety and their environmental performance. With the support of the project, Port Authority of Thailand has included a training course on 'How to Work in a Safe and Environmentally Responsible Manner' as orientation for all new staff since 2010.

3. How does the project benefit Bangkok Port and its staff?

The benefits are clearly evident among our staff. They have realised the importance of safety and environmental issues, and this must be taken into consideration in daily work activities. Although we realise that this is not 100% achievable, safety and environmental considerations have become a vital part of their routine. The public image of Bangkok Port has significantly improved because all port staff complies with the rules and regulations. They are more mindful of the safety measures; therefore, staff accidents at Bangkok Port have drastically decreased. Major accidents are very few and far between, even non-existent.

4. Could you please comment on the sharing of experiences among other participating ports in Thailand and other ASEAN countries?

GIZ convenes a regional workshop bi-annually, inviting project participants to present their accomplishments, strengths, weaknesses and planned activities as a result of their work over the past half year. Each country focuses on different issues. The workshop also enables project participants to learn from each other both locally (ports within the same country) as well as regionally. For example, in the case of Bangkok Port, various port activities including the transportation and loading/unloading of cargo presented a problem to traffic in the vicinity and inside the port area. As a result, the project employed a team of experts to advise Bangkok Port, who presented us with guidelines on how to mitigate and solve these problems. This issue was also discussed during the regional workshop. Laem Chabang Port encountered an environmental issue due to waste and waste management. In this respect, Bangkok Port has also realised that we might face a similar problem in the future. Best practices and lessons learned from Laem Chabang Port can be used to identify preventive measures in Bangkok Port as well.

5. Do you have any recommendations for the project?

My main concern is to maintain project results and keep activities going after the completion of the project. Right now, we are supported by the project in developing work plans and discussing them in the regional workshops. We must be able to transfer project activities to the permanent offices and ensure that they will continue to drive them forward. Support from senior executives is also crucial to the sustainability of the project. If they are committed to the project, they will need to incorporate it into the organization's future plans or missions and develop performance indicators. If this occurs and if the implementation of current project activities continue, with regular monitoring and evaluation, the sustainability of the project in the long run will be achieved.

Tips & Tricks

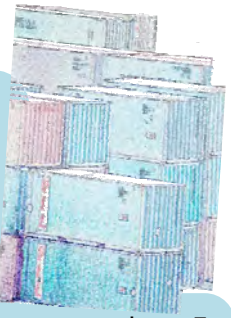
1 **Use a bike and walk:** for relatively short distances, riding a bicycle or just walking can often be a faster way of reaching your destination than using a motor vehicle. Besides, a bicycle is more eco-friendly as it produces neither noise nor emissions. Cycling and walking are healthy alternatives as these forms of exercise help to prevent cardiovascular disease. It is a win-win situation: you are not stuck in traffic and you protect your health and the environment.

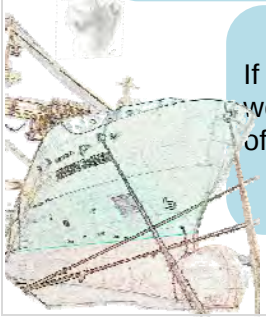
2 **Use public transport:** it is much more environmentally friendly than a private motor vehicle, as energy consumption and exhaust emissions per passenger-kilometer are much lower. Modern diesel buses emit less smoke and smells because their engines have such emission control devices as catalysts and particulate filters.

3 **You can bring about change:** if you have an idea on how to improve a particular situation in your neighborhood, search for likeminded and committed people to join you. These other members will bring different skills to the group to achieve your goal and probably have a lot of fun, as well! For example, you can turn to your community in promoting a car-free day as a way of creating awareness for a neighbourhood without traffic congestion, smelly exhaust fumes and noisy, speeding motorbikes.

1 The volume of international seaborne trade increased from 4 billion tons in 1990 to more than 8 billion tons in 2009

2 In 2009, container ports around the world handled more than 500 million TEUs (Twenty-foot Equivalent Units) – a 400% growth since 1990





3 If global shipping were a country, it would be the 6th largest producer of CO_2 gas emissions

4 Each year ships deliberately dump more than 5 million tons of solid, often toxic, wastes and more than 500,000 tons of oil, oily wastes and cargo residues into the seas

Roundup

Strengthening Cooperation in a Social Market Economy for Sustainable Development in Thailand

GIZ, the Board of Trade of Thailand and Konrad-Adenauer Foundation held a conference on the "Relevance of a Social and Ecological Market Economy for Sustainable Development in Thailand" in February 2012. Participants included representatives from Thai ministries, public and private agencies, Thai business associations and research teams from leading academic institutions.

Participants shared information and views on Thailand's social market economy. Approaches to adjusting Thailand's position in the regional market were discussed, taking account of the market economy and ecological balance and systematically dividing the role between government, the private sector and civil society. Such approaches will strengthen Thailand's competitiveness and prepare the country for the ASEAN Economic Community (AEC), which gets off the ground in 2015.

At the end of the conference, it was concluded that both Thai and foreign investors should work together to enhance Thailand's competitiveness before the framework of completely free trade is launched, particularly in the area of technology and comprehensive infrastructure development. Thailand is the world's No. 1 exporter of rice and rubber yet remarkably does not have its own sea freight. If Thailand aims to be Asia's hub, the country must earnestly invest in rail logistics, which can significantly decrease transportation costs.

However, any such development should take into account ecological balance because Thailand has limited resources. Thai people must join the campaign for efficient and eco-friendly resource use. This role is not limited to the civil sector: the government should also take part in the development. Indeed, the government has already invited factories to participate in the green factory verification project and is recommending that factories create new innovations based on local wisdom to add value to their products. The aim is to enhance competitiveness, meet diversified customer requirements and help Thailand move towards becoming an ecologically responsible country.

Study trip on biomass promotes knowledge exchange and business partnership between Thailand and Germany

In order to share the German experience and know-how on biomass, GIZ organized an "Energy from Biomass in Germany" business and study trip from 5 to 9 March 2012 for 35 Thai delegates. The trip targeted representatives and decision-makers from Thai companies and business organizations in the bio-energy and agro-industry fields, banks as well as representatives from the government and public administration that are active in the promotion of renewable energies.

The trip featured on-site visits to lighthouse biomass projects and applied best practices all over Germany to provide participants with a unique insight into the German biomass sector. The various on-site visits focused on the conceptualization and development of projects as well as on business models. Participants were given the opportunity to study concrete examples of applied solutions in the field of power from biomass, and to discuss the appropriate technology for biomass in the Thai context.

Meetings with representatives from German companies, business associations, governmental bodies and scientific institutions provided the chance for intense exchanges of ideas, know-how and experiences regarding business and market development, as well as the opportunity to present project ideas from Thailand. During the course of the trip, the participants gained detailed information about products and services that German companies have to offer and were able to initiate the first steps towards further cooperation.

In addition, GIZ organised an information workshop for the participants to inform German companies about the potential for energy from biomass in Thailand. This was held on 5 March in Berlin.

The combined business and study trip on "Energy from Biomass in Germany" and the information workshop were implemented under GIZ's Project Development Programme (PDP) South-East Asia, which is part of the "renewables – Made in Germany" initiative of the German Federal Ministry of Economics and Technology (BMWi). The BMWi has commissioned the German-Bilateral Chambers of Commerce (AHKs) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH to jointly implement the initiative's regional activities in South-East Asia. The "renewables – Made in Germany" initiative is aimed at sharing knowledge and technology, as well as creating business partnerships and sector-specific networks between German and South-East Asian companies and business associations in order to join forces to maximize project opportunities in the field of renewable energies.

GIZ and KMUTT Sign MoU on Development and Promotion of Environmentally Sound Management of Chemical and Hazardous Waste

On 15 March 2012, within the Public-Private-Partnership Project with Merck, GIZ and the Energy Environment Safety and Health Office (EESH), King Mongkut's University of Technology Thonburi (KMUTT) jointly signed an MoU on "Joint Technical Cooperation on Developing and Promoting Environmentally Sound Management of Chemical and Hazardous Waste Management System in Thailand". The signing ceremony was held at KMUTT, Bangmod Campus.

The aim of the technical cooperation is to mutually develop and promote an environmentally sound chemical and hazardous waste management system. The scope of the cooperation focuses on the compilation of essential knowledge and information on waste management and promotion of environmentally sound management of chemical and hazardous waste related activities. The project sets out to facilitate access and appropriate application of the information in the management of chemical and hazardous waste in an environmentally friendly manner by chemical users.

Germany Cooperates with ASEAN in Working towards Sustainable Agri-food System

The "ASEAN Biocontrol for Sustainable Agrifood Systems" Project organized an Inception Workshop on 21-23 March 2012 in Bangkok to officially launch the project and hold strategic discussions regarding the organizational structure and planning of activities.

The project is funded by the German Federal Ministry of Economic Cooperation and Development and aims to promote sustainable agriculture in the ASEAN region. The event brought together senior government officials from the agricultural sectors of 9 ASEAN Member States - Brunei Darussalam, Cambodia, Indonesia,

Laos, Malaysia, Philippines, Singapore, Thailand (the host country), and Vietnam - as well as from the ASEAN Secretariat.

The participants also joined a field trip to Swift Co., Ltd, one of Southeast Asia's leading fresh produce exporters in organic, chemical free and GLOBALGAP-compliant farmed vegetables and fruits. The trip also included a visit to the Thai GAP Demonstration Farm at Kasetsart University, Kamphaeng Saen Campus.

Results of the Study Trip on Low Carbon City Development and the Field Visit to Observe Waste Management in Khon Kaen

The Regional Environment Office 10 and partner agencies in the "Khon Kaen Declaration on Climate Change Mitigation and Adaptation Working Group", supported by GIZ under the ONEP-GIZ Climate Policy Project, held a meeting on 3 January 2012 at Office 10 to look at the results of the project's study trip on "Low Carbon City Management". The objectives of the meeting were to summarize the lessons learned from the Singapore study trip, conducted in December 2011, and to apply them in the future mobilization of the "Khon Kaen Declaration on Climate Change Mitigation and Adaptation".

Participants in the study trip observed several contributing factors to the success of Singapore's low carbon management and climate change programme including: Singapore has high discipline standards and Singaporeans respect and abide by the laws. Besides efficient management of the country's resources, appropriate city planning and architectural designs that take the country's culture into consideration, Singapore is keen on energy conservation and renewable energy development. Lessons learned from the study trip and the accomplishments to date of municipalities' executives and staff have reinforced commitments to mobilize climate change mitigation and strengthen adaptation policies and implementation. Examples are as follows:

- Khon Kaen Municipality is becoming the pilot organization in the Carbon Footprint for Organization (CFO) Project, which aims to reduce local energy consumption and waste generation.
- Tambol None Thong Municipality is committed to planting 90 million trees in honor of His Majesty the King. The Municipality will conduct tree assessment and calculate carbon sequestration to promote public involvement in the development of the municipality's sustainable green areas.
- Dhamma Udhayan Forest Temple is establishing a knowledge centre on climate change mitigation with the aim of becoming a study trip destination in the province.
- Regional Environment Office 10 is developing carbon reduction/carbon footprint pilot organizations and a green route for the Khon Kaen Network.

After the meeting, participants had the opportunity to visit the operations of Fairy Plaza Department Store, which has a comprehensive waste management system. The department store, Khon Kaen Municipality and Regional Environment Office 10 earlier held a joint activity titled "Good deeds for the Country". Fairy Plaza has also participated in many activities organized by GIZ, including the training course on organic waste management and biogas production from organizations' waste. Dr. Saijit Jawana, a nun, is the department store's adviser on waste management and biogas fermentation tank installation. The department store set up a working group to participate in field trips and further their knowledge and skills on waste management, targeting a reduction in waste of 50 per cent. Proceeds from the waste management system are used to subsidize one meal per day for its own staff. Fairy

Plaza Department Store has been able to reduce waste, previously collected by Khon Kaen Municipality, by up to 800 kilograms per month. Over the past 8 months, the department store has been able to generate 100,000 baht from the activity, which was launched in June 2011.

Thai Smallholders Now Ready for Sustainable Palm Oil Production

The Sustainable Palm Oil Production for Bio-Energy Project, which aims to promote and strengthen smallholders' capacities for sustainable palm oil production and prepare them for internationally recognised certification, has been in operation for 2 years. Three smallholder groups, namely Univanich-Plaipraya Sustainable Oil Palm Smallholders Production Community Enterprise Group, UPOIC Nuakhlong-Khaopanom Sustainable Oil Palm Smallholders Production Community Enterprise Group and Suksomboon Palm Oil Co. Ltd, Sustainable Oil Palm Smallholders Production Community Enterprise Group, have so far joined the project and applied for Roundtable on Sustainable Palm Oil (RSPO) membership. The 3 groups operate in compliance with RSPO principles and criteria and will be audited by external certification bodies (CBs) in April. It is anticipated that they will be the first 3 independent smallholder groups to achieve the RSPO accreditation.

"The Future of Smallholders" and Partnership Model Development in the Agricultural Sector

On 1-3 February 2012, the Sustainable Palm Oil Production for Bio-Energy Project held a regional seminar in Krabi on "The Future of Smallholders in the Agricultural Sector". Representatives of international agencies from India, Cambodia and Germany, among them Syngenta Crop Protection Co. Ltd, the Department of Agro-Industry (Cambodia), International Finance Corporation - IFC (Indonesia), the International Centre for Tropical Agriculture (Laos), Felda (Malaysia) and Roundtable on Sustainable Palm Oil (RSPO), actively participated in this second regional seminar.

As part of the seminar, the representatives visited participating Thai smallholders' oil palm plantations where they met and shared knowledge and experiences with smallholders and learned about palm oil production in Thailand that meets RSPO sustainable standards. The plantations are the case studies for future project development. The seminar focused on promoting cooperation among palm oil stakeholders, including public and private agencies, mills and smallholders or the so-called "Partnership Development in the Agricultural Sector" to ensure sustainable agricultural development.

Workshop on "Sustainable Palm Oil Production Management"

- Identify the sustainability challenges in Thai palm oil production
- Develop a strategy to meet the demand for RSPO certification
- Best practice in cooperating with smallholders

Sustainable development in Thailand can be achieved through the integration of economic, social and environmental aspects. Similarly, sustainable palm oil production in Thailand can be achieved through palm oil stakeholder engagement. However, developmental cooperation in the entire palm oil industrial system is still limited. Experiences from joint implementation between GIZ and the Office of Agricultural Economics (OAE) indicates that the time has come for collaborative effort among palm oil industrial stakeholders to develop sustainable palm oil production and gain recognition from the global markets.

The project therefore plans to organize a training course in June that will focus on linking the palm oil industrial system across the entire supply chain with developments that correspond with the Roundtable on Sustainable Palm Oil (RSPO) sustainable palm oil production standards. For more information, please contact the Sustainable Palm Oil Production for Bio-Energy Project at 075-664420.

PTT and GIZ Sign an MoU on Renewable Energy Research

On 9 February 2012, PTT Public Company Limited and GIZ signed a Memorandum of Understanding (MoU) on "Collaborative Research and Development on Renewable Energy and the Environment". Focusing on sustainable development, the agreement to mutually study and develop technology transfer strategies and their application in climate change and environmental initiatives was signed by Mr. Nattachart Jarujinda, PTT Group Executive Vice President for Corporate Strategic Planning and Mr. Tom Pätz, Managing Director of GIZ Head Office in a ceremony held at the PTT Head Office in Bangkok.

With the MoU now signed, PTT and GIZ will liaise with relevant agencies, both public and private, to conduct renewable energy research and development that can be readily applied by communities. The objectives of the joint effort are to reduce energy imports and ensure self-reliance, which will extensively benefit the country and communities in the years to come.

Development of the Ko Chang area into an Eco-Friendly Tourism Destination

On 15-17 February 2012, the Climate Protection in Tourism Project, a collaboration between GIZ and the Designated Area for Sustainable Tourism Administration (DASTA), led a team of experts comprising Mr. Eike Otto, a German tourism destination management expert, Mr. Anuwat Churyen, a tourism expert from Maejo University and Dr. Kannikar Pimonsri, a tourism expert from the University of Phayao, to Ko Chang and Ko Maak to identify climate-friendly tourism development approaches for the Ko Chang Cluster Designated Area and to promote renewable energy utilization in the tourism sector. The project team convened a workshop and presented eco-friendly tourism development and efficient energy/resources utilization models and approaches to representatives of the Tourism Authority of Thailand, Ko Chang Marine National Park, Trat Tourism Association, local administrative offices and interested tourism operators. Workshop summaries, problems encountered and recommendations were compiled for collaborative formulation of the Ko Chang Area Development Plan.

Assessment of the Climate Protection in Tourism Project

The Climate Protection in Tourism Project, a collaborative project between GIZ and the Designated Area for Sustainable Tourism Administration (DASTA), is one of the 115 selected projects under the International Climate Initiative, commissioned by the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU), to undergo project assessment. The BMU appointed Mr. Max Kasparek to conduct a project assessment in the Ko Chang Cluster Designated Area. Interviews with the Trat Governor, the DASTA Director, executives of local administrative offices and Trat Tourism Association along with visits to climate-friendly establishments in Ko Chang were conducted between 24 February and 2 March 2012. In addition, Mr. Kasparek had the opportunity to discuss and share information with the German Embassy as well as recommend and jointly plan project development approaches to address encountered problems to ensure sustainability project results.

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Pictures are taken by members of the programme

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Programme and projects funded by Federal Ministry for Economic Cooperation and Development

- Sustainable Urban Transport Project in Asia
- Clean Air for Smaller Cities
- Sustainable Port Development
- ASEAN Biocontrol for Sustainable Agri-food Systems
- Trilateral Cooperation Programme with Thailand and Malaysia
- Strengthening Capacity of Supreme Audit Institutions in ASEAN

Programme and projects funded by Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

- Climate Policy Project
- Climate Protection in Tourism
- Sustainable Palm Oil for Bioenergy
- Mobilisation of national mitigation measures (NAMAs) to replace F-gases in refrigeration and insulation foam production

Grant project co-funded by the European Union

- Enhancing the Economics of Biodiversity and Ecosystem Services in Thailand/ South-East Asia (ECO-BEST)
- Greening Supply Chain in the Thai Auto and Automotive Parts Industries
- Sustainable Consumption and Production, SCP Policy

Programme and projects funded by Federal Ministry of Economics and Technology

- Project Development Programme: Renewable Energy in South East Asia