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Newsletter of Bangkok-based projects  
by GIZ and partners  
Issue # 27 October–December 2013

Dear Readers,

The year is coming to an end soon again. Therefore, we'd like to kind of wrap up the year, i.e. this edition covers almost all on-going Thai-German and regional projects based in Bangkok.

Nevertheless, a special feature was put together about a not yet so much known type of development cooperation: the trilateral cooperation. What is trilateral technical or development cooperation, how does it work, what are the value added and which projects are running under this framework in the region? E.g. in which fields Thailand and Germany are joining their technical cooperation efforts in which partner countries?

We also have tried to further improve the reader-friendliness of the newsletter. From now on, each article also bears the name of the author. If not mentioned otherwise, you can directly contact him or her at: [firstname.familyname@giz.de](mailto:firstname.familyname@giz.de).

We wish you successful remaining weeks in 2013.

Best regards,  
The newsletter team



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## Thai-German Trilateral Cooperation with Cambodia, Lao PDR and Vietnam

By Jarukan Rassiri / Thai-German Trilateral Cooperation Programme

### Cooperation Background

In 1956, Thailand and Germany signed the Agreement on Economic and Technical Cooperation. It gave birth to more than 200 development projects in various sectors as well as a long-standing friendship through the process of learning and working together between the two countries. Six decades has past and today Thailand has become one of the leaders in the region in various fields. Thailand is now a provider of the technical cooperation in Southeast Asia and one of the main actors in the regional integration processes.

Therefore, in 2008, Thailand and Germany have developed their relation from “Donor-Recipient” status to a “Partnership” scheme, by jointly supporting development efforts in a third country in Southeast Asia, through the Thai-German Trilateral Cooperation Programme. The funding support is from the Thailand International Development Cooperation Agency or TICA under the Ministry of Foreign Affairs and the German Federal Ministry for Economic Cooperation and Development or BMZ.



“When Thailand started to be a provider of technical cooperation, we felt, it would be a pity, if we have to stop our technical cooperation with Germany. The long-standing relationship of over 50 years must end just because we do not need German development aid anymore. So we tried to find a new approach. I like to call it the “new chapter of development cooperation.” It means that both countries develop the relation from “Donor-Recipient” to “Partnership Relation.” So Thailand and Germany have become equal partners in development cooperation. Now, together, we transfer our know-how and technology to support other third countries.”

Mr. Apinan Phatarathiyanon, Director-General of TICA during 2008-2011



### Goal

- The cooperation aims to foster **development goals in the target countries**, currently focusing on Cambodia, Lao PDR and Vietnam, through the sharing of relevant expertise from Thailand and Germany. The priority areas are education, rural development and SME, agriculture and health.
- The programme also aims to **enhance Thailand’s role as provider of development cooperation** and support South-South cooperation focusing on expertise in the region to promote regional wisdom, strength and ownership.

### Cooperation Approach

The programme supports and strengthens the partners in Thailand and third countries through:

- Joint development and implementation of small-scaled trilateral projects, starting from project design and preparation, development of steering structure and project monitoring and evaluation
- Know-How Transfer in the sectors that both Thailand and Germany have expertise and experiences
- Capacity building and human resource development.

## The programme is composed of 4 work areas that are closely linked together:

- Capacity building in development cooperation and result-oriented steering and project management
- Development of the instrument of trilateral cooperation
- Development of a joint strategy for Thai-German technical cooperation activities in the region
- Implementation of small-scaled trilateral projects with the third partner countries

During the programme's first phase, Thailand and Germany plan to implement up to 8 small-scaled trilateral projects with the budget of around EUR120,000 per project. Currently there are 5 projects under the programme.



Country	Project	Period
Lao PDR	Paper Mulberry Supply Chain	2010-2013
	Nam Xong Sub-River Basin Management	2012-2014
	Strengthening National Good Agricultural Practice (GAP) in Lao PDR	2012-2014
Vietnam	Advanced Technical Services for SMEs in Selected Industries of Vietnam	2010-2012
	Strengthening Cooperative Management in Western Highland and Central Region of Vietnam	2013-2015

## Added Value of Thai-German Trilateral Cooperation

### Synergy for Impact

- It aims to increase the development impact in the target countries by synergizing the experiences and resources of all the three parties, and also create new development solutions

### Regional Integration

- It supports regional cooperation, integration and harmonization between the Southeast Asian countries in order to lower the development gap in the region

### Strategic Partnership for Sustainable Development

- It promotes mutual learning and experience sharing as well as enhances the role of Thailand and Germany in development cooperation in the region



## Partner agencies:

**Programme partner:** Thailand International Development Cooperation Agency (TICA)

**Project partners:** Various government and private agencies in Thailand, Cambodia, Lao PDR and Vietnam

# Project Example: “Strengthening National Good Agricultural Practices in Lao PDR” project

By Jiraluck Inwong / Thai-German Trilateral Cooperation Programme



## What is the Problem Situation?

ASEAN is committed to enhance its international competitiveness of food and agricultural produces in the global market. Various efforts have been made to enhance food control systems and assure food safety and quality. Good Agricultural Practices or GAP standard is one of the instruments adopted to standardize improved agricultural practices. Lao farmers are facing challenges from current developments towards the integration into the ASEAN common market in 2015. There is no national GAP system harmonized with the ASEAN GAP standard. The Lao farmers and smallholders have no access to affordable GAP certification to increase their competitiveness. Local consumers are also not yet familiar with or aware of such food standard concepts.

## What does the Project Do?

The project supports the Lao Department of Agriculture to develop functioning national GAP system, in line with ASEAN GAP. With an accessible and reliable system, Lao farmers can produce fruits and vegetable to meet the standard according to the domestic and regional demand. Lao fruits and vegetable will also be competitive in the regional market.

To achieve the goal, the project has 4 specific objectives.

- The organizational structure of the Lao Certification Body is set up and functioning to support the Lao GAP system, with a development plan in place
- The Lao GAP Standard and the Standard Operating Procedures for fresh fruit and vegetables is established in line with ASEAN GAP
- Competent human resources and the authority to manage the Lao GAP inspection and certification processes as well as support pilot GAP extension services are in place
- Farmers and operators in pilot areas have applied and obtained Lao GAP certificate while domestic buyers have accepted the produce.

## Who are the Target Group and Who will benefit?

The project target groups are the newly set up Lao Certification Body and the related government officials in the sector as well as farmers and operators. The project will finally benefit around 200 farmers and operators in the pilot areas

## How does the Three Parties Work Together?

- **The Standard Division** under the Lao Department of Agriculture takes the driver seat in the project implementation and management. The ownership rests with the Lao partner.
- They are supported in technical issues by the **Thai Department of Agriculture**, as Thailand has a long experience in establishing a national GAP system and a lot of lessons-learned. **GIZ** also bring in German's experience in supporting Thailand to establish private GAP benchmarked with European standards
- **TICA and GIZ Bangkok** provide support in the project's trilateral framework, the results-based management approach as well as capacity building needed for the project team to run the project successfully



## Complimentarity to the Narrowing of Development GAP and Regional Integration Processes

The Thai experiences in establishing national GAP following ASEAN GAP standard can be a closer example from a partner with geographical proximity and close cultural ties. Germany also brought in their experiences in establishing private Thai GAP benchmarked with European standards. Once the Lao GAP standard is in place, the domestic productivity and product marketability will be increased, and ultimately boost trade and improve the farmer livelihood. This will contribute to the effort to lower the development gap within ASEAN and enhance ASEAN's international competitiveness of food and agricultural produces.



# Trilateral Cooperation

## What is it? Where does it come from?

By Julia Langendorf / Malaysian-German Trilateral Cooperation Programme

The initial idea for triangular cooperation either emerges top-down – driven by the political will at the governmental level – or bottom-up, from the practice of existing cooperation projects or occasional meetings between experts.

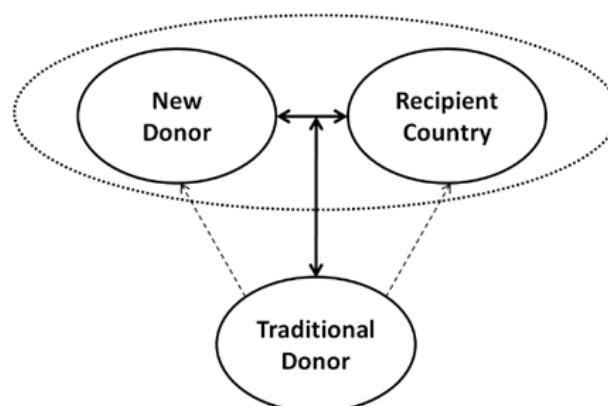
At this very early stage, personal commitment and professional networks are often decisive. Top-level initiatives are often communicated at highly visible public events, e.g. a state visit or ministerial trip. Bottom-up initiatives, on the other hand, often emerge in informal settings or as the result of former projects that left particular aspects unattended.

*Trilateral cooperation is e.g. when a new donor and a traditional donor replicate their own bilateral successes through triangular cooperation with a developing country.*



In comparison, the initiation process of top-down initiatives is usually sped up – high-level support “from above” gives them special weight and importance. On the other hand, bottom-up initiatives tend to be easier to implement since they were conceived by practitioners “from the ground”, who can have a better understanding of the actual needs of the partners involved.

Therefore, triangular cooperation projects do not emerge from nothing. There are, at least, established contacts between the countries involved and many triangular cooperation initiatives build on completed or existing cooperation projects. In the many years of experience working in triangular cooperation, experiences and the everyday work of different projects have varied greatly. No project is ever like another. Nevertheless, there are three different models that usually initiate triangular cooperation:



For one, South-South cooperation is often the starting point of triangular cooperation. A pivotal country and a developing country engage in horizontal South-South cooperation. They ask a traditional donor for know-how in specific areas and the cooperation project is then supported through technical advice and partly financed by a traditional donor.

In contrast to the mere financing of South-South cooperation, in which the traditional donor assumes the role of a silent partner, its technical contribution is central, as the following example reveals:

***If you want to travel fast, travel alone. If you want to travel far, travel together***

***(African Proverb)***

***Cited by K. Piroon Laismit, TICA, Thailand***

***In Latin-American you have the same language and culture, which fosters triangular cooperation. But in Southeast Asia, you have ASEAN and the IAI which is a much stronger driver for triangular cooperation.***

***Cited D. Becker, GIZ Indonesia***

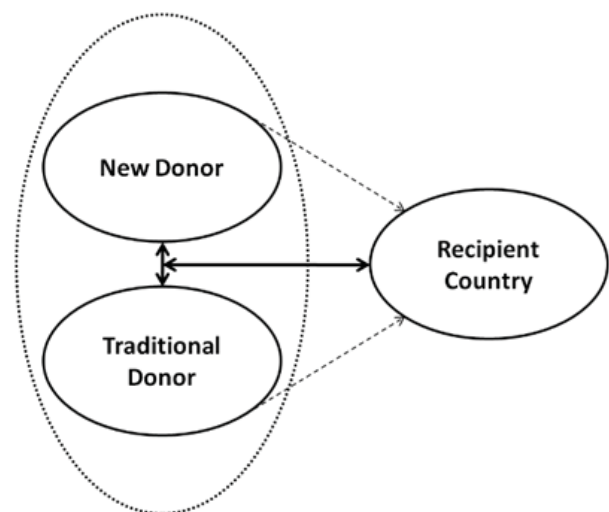
The triangular project on mulberry paper between Germany, Laos and Thailand contributed to the sustainable improvement of the economic and social living conditions of the rural population in the mountainous regions of Laos.

The sustainable use of resources and the improvement of the local economy were supported by focusing on the improvement of the raw material of the mulberry bark, the improvement of the trade chain between Laos and Thailand through the introduction of common quality standards, and by payments according to these standards.

For Thailand, the safe availability of improved material from ecologically sustainable production schemes also secures jobs, leads to market advantages (eco-label) and potentially also to direct trade alliances with farmer groups and business associations. Likewise, the triangular project also shifts added value to Laos.

The development of processing capacities in Laos is an attractive strategy for both countries: it provides the processors in Thailand with niche products, which extend their market possibilities and it gives Laos the opportunity to add value within the country and build up processing capacities in rural areas which is strongly needed for economic development.

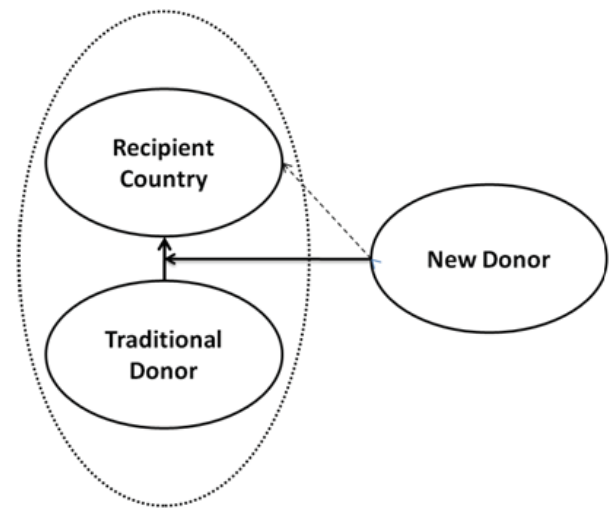
The other two models are based on North-South cooperation as the starting point for triangulation: In the first case, a new donor and a traditional donor replicate bilaterally developed solutions through triangular cooperation.



A new donor and a traditional donor replicate their own bilateral successes through triangular cooperation with a developing country. The advantages here are the cultural proximity and that the project already has worked in a (mostly neighbouring) country. The new donor often expresses interests in institution building during this project.

Nevertheless, a triangular cooperation should only be initiated if it is likely to improve the development results of the respective intervention and if the beneficiary country has expressed its interest in the cooperation.

An example for this model of triangular cooperation is the case story on Guatemala, Mexico and Germany. Even though the project is based on a bilateral cooperation in the area of waste management, the initiative is clearly demand-driven and contributes to strengthen national ownership.



The third model of the initiation of triangular cooperation is that a bilateral cooperation between a traditional donor and a developing country is supported by a (sometimes neighbouring) new donor.

Over the last decades, new donors have acquired expertise in fields that are highly relevant for developing countries. For instance, countries like Brazil, South Africa or India are leading in the production of HIV/Aids generics or in malaria research. Approaches and solutions have been developed under similar circumstances and seem to be more suitable to developing countries needs.

Additionally, the replication of these may be facilitated by cultural and linguistic similarities. In such a situation, triangulation allows for enhancing the developmental leverage and all partners involved benefit from mutual learning as the Ethiopia, Israel and Germany case shows: Through the certain expertise which Israel has in the irrigation water management sector, the former bilateral project gained significance and development results could be improved.

***Triangular cooperation means a win-win-win situation!”***

**Cited by Amb. Zainol (Malaysia)**

*Source: Abstract from Langendorf, Piefer, Knodt, Müller, Lazaro (eds.) (2012): Triangular Cooperation: A Guideline for Working in Practice. NomosVerlag, Baden-Baden.*

# Malaysian-German Project

## “CSR in the Port Sector in Cambodia”

By Julia Langendorf / Malaysian-German Trilateral Cooperation Programme

Malaysia and Germany are implementing this triangular cooperation project together in the recipient country Cambodia. The project started in September 2012 and is running until December 2013. The project is jointly financed by Germany and Malaysia with a 70/30 cost sharing basis.

Project Objective: “The capacities of Cambodian ports to develop culture and policy with increased responsibility towards social, ecological and safety aspects are strengthened.”

The project works in close collaboration with the “Sustainable Port Development in the ASEAN Region (SPD)” project. Both projects have aligned and harmonized efforts to further scale up the project impacts. This has proven to be very helpful for results from short-term projects to become more sustainable.



### Project history and future outlook

After a first Fact Finding Mission in September 2012, a two-week training for 19 Cambodian participants from the maritime sector, ports and affiliated ministries was held at the Malaysian Maritime Academy (ALAM) in January 2013. The “Maritime Human Resources Management Training” provided additional knowledge and tools for managerial activities in the maritime sector.

A Corporate Social Responsibility (CSR) study was conducted which examined the CSR initiatives of the participating port organizations in Malaysia and Cambodia. This was presented to the ASEAN ports at the 7th Regional Meeting of the Sustainable Ports Development project in August 2013.

It has been perceived that port organizations in particular have far reaching impacts beyond the borders of their administrations. As the traffic in the ports in the Association of the South East Asian Nations (ASEAN) region is continuing to grow, port authorities and operators start to be concerned about the impact of their activities on the environment and nearby communities. This is the reason why social responsibility in ports is of utmost importance.

### Objectives of the CSR Study

- Research the existing strengths of CSR in the ports of Malaysia and Cambodia using the ISO 26000 Guideline on Social Responsibility as the baseline, as well as inputs from the UN Global Compact and the Global Reporting Initiatives
- Identify areas of mutual learning between the Malaysian and Cambodian ports in the area of CSR
- Identify areas of recommendation where gaps exist between the CSR practices identified and the Guideline for Social Responsibility of the ISO

In September 2013, a Training of Trainers seminar has been hosted by ALAM to qualify selected Cambodian officials to provide trainings on their own in their respective ports on codes and conventions.

Further capacity development demands for Cambodia will be met by an E-Coaching platform, which will be provided by ALAM until the end of the project. GIZ will make CSR content available and enable ALAM to include it in their future training courses. Upon the finalisation of the project an Evaluation Mission consisting of MTCP, GIZ and ALAM personnel will jointly assess the results of this project.



# International Conference

## “Triangular Cooperation in Southeast Asia”

By Warisa Sungkaprom / Trilateral Cooperation Programme

Regional economic cooperation and integration is becoming increasingly important for the whole of Southeast Asia. The Initiative for ASEAN Integration (IAI) was launched with objective to narrow the gap between different levels of development, and to promote cooperation among the ASEAN countries. Triangular cooperation is a modality that can complement this objective.

During 19-20 September 2013, GIZ on behalf of the German Federal Ministry for Economic Cooperation and Development (BMZ) and Thailand International Development Cooperation Agency (TICA) under the Ministry of Foreign Affairs of the Kingdom of Thailand jointly organized a conference on “Triangular Cooperation in Southeast Asia”.



Around 100 delegates from various organizations have joined the event. Besides BMZ and TICA, GIZ and other partner development agencies from different countries, also other donors such as JICA, USAID, ADB, UNFPA, World Bank and New Zealand Aid have shared their experiences. The group also explored issues of alignments and harmonization and synergies of their different strategies and approaches, and how trilateral cooperation can enhance regional cooperation and integration, in order to reduce the development gaps in the region.

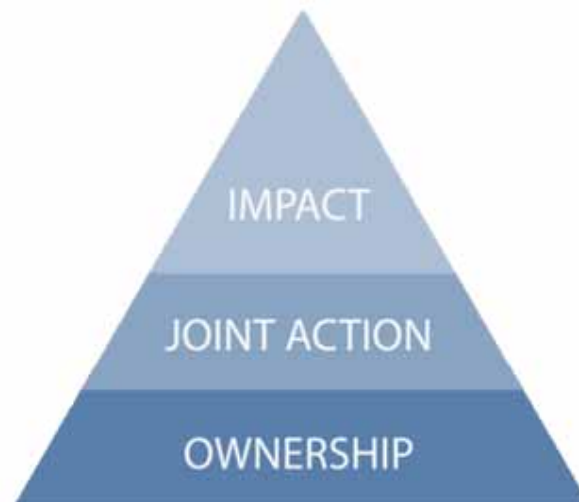
### Conference Highlights



# TIPS & TRICKS

## Did you know...

- ...that GIZ currently runs 35 different triangular cooperation projects in 31 countries with a total volume of 33 Million Euro?
- ...that GIZs first triangular cooperation was already in 1986 with China in Mali on using rice husks for energy generation?
- ...according to the Encyclopedia Britannica, a triangle is especially recommended for the construction of bridges, because it gives a stable form capable of supporting considerable external load over a large span?
- ...triangular cooperation was explicitly mentioned in the coalition agreement of 2009 of the Federal Republic of Germany?
- ... Thailand and Germany are one of the longest cooperation partners on triangular cooperation in Asia?
- ...triangular cooperation can support emerging economies by reaching their objectives under the IAI?



## German Food Partnership – Better Rice Initiative Asia: Optimizing Rice Value Chains

By Markus Ineichen / ASEAN Biocontrol for Sustainable Agri-food Systems

**In 2050** more than nine billion people will inhabit the Earth. Business and politics will face a growing demand for food, energy and agricultural produce.

In the context of this challenge, companies and institutions from the agricultural and food sectors founded the German Food Partnership (GFP) in June 2012. Under the patronage of the Federal German Ministry for Economic Cooperation and Development (BMZ) GFP functions as a platform, which enables public and private actors to join forces and implement projects along agricultural value chains.

The projects aim to increase productivity in the agricultural sector and to provide farmers with better access to production inputs and markets. This in the long run will help to increase overall food security.

As one of the first initiatives under GFP, the Better Rice Initiative Asia (BRIA) was launched in order to optimize rice value chains and improve rice-based nutrition in Southeast Asia. It focusses on three priorities:

- Better rice production (e.g. through optimizing agricultural inputs)
- Better rice-based nutrition (e.g. through rice and oil fortification with vitamins)
- Better education and training in the rice production (e.g. through introducing new technologies)

In addition, the project will promote “Young Agripreneurs”. Awareness campaign on rice farming as a profitable business shall encourage young generations to enter this profession. BRIA is expected to start in the last quarter of 2013. The four target countries are Indonesia, the Philippines, Thailand, and Vietnam. The initiative, co-financed by BMZ develoPPP.de programme, will help up to 20,000 smallholder farmers to improve their economic situation by adopting German and international expertise and technology. Not only farmers will benefit from sustainably produced food, but also a multitude of consumers as rice is the most important staple food in the region.

Optimizing the utilization of agricultural inputs and using new technologies will increase crop yields. In order to benefit from economies of scale in purchasing (such as machines or seeds) and better access to finance and other services, farmer communities will be strengthened and integrated into inclusive business models with rice processors and traders. Furthermore, an increased efficiency and sustainability will be achieved through a modern and knowledge-based rice industry as well as the transfer of climate- and resource-friendly technologies.

In Thailand BRIA is implemented under the name PROSPECT (Promoting Sustainable Production of Rice and Ecosystem Resilience in Thailand) in cooperation with the main project partners AGCO, BASF Crop Protection, Bayer CropScience, and GIZ.

For further information on GFP and BRIA please visit: [www.germanfoodpartnership.de](http://www.germanfoodpartnership.de)

*German companies and their partners help 20,000 rice farmers to improve productivity for higher food security in the region.*





# Fit for International Business: Sustainability Standards in the Thai Fruit Juice Industry

By Lena Kern / ASEAN Biocontrol for Sustainable Agri-food Systems



**Consumer** interest in high quality, sustainably produced food is continuing to grow both in Thailand and internationally. At the same time, producers and retailers in the global fruit juice industry are showing more awareness of ecological sustainability and minimum social standards. As supply chains become progressively more international, quality control and traceability gain importance for raw material suppliers in developing and emerging countries.

*To be more competitive, Thai fruit juice producers and laboratories are to meet international sustainability standards.*

In Thailand, the abundance of raw materials guarantees competitive production as well as export potential for fruit juice and concentrated fruit juice. But can Thai fruit juice products live up to international sustainability standards? Actions are needed both at the earliest production stages and at processing level but the shortfall in quality infrastructure and qualified service providers such as laboratories and auditors needs to be addressed. Furthermore, producers are rarely informed on the use of pesticides.

***SGF stands for “Sure, Global and Fair”***

***SGF International promotes legal and industrial quality and safety standards in the global fruit juice industry.***

[www.sgf.org](http://www.sgf.org)

This is where the development partnership of SGF and GIZ steps in. Through this project, SGF and GIZ are supporting the Thai fruit juice industry in its efforts to comply with the requirements of the international market. The common objective is to increase safety and quality of Thai fruit juice products in accordance with national and internationally recognized standards, for example:

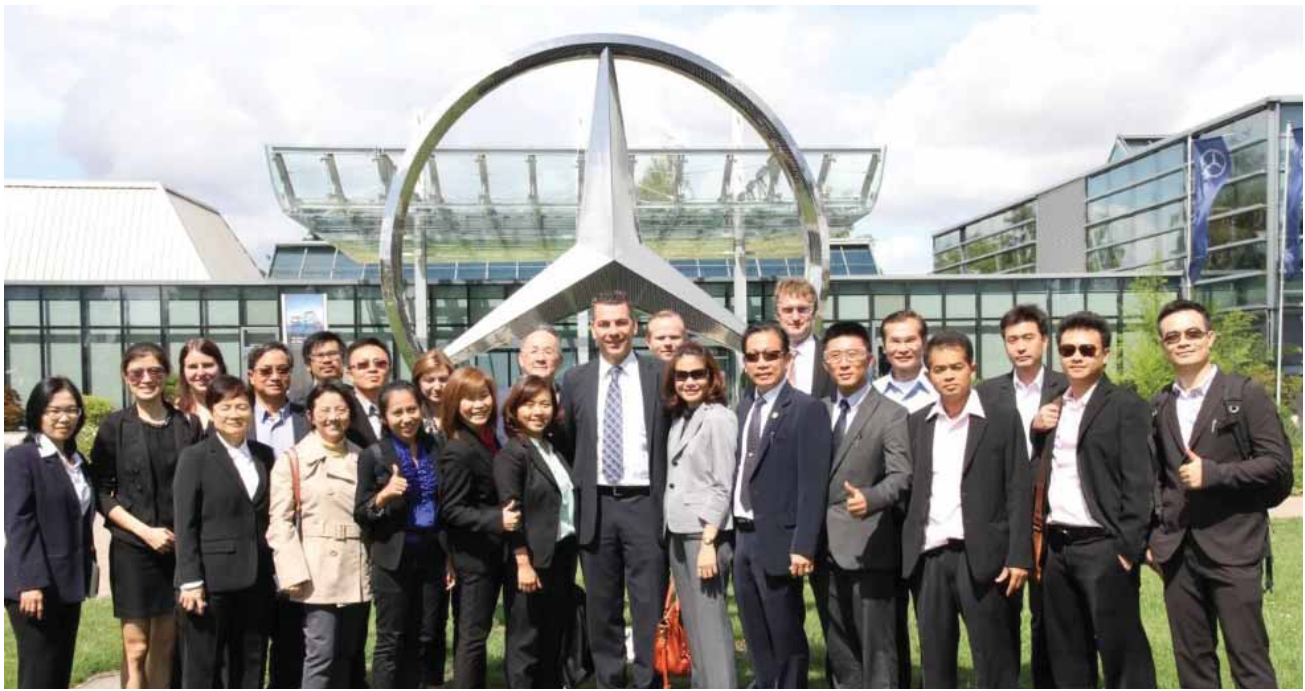
- Assure legal and industrial safety and quality standards;
- Maintain fair competition;
- Support the positive reputation of healthy and natural fruit juice products; and
- Ensure consumer satisfaction.

Thai fruit processors, suppliers, laboratories and auditors are joining the voluntary control systems for raw material suppliers, e.g. 10 Thai pineapple concentrate and juice producers are already engaging in SGF.

3 semi-finished goods and fruit juice producers and 4 laboratories have already joined the project. The next step is to assess their knowledge, capacity and training needs, in order to provide them with further training and consultancy services.

Moreover, 13 laboratories from Thailand are currently also taking part in an international SGF laboratory comparison. The test includes 101 participants from 26 countries. It gives the laboratories a unique opportunity to review the comparability of their measurements and parameters. SGF then offers corresponding qualification measures to those interested.

Contact: Dr. Wilhelm Rleth ([rleth@sgf.org](mailto:rleth@sgf.org)) or Ms. Napaporn Rattanamettha ([napaporn.rattanamettha@giz.de](mailto:napaporn.rattanamettha@giz.de))



## Thai-German Exchange on Environmental Management in the Automotive Industry

By Wilasinee Poonuchaphai / Greening Supply Chain in the Thai Auto and Automotive Parts Industries

**In July 2013** Thai delegates visited selected automotive manufacturers and suppliers, financial and research institutions, among them KfW Bank, VDMA e.V., Fraunhofer Institute, Mercedes Benz, Robert Bosch Schuler, Elring Klinger Eissmann Group and BMW.

*The key for greening Thai automotive industry is a coherent joint public-private effort from all fields: business, finance, research, policies and public awareness.*

These companies and institutions collaboratively support Germany's automotive industry development through clear public-private policies and plans, e.g. the national platform for electro-mobility, a partnership initiative that promotes electric vehicle manufacturing.

One core lesson learned was the collaborative public-private efforts from all major stakeholders to develop the industry as a whole. In addition to resource, environment and energy management, related loans from financial institutions, business operators receive necessary knowledge and technology development support from research institutions. The cooperation network has contributed to the continuous development of the German automotive supply chain as well as to its ability to respond to consumer demand for environmentally friendly products.



The delegates concluded that the Thai automotive industry should draw lessons especially in regard to research, database development, formulation of coherent visions and development plans to ensure joint strength, global competitiveness and sustainability.

The 19 delegates from the Thai Automotive Institute (TAI), the Federation of Thai Industries (FTI), the Thai SME Bank and automotive manufacturers have been invited by the European Union - funded Greening Supply Chains in Thai Auto and Automotive Parts Industries Project to Germany from July 28 to August 2, 2013.



# Over 12 Million Baht Saving from only 13 Thai Automotive Entrepreneurs' Joint Effort to Reduce Wastes and Energy Consumption

By Wilasinee Poonuchaphai / Greening Supply Chain in the Thai Auto and Automotive Parts Industries



An activity under the “**Greening Supply Chains in the Thai Auto and Automotive Parts Industries**” project is the Profit Environmental Management (PREMA) consulting service. Representatives of 13 automotive manufacturers attended the second workshop, which was concluded in August 2013.

During the workshop they drew production flowchart to identify “**Non Product Output (NPO) or raw materials used in the production but are not part the product**” to analyze the causes, develop improvement measures and action plans.

***Environmental management is profitable – it also helps to significantly reduce production costs, improves health and safety of workers and support long-term organizational development.***

Assessment of the activity indicated that they focused on efficient energy and resource consumption. Examples are 7 measures to reduce raw material consumption in the production process, equivalent to saving of up to 4,686,304 baht/year and 6 measures to reduce electricity and fuel (LPG) consumption, equivalent to saving of 2,243,144 baht/year. Others measures were to reduce loss (defects and scraps) during the production process and waste recycle. The latter 9 measures amounted to 5,404,348 baht of saving/year. For PREMA, the project aims at 250 factories.

Examples of measures and benefits are as follows:

Environmental benefits	Economic benefits	Organizational development benefits	Health & safety benefits
Measure: Reduce energy loss in steam production by installing insulation and fixing steam pipe leakages			
1. Reduce LPG consumption by 67,095 kg/year	Reduce LPG costs by 1,474,570 baht/year	Reduce working hour Staff has more time for other activities	1. Reduce accidents in unsafe areas, e.g. steam leakage
Measure: Recycle chemical raw materials and improve the system to reduce chemical loss			
1. Reduce chemical loss from the production process by 336 m3/year 2. Reduce solid waste from chemical treatment by 295,680 kg/year 3. Reduce chemicals used in the production process by 2,850 kg/year	Reduce costs of chemical and treatment of chemical wastes by 2,802,816 baht/year	1. Reduce working hours by 144 hrs/year 2. Increase workspace by 25 m2	1. Reduce chemical accidents

# What is an Energy Efficiency Indicator?

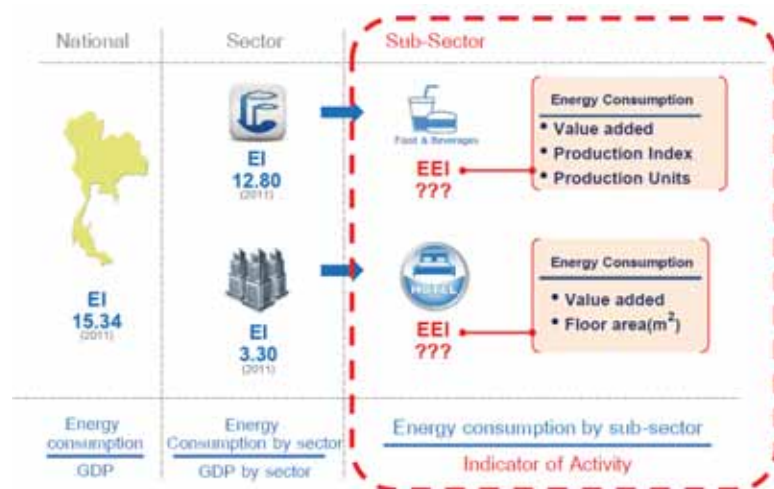
## What is it used for?

By Monthon Kumpaengseth & Karun Pantong / Thai-German Programme on Energy Efficiency Development Plan: TGP-EEDP

**Thailand's 20-year Energy Efficiency Development Plan (EEDP, 2011-2030)** aims to reduce Energy Intensity (EI) by 25% in the year 2030. However, to ensure this goal through the implementation of the EEDP and achieve the energy savings target, monitoring and evaluation tools are required.

At present, Thailand uses Energy Intensity (EI) as the indicator at the national and sector levels, such as in the industry sector and building sector but additional Energy Intensity (EI) by sub-sector is also needed. Energy Efficiency Indicators (EEI) can be used as a tool to monitor the EEDP, for example in the food industry and for hotel buildings.

***Energy Efficiency Indicator (EEI) is needed to verify the effectiveness of measures to achieve Thailand's ambitious energy conservation targets in each industrial sub-sector.***



An Energy Efficiency Indicator (EEI) shows energy consumption per benefit unit.

Examples are:

- Energy consumption of the food industry per value added and production index of the food industry or
- Energy consumption of hotel buildings per floor area and number of hotel nights

The development of EEI for the industrial and building sub-sectors is thus really important so that these can be used as energy baselines for implementing and monitoring the EEDP.

In addition, the development of EEI should be in compliance with international practices, thus allowing them to be used for comparisons with other countries as well as to improve competitiveness in Thailand's industrial sector.

On September 17-18, the TGP-EEDP project organized a Stakeholders' Meeting on Energy Data Analysis in Thailand. The main objectives of the workshop were to provide an overview of the current energy data collection system in Thailand and address the importance of energy efficiency indicators as well as to present the interim report of Energy Data Analysis in Thailand.

The meeting also served as a platform for sharing experiences in developing and utilizing EEI from international practices and to share information and ideas on energy data in Thailand.

# Introduction of Nationally Appropriate Mitigation Actions **NAMA**

By Ampawa Moonmueang / Thai–German Programme on Energy Efficiency Development Plan: TGP-EEDP



**The concept of** Nationally Appropriate Mitigation Actions or NAMA has been kept very broad, mainly to allow developing countries to define mitigation actions that they themselves consider “nationally appropriate”. NAMAs therefore provide an opportunity for Thailand to push its own agenda or such existing national plans as the “**Energy Efficiency Development Plan: EEDP**”, provided these simultaneously attempt to reduce greenhouse gas emissions.

To introduce the concept of NAMAs, mainly to government agencies in the energy field, the Thai-German Programme on Energy Efficiency Development Plan (TGP-EEDP) organized a workshop about “NAMA: Conceptual Framework and Development” on August 26, 2013.

International knowledge and experiences about NAMA development from Vietnam, Indonesia and other countries have been presented and discussed. Moreover, further networking on NAMA development as well as mitigation and adaptation related issues in Thailand was also addressed.

## What is Nationally Appropriate Mitigation Action?

NAMAs are a voluntary measure for mitigating GHG emissions and were first introduced in the Bali Action Plan in 2007 as a mechanism to increase mitigation action in developing countries. There are two types of NAMAs — those developed with domestic resources (unilateral NAMAs) and those requesting international support in the form of financing, technology transfer or capacity building (internationally supported NAMAs).

Source: NAMA: A Technical Assistance Source Book for Practitioners, GIZ, 2012



# Thai-German Cooperation on Community-Based Renewables

By Gisa Holzhausen / Renewable Energy Project Development Programme in South-East Asia

**Germany is pushing** hard to achieve an energy transition away from fossil fuels – so hard, in fact, that it even needed to invent a new term for it: “Energiewende”. Likewise, Thailand is increasing its efforts to engage households, municipalities and the rural population in tapping the country’s RE potential. Recent initiatives such as a feed-in tariff for photovoltaic rooftop and community installations and support for the production of biogas from energy crops have been designed to support the goal of meeting 25% of energy consumption through renewables by 2021.

The Royal Thai Embassy in Germany, the Project Development Programme of GIZ on behalf of the “Renewables – Made in Germany” initiative and the German-Thai Chamber of Commerce (GTCC) jointly organized a workshop on September 2 in Bangkok for experience exchange between Thailand and Germany on how best to support renewable energy (RE) production at the local level.



*Thailand soon on its way to its first community with energy consumption fully based on renewables.*

But policies are worthless without successful implementation and good practices to lead the way. During the workshop, pioneers from both countries presented successful business models, among them the German “Climate Community” Saerbeck that built a 29 MW energy park, as well as effective ways to motivate communities, for example in Thailand’s Mae Hong Son Province.

Mr. Detlef Dauke, Director General of Energy Policy at the German Federal Ministry of Economics and Technology (BMWi) and one of Germany’s fiercest promoters of the “Energiewende”, stressed: “We are on track”. On track to exchange ideas, learn from each other, and make the energy transition in both countries reality by engaging local actors. Can there be a fully renewable energy community in Thailand? The interest shown by more than 150 participants underlined that this doesn’t need to stay an idea.

As a next step, GIZ invited community representatives for more intensive talks on a Thai-German Partnership on Community-Based RE after the workshop. Both countries are on track but there is still a long way to go.

More information and upcoming events: <http://www.thai-german-cooperation.info/renewables-sea.html>



# European Union supports Thailand in Sustainable Consumption and Production

By Ratchanok Suwatthanabunpot / Sustainable Consumption and Production Policy Project

**For the last two years**, the Sustainable Consumption and Production: Policy Support Component Project being implemented by the Thai government with the support of the European Union, has been promoting the need to minimize environmental impacts from production and consumption to the public and private sectors as well as to the general public.

In this regard, the SCP Policy Project worked with its five government partners in organizing a Review and Planning Workshop to look back on the achievements as well as what remains to be done in the last year of the project, which ends in October 2014.

The workshop was held on October 3 and 4 and examined various activities including the implementation of policy instruments and the support to producers and consumers. The progress and activities of the last year can be summarized as follows.

*Stimulating producers and consumers throughout the product life cycle, which ranges from materials extraction, production, packaging and distribution, to usage and end-of-life management, is essential to achieving the goals of sustainable consumption and production*



**Supporting policies** – With the cooperation of the Office of National Economic and Social Development Board (NESDB) and the Office of Natural Resources and Environmental Policy and Planning (ONEP), the project produced a baseline report and made recommendations on SCP indicators in relation to the Environmental Quality Management Plan (2013–2016). During its last year, the Project will support the monitoring of Green Public Procurement (GPP), Green Industry and SCP Awareness.

**Promoting sustainable consumption** – The Project in cooperation with the Pollution Control Department (PCD) finished a report on GPP Promotion strategies for the public and private sector and compiled a report on the GPP online survey. The results were collected from website users, all of them procurers in government agencies. Moreover, a GPP Stakeholder meeting with relevant organizations was held in order to collaborate with relevant organizations under the draft GPP Promotion Plan (2013–2016). In the last year, the project will support PCD in publishing a GPP handbook and organize training for procurers in different regions of Thailand and will also promote local environmentally friendly products.

**Promoting sustainable production** – Since the Ministry of Industry introduced the Green Industry Mark (GIM) in 2011, the SCP Policy Project together with the Department of the Industrial Works (DIW) has been supporting manufacturers in three main sectors: food, building materials and automotive parts. Seminars have been held to announce and discuss the criteria of the Green Industry Mark. Nine leading companies are currently participating in the Project's activities to build their green supply chains.

**Changing behaviour of general public** – Involving local authorities in sustainable consumption and production is vital. The Project has therefore worked with the Department of Environmental Quality Promotion (DEQP) in conducting a survey of SCP awareness both in form of questionnaires and through interviews with officers in municipality offices, key individuals in the private sector and the communities of selected 26 municipalities (medium and large size). Pilot municipalities will be selected for the application of SCP information campaigns.

In addition, the project has involved the general public by organizing the SCP Video Contest "Save the World for the Next Generation". Clips can be submitted through October 15, 2013. More information is available at the "[ScpPolicyThailand](#)" Facebook page.

In 2014, the Project will summarize all lessons learned under the Project and prepare policy recommendations to ministries. The project's counterparts are also planning to propose the establishment of the National SCP Coordination Body to enhance the project's results and to serve as the focal point for coordinating with public and private sectors on SCP in the future.



# Thai Government Supports Green Public Procurement

By Ratchanok Suwatthanabunpot / Sustainable Consumption and Production Policy Project



**Even though** an increasing number of people are concerned about environmental problems, for most consumers the decision whether or not to purchase an item relies far more on price than environmental impact. For example, a normal florescent lamp is cheaper than an eco-lamp.

However, if its operation, lifespan and energy consumption are taken into consideration, then the eco-lamp works out cheaper, as it reduces electricity costs. Moreover, users do not need to replace lamps often, thus reducing the amount of hazardous waste.

To change consumer behaviour and to reduce the environmental impacts that come about from production and consumption, the Pollution Control Department (PCD) and the Environmental Quality and Laboratory Division, have supported green procurement in line with the 1st Green Public Procurement Plan (GPP) (2008-2011).

The main target group was governmental departments. 170 offices adopted and applied the GPP in their procurement, for example in selecting green hotels. It is estimated that during the 1st GPP Plan, a reduction of 25,685 tons of CO<sub>2</sub> was made.

In the 2nd GPP Plan (2013-2016) products, services and target groups will be expanded. Moreover, the Eco-design Life Cycle Assessment, which helps to create green consumers networks, will be also promoted.

***As the biggest consumer, already 170 offices of the Thai Government supports sustainable consumption and production by applying Green Public Procurement (GPP).***

In order to increase green consumption, stronger cooperation between the public and private sectors and various organizations is a must. Therefore, a stakeholder meeting to promote GPP was organized in July.

The aim of this meeting was to create a common understanding with relevant organizations, among them the Comptroller General's Department (CDG), the Department of Industrial Works (DIW), the Thai Environment Institute (TEI), the National Municipal League of Thailand (NMT) and the National Science and Technology Development Agency (NSTDA). It also aimed to get feedback on approaches on how to promote green procurement to all target groups.

For more information about the GPP, visit <http://ptech.pcd.go.th/gp/main/index.php>.



# Thai-German Climate Policy Project Was a Success

By Franz Ellermann / Climate Change Policy Project

**On 10 September 2013**, the Office of Natural Resources and Environmental Policy Planning (ONEP) and German International Cooperation (GIZ) organized the concluding event of their joint implementation of the Climate Change Policy Project, which commenced in January 2009 and ended in September 2013.

The project was funded by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) and aimed to support the development and implementation of the Thai national policy on climate change.

***The Thailand Climate Change Master Plan 2013-2050 (CCMP) has been successfully applied on three levels:***

***2 ministries, 2 provinces and 2 municipalities.***

The collaboration with the German government to achieve the goal of development and implementation of climate change adaptation and mitigation policy corresponds to the Thailand Climate Change Master Plan 2013-2050 (CCMP), the national climate change framework that ONEP is advocating.

In addition to activities to strengthen personnel and the institutional capacities of ONEP and relevant agencies, the project developed an international coordination framework and conducted activities to enhance public awareness and participation in climate change preparedness.

The project has achieved considerable success, thanks in large part to the cooperation between stakeholders, both from the public and private sectors. In addition, communities have begun to appreciate the importance of climate change.



**Dr. Raweewan Bhuridej,**  
ONEP Deputy Secretary-  
General



**Mr. Franz Ellermann,**  
Programme Director of  
Thai-German Climate  
Protection Programme

It is a well-known fact that ONEP has been drafting the CCMP, a long-term national plan. To facilitate the process, we supported the integration of the practical implementation of the CCMP.

At the ministerial level, the Ministry of Natural Resources and Environment and the Department of Industrial Works, under the Ministry of Industry served as the pilot agencies. At provincial level, Nan and Rayong were pilot project sites.

At the local level, Muang Nan and Muang Klaeng Municipalities were the pilot agencies. Other project network members included the Bangkok Metropolitan Administration and Department of Public Works and Town & Country Planning.

The project has been a great success. Rayong and Nan Provinces have developed strategic and implementation plans by integrating the CCMP with their provincial plans. Similarly, Muang Klaeng and Muang Nan Municipalities have developed local strategic and implementation plans that correspond to the CCMP and provincial plans.



# GIZ recognised with “Friends of Thailand Climate” award at Climate Change and Adaptation in Thailand exhibition

By Chutima Jongpakdee / Climate Policy Project

**The Office** of Natural Resources and Environmental Policy and Planning (ONEP) under the Ministry of Natural Resources and Environment, the central coordinating agency of the United Nations Convention on Climate Change, joined with the Secretary of the Board Directors of the National Policy on Climate Change in hosting an exhibition on climate change adaptation in Thailand on 26-28 September 2013 at Central World shopping mall.

The exhibition aimed to promote and disseminate knowledge as well as raise awareness about climate change and adaptation while simultaneously promoting ONEP’s role in climate issues to all related sectors, both nationally and internationally.

The exhibition also featured showcases by related organizations and the presentation of awards to organizations that support the implementation of climate change policy.

GIZ, as one of the organizations supporting ONEP in climate change policy implementation, showcased its working experience in the development and policy aspects of climate change.

GIZ was also recognised with the “Friend of Thailand Climate” award by Mr. Wichet Kasemthong, Minister of Natural Resources and Environment, who presided over the opening of the exhibition.





## 7<sup>th</sup> Regional Project Progress Review and Planning Meeting

By Yosthana Siphomsay / Sustainable Port Development in the ASEAN Region

**Following** on from the 6 regional meetings conducted over the past 4 years, the ASEAN–German project on “Sustainable Port Development in the ASEAN Region (SPD)” has held the 7<sup>th</sup> Regional Project Progress Review and Planning Meeting in Johor, Malaysia in August 2013. 48 participants from partner ports, relevant national level agencies and the project joined the meeting.

The meeting shared SPD progress and achievements since November 2012 as well as the Port Safety Health and Environmental System (PSHEMS) implementation in selected ports, SPD training courses, and CSR best practices in Malaysia and Cambodia.

Work plans were also formulated and agreed between the ports and the project. The project will continue to support the national level agencies on compliance with MARPOL Annex VI and regulations for Occupational Safety and Health (OSH) in ports.

Participants were informed about the ASEAN Economic Community (AEC), which gets underway in 2015 and its potential impacts. Site visits to Johor Port Berhad and Port of Tanjung Pelapas were

*First time delegates from the Myanmar Port Authority (MPA) and Myanmarese ports attended the meeting as official project partners.*

The commitment from the partners as well as excellent participation and cooperation during the 7<sup>th</sup> Regional Meeting has enabled the project to allocate the necessary inputs to achieving the agreed goals and objectives in Phase 2 of the project.



# Inception Workshop Yangon, Myanmar



By Yosthana Siphomsay / Sustainable Port Development in the ASEAN Region

**Cooperation with** partners from Myanmar got underway during the Inception Workshop on August 13–14, 2013, which was hosted by Asia World Port Terminal and organized by the ASEAN–German Technical Cooperation ‘Sustainable Port Development in the ASEAN Region’ project.

The workshop provided the opportunity for 40 representatives from the Myanmar Port Authority (MPA), Department of Marine Administration (DMA), Myanmar Maritime University (MMU) and various private terminal operators to discuss priority issues in the maritime sector. Deputy Transport Minister H.E. Han Sein opened the workshop.

The project stressed the importance of Safety, Health and Environmental (SHE) Management and an expert from the Port Authority of Thailand (PAT) presented best practices and lessons learned from implementing a successful port SHE management system.

Priority issues regarding Occupational Safety and Health (OSH) in ports and environmental impacts from port operations were identified during the two days.

Recognising the need to reduce the number of accidents and emissions from every day operations in the port, the participants worked on and discussed measures to mitigate such impacts as well as the actions and decisions needed to promote change.

*To meet with the projected increase in trade and traffic resulting from the integration of the AEC, upgrading the capacity of ports and seafarers is essential.*

With Myanmar intending to build and expand existing ports to accommodate the projected increase in trade/traffic resulting from the integration of the AEC, upgrading the capacity of Myanmar port personnel and seafarers is essential. Training needs and topics to be developed for future deliveries by the project have been identified.

Taking account of the priority issues that need to be addressed in the coming period, the project team will conduct an Initial Status Review (ISR) at the Port of Yangon to review the performance and status of their SHE management.

This will provide an opportunity to develop action plans with the port towards the improvement of overall SHE management.

# "DEUS 21" -An Innovative German Technology for Decentralized Urban Water- and Wastewater-management

By Ruth Erlbeck / Integrated Resource Management in Asian Cities: the Urban Nexus

**Between** August and September 2013, the project team revisited the Nexus cities so as to analyse their Nexus project proposals, which were submitted at the end of July after the international conference in June.

Most of the Nexus project proposals are focused on wastewater management and the provision of energy from sludge and organic waste, thus closing the loop with urban agriculture.

*The regional project "Integrated Resource Management in Asian cities: the urban Nexus" financed by the German Federal Ministry of Economic Cooperation and Development (BMZ), is located in Bangkok at UN ESCAP, the political partner of the GIZ*

*DEUS 21 is a new concept for water infrastructure, enabling economical solutions of water management in urban structures by processing wastewater streams in a decentralized manner.*

Within this framework, an innovative technology for decentralized urban water- and wastewater-management called "DEUS 21" (vacuum sewer) developed by the German Fraunhofer Institut fuer Grenzflächen- und Bioverfahrenstechnik (IGB) in Stuttgart has been presented to the Nexus cities as a possible solution to their problems.

The reaction of the cities was very positive. Intensified studies on whether and how to introduce the technology, what kind of adaptations would be required, along with cost estimates and human resource development will follow as the next

## DEUS 21 New Concept

DEUS 21 is a new concept for water infrastructure, enabling economical solutions of water management in urban structures by processing wastewater streams in a decentralized manner.

Overcrowded megacities without sufficient water supply and sewage disposal as well as frequent floods or extreme droughts are familiar with the challenges for infrastructure. The water-borne sewage system has been used in industrial countries for many decades.

In this conventional system, faeces are mixed with large amounts of drinking and rainwater and flushed out of residential areas over long distances to a centralized sewage plant. Building and maintaining these long-distance wastewater sewerage networks requires a lot of money.

The DEUS 21, developed by Fraunhofer IGB, can help save these costs and precious drinking water. DEUS stands for Decentralized Urban Infrastructure System and includes quality-assured use of rainwater and decentralized, sustainable wastewater treatment.

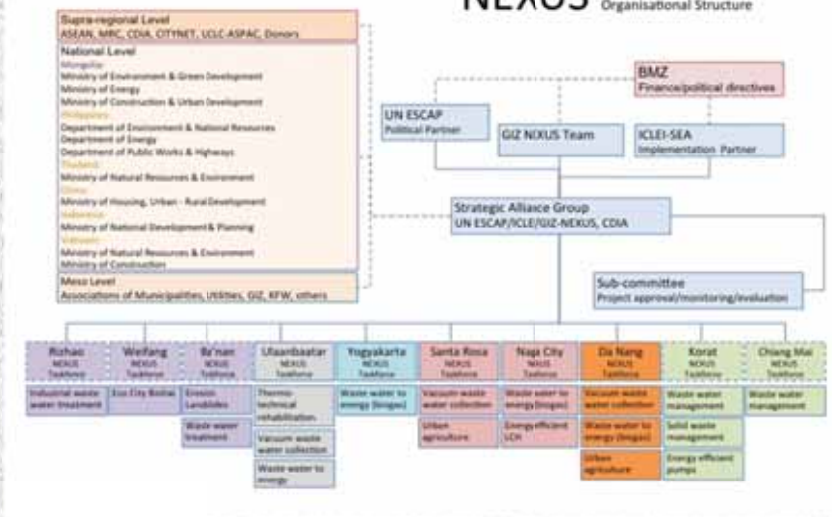
After being processed by membrane techniques, the rainwater is used in household appliances, in which it is heated (e.g. hot water boiler, washing machine, dishwasher). The decentralized water treatment of the domestic wastewater stream takes place in a modern plant also through membrane and reactor technologies.

The aim of these cleaning technologies is to close substance cycles by converting the wastewater-ingredients to valuable substances (e.g. carbonates to methane or nitrogen compounds to ammonium fertilizer). Two pilot plants are already in operation, one in Knittlingen and the other in Heidelberg-Neurott.

In "Jenfelder Auen" a residential redevelopment project in Hamburg, up to 2000 units will be connected to a similar decentralized vacuum sewer system by 2016, separating black water from grey water at the source and providing energy and fertilizer.



## NEXUS Organisational Structure



### Potential

The DEUS 21 project demonstrates that a resource-efficient way of wastewater treatment, using almost all the ingredients of wastewater, is possible. There is also an opportunity for using anaerobic treated wastewater in agriculture.

### Organizational Structure

The Integrated Resource Management in Asian cities: the urban Nexus project has elaborated an organizational chart spelling out the complexity of this multi-stakeholder undertaking.

### Next events

From November 1-6, 2013 during the annual meeting of CITYNET in Seoul, a NEXUS Panel organized by UN ESCAP will inform the CITYNET members of the NEXUS approach, its methodology and progress.

GIZ and Naga City, one of the Nexus cities, will participate in the event. On December 2-4, 2013 UN ESCAP will organize the next Nexus Workshop meeting in Bangkok to follow up on the progress and the achievements of the Nexus Projects.

Meanwhile, Nexus Task Forces have been established in the majority of the Nexus Partner Cities on the basis of Resolutions or Executive Orders of the respective Mayors.

Memoranda of Understanding (MoU) signed between the Cities and GIZ create a basis for the Nexus Partner Cities to provide office space, budgets and logistical support for the Nexus Project proposals to be further elaborated.



Urban Agriculture in Da Nang

# New Project: German –Thai Dual Excellence Education

By Nalina Hiranprueck / The German - Thai Dual Excellence Education

**As one of** the leading industrialising countries in Southeast Asia, Thailand's demand for skilled labour continues to increase and is leading to severe shortages in the skilled work force.

The situation will deteriorate even further unless the country's vocational education system improves and is able to prepare more and better-qualified workers. Thailand's competitiveness also risks being at stake when the ASEAN Economic Community (AEC) gets underway in 2015.

Thailand is famous for its tradition in craftsmanship and while the country's high potential still remains, the need has increased and demand has broadened. The focus on the promotion of higher education in recent years has marginalized the development of vocational education in Thailand.

*The German “Dual Vocational Education” is one of the most successful systems in the world evidenced by the country boasting the lowest unemployment rate worldwide among young professionals.*

*Based on the German model, “vocational students” will also receive a salary and employee-like additional benefits.*

Fewer students are attending the vocational system and more theoretical classes are incorporated into the curriculum of vocational students without considering that what these graduates need is training in the technical and practical experience required by industries.

To ensure the value and quality of a workforce that matches their needs, some companies have already taken the initiative to train their workers themselves. However, such an undertaking seems to be an exception rather than “business as usual” and is merely a simultaneous adaptation rather than a systematic solution to the root of the problem.

Of course, the whole system needs to get involved, both on the demand and supply side of workforce production, but it also makes sense for the companies to be more active and eager to drive this development, as it is they who will benefit or lose.

The German “Dual Vocational Education” is one of the most successful systems in the world and its viability is evidenced by the country boasting the lowest unemployment rate worldwide among young professionals.

The German business sector in Thailand has now decided to contribute to the development of a qualified and practice-oriented workforce. Based upon the specific demand of three large companies in Thailand, namely BMW, Bosch and B. Grimm, courses of mechatronics based on the German standard will be implemented and incorporated into the curricula of partner schools, namely Kanchanaphisek Technical College Mahanakorn, Eastern Technological College and Chonburi Technical College.

The German Federal Foreign Office intends to broaden the efforts of the German business sector by initiating the “German-Thai Dual Excellence Education” or “GTdee” programme.

The implementing organisations of the project, German International Cooperation (GIZ) and German–Thai Chamber of Commerce (GTCC), operate an information and consultation centre for companies, students and vocational colleges promoting the certification of vocational training based on the main three strengths of the original German model:

- Training and education is carried out together with the businesses and with a practice-oriented approach in the companies ensuring that the workforce development is demand-oriented.
- Training and working in the companies is a substantial investment by the companies in the future of the vocational students and increases the student’s career opportunities.
- Shifting a part of the vocational education into the company sector alleviates the burden of governmental educational system, especially in the field of practical qualification.

Based on the German model, students will also receive a salary and employee-like additional benefits. With such educational and training experience, they will be qualified for employment by any company if they not taken on by the company at which they have undertaken their training.

The GTdee project is already up and running. German and Thai curricula in the field of Mechatronics are being compared to develop a curriculum compatible to the German standard for use in training the students in the programme. An assessment system is being planned to ensure the quality of graduates.

Although this modified curriculum has not yet been applied in the pilot vocational schools, the idea of comparing a “German” curriculum with German standard quality assurance with the Thai curriculum has already attracted the attention of various related organizations. The Office of Vocational Education Commission (OVEC), in particular, has approached the project for the up-scaling of opportunities in other fields of study as well as the inclusion of more vocational schools in the scheme. With such promising interest, further cooperation under GTdee can be foreseen.



# People First or Car First?

## Bangkok's Urban Transport Dilemma

By Mattawan Sutjaritthanarak / Energy-Efficiency in Transport in ASEAN

**Bangkokians know** it best that traffic situation in the capital city of Thailand is getting worse and worse every day. Nonetheless, more cars and people are expected to move into the mega city Bangkok in the future and thus, the urban life might mean having a daily struggle on the road rather than enjoying a fancy lifestyle that everyone has wished for.

*So, how shall we deal with this problem?*

The heart of the problem lays on the transport policy planning of the city. Bangkok is a very car-oriented city that gives priority of mobility to cars rather than people. Roads, flyovers and footbridges are smothering the city and encourage people to drive more while walking and cycling infrastructure such as sidewalks and bicycle lanes are in a low condition or do not exist at all in some parts of the city.

In addition, most of the quite pleasant small streets called 'Sois' are dead-ends, making these impossible to use for transportation. Even though it can be argued that this situation is "normal" in any developing country, the income is getting higher and people would like to have a convenient and private transport mode, but Bangkok will continue suffering from traffic situation unless there is a paradigm shift and a more people-oriented transport policy is taken



*The heart of the problem lays on the transport policy planning of cities... Bangkok will continue suffering from traffic situation unless there is a paradigm shift and a more people-oriented transport policy is taken into consideration.*

This kind of policy will bring back people into the heart of transportation. The city will be friendlier to pedestrians and cyclists. Public transport, sidewalks, bicycle lanes and public spaces will emerge while barriers for private car users will be set up. It might seem currently unrealistic but this would benefit Bangkok enormously in the long run, allowing the city to be more livable and resulting in a higher quality of life.

When comparing with another emerging ASEAN city like Hanoi, it is clear that this Vietnamese city is also facing the same problem as Bangkok. The number of passenger cars and motorcycles increase dramatically while bicycle population has significantly dropped in the past 20 years. However, even though Hanoi doesn't have any bicycle lane, cyclists and pedestrians are still able to travel on the road along with other motorists without any obstacle. This behaviour could mean that at least the transport there was founded upon a more people-oriented policy than it is Bangkok.

*A developed country is not a place where the poor people drive car but where rich people use public transportation*

Cited by Gustavo Petro,  
a prominent former Mayor of the  
city Bogotá

Policy with such approach fits well with the scope of Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN Region or Transport and Climate Change (TCC) project as our work on policy level is targeted to deliver positive impacts on energy efficiency and sustainable transport. People-oriented transport policy will support the people to use energy more efficiently, clean public transport, bicycles and walking definitely emit lower or none amount of carbon dioxide (CO<sub>2</sub>) and cause less pollution for the city. Such kind of transport also creates more sustainability and independency as people will rely less on fuel consumption which is tied closely with the unstable international market. Thus, such paradigm shift is worth considering.

Once, Gustavo Petro, a prominent former Mayor of the city Bogotá who has made a great impact on people-oriented transport policy, gave a strong message saying that "A developed country is not a place where the poor people drive car but where rich people use public transportation". Well, we hope to see Thailand moving forwards to at least get closer to the meaning of this saying.

# Low Emissions Public Procurement and Eco-Labeling in the Region

By Artit Supyangyuenkul / SCP4LCE

The project on “Sustainable Consumption and Production for Low Carbon Economy- Low Emissions Public Procurement and Eco-Labeling (SCP4LCE)” has organized a regional workshop on “Green Public Procurement (GPP) and Eco-labeling” on 1<sup>st</sup>-2<sup>nd</sup> May 2013, in Phuket, Thailand.

83 participants from the ASEAN + 3 countries (China, South Korea and Japan) have joined. The workshop aimed at strengthening the regional cooperation and sharing of a good practices on implementation of GPP and eco-labeling. Among others, the potential topics for further actions had been developed, e.g. establishment of GPP and Eco-labeling networks, reviewing existing framework conditions, procedures and policy for GPP and eco-labeling, as well as analysing and integrating climate friendly criteria into green products.

*With the support from Germany, some ASEAN countries are establishing cooperation networks to exchange good practices and experiences on how to promote and expand GPP and eco-labeling in the region.*



*GPP/EL regional workshop in Phuket*

In addition, the project also organized a criteria development workshop from 16<sup>th</sup> – 19<sup>th</sup> July 2013 in Thailand, conducted by the *Oeko-Institut*, a German partner of the project. It supports partner organisations in Thailand in developing climate-relevant criteria for “printing paper” and “fluorescent lamps” and integrating them into the *Thai Green Label* as well as public procurement procedures in Thailand.

The technical working group agreed on the draft climate relevant criteria to be discussed with the key actors. Finally, the draft criteria were presented and discussed with the major manufacturers and standardisation bodies. Based on the consultation, it was decided that the proposed climate-relevant criteria can be integrated into eco-labelling and GPP in Thailand.

However, the threshold values proposed might have to be adjusted according to the situation in Thailand. For this matter, a follow-up with the industry is to be led by the technical working group, under the umbrella of the Pollution Control Department and with support of GIZ.

Last but not least, from the results of the regional workshop in Phuket, PCD and GIZ also jointly organized a GPP workshop on 28<sup>th</sup>-29<sup>th</sup> Aug 2013 in order to share in-depth knowledge and exchange experiences on development of Thai GPP with the participants from Thailand, Malaysia and Indonesia.

The Thai GPP has been presented in details covering Thai policy and legislation, structure and processes, approach for selection of GPP products, criteria development, marketing and communication strategy and tools as well as monitoring and evaluation. Further cooperation have been identified, namely development of communication tools and strategies and supporting policies to promote GPP. Also the application of Life Cycle Costing in GPP has been requested.

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Pictures are taken by members of the programme

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<b><i>Sustainable Consumption and Production</i></b>	<ul style="list-style-type: none"> <li>• Effective in-company vocational training in the Mekong Region (Funded by Federal Ministry for Economic Cooperation and Development-BMZ)</li> <li>• The German - Thai Dual Excellence Education (Funded by the German Federal Foreign Office)</li> <li>• Sustainable Consumption and Production, SCP Policy (Funded by European Union-EU)</li> <li>• Consumption and Production for Low Carbon Economy – Low Emissions Public Procurement and Eco-Labeling (Funded by Federal Ministry for the Environment, Nature Conservation and Nuclear Safety-BMU)</li> <li>• Greening Supply Chain in the Thai Auto and Automotive Parts Industries (EU/BMU)</li> </ul>
<b><i>Environmental and Climate Protection</i></b>	<ul style="list-style-type: none"> <li>• Alignment &amp; Implementation of Thai Climate Change Policy (BMU), upcoming</li> <li>• Improved Flood and Drought Prevention through Ecosystem-Based Adaptation in Watershed (BMU)</li> <li>• The Enhancing the Economics of Biodiversity and Ecosystem Services in Thailand/ South East Asia (ECO-BEST) (EU)</li> </ul>
<b><i>Energy Efficiency and Renewable Energy</i></b>	<ul style="list-style-type: none"> <li>• Thai–German Programme on Energy Efficiency Development Plan: TGP-EEDP (BMU)</li> <li>• Renewable Energy Project Development Programme in South-East Asia (Funded by Federal Ministry of Economic and Technology-BMWi)</li> </ul>
<b><i>Agriculture and Food Security</i></b>	<ul style="list-style-type: none"> <li>• ASEAN Biocontrol for Sustainable Agrifood Systems (BMZ)</li> </ul>
<b><i>Sustainable Urban Development and Transport</i></b>	<ul style="list-style-type: none"> <li>• Clean Air for Smaller Cities in ASEAN (BMZ)</li> <li>• Sustainable Port Development in ASEAN (BMZ)</li> <li>• Energy-Efficiency in Transport in ASEAN (BMZ)</li> <li>• Integrated Resource Management in Asian Cities: The Urban Nexus (BMZ)</li> </ul>
<b><i>Regional Integration and South-South-Cooperation</i></b>	<ul style="list-style-type: none"> <li>• Trilateral Cooperation Programme with Thailand and Malaysia (BMZ, TICA, MFA, Malaysia)</li> <li>• Alliance for Financial Inclusion (Funded by Bill and Melinda Gates Foundation)</li> </ul>