

独立行政法人国際協力機構  
ベトナム国クアンニン省人民委員会

## ベトナム国

# ハロン湾環境保全プロジェクト

## プロジェクト事業完了報告書 (第3巻：添付資料-3～11)

平成25年2月  
(2013年2月)

日本工営株式会社

ベト事
JR
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# ハロン湾環境保全プロジェクト プロジェクト事業完了報告書の構成

## <第1巻>

主報告書

添付資料-1: CEM 会議議事録

## <第2巻>

添付資料-2: ハロン湾における持続可能な観光のための環境保全戦略

## <第3巻>

添付資料-3: 第1回ワークショップ(2011年3月9日開催)の資料及び議事録

添付資料-4: 第2回ワークショップ(2012年2月27日開催)の資料及び議事録

添付資料-5: 成果3に係る第3回ワークショップ(2012年10月4日開催)の資料及び議事録

添付資料-6: 成果3に係る第4回ワークショップ(2012年11月21日開催)の資料及び議事録

添付資料-7: 成果4に係る第3回ワークショップ(2012年11月7日開催)の資料及び議事録

添付資料-8: 成果2に係る第4回ワークショップ(2012年12月7日開催)の資料及び議事録

添付資料-9: 総括セミナー(2012年12月14日開催)の資料及び議事録

添付資料-10: 収集資料リスト

添付資料-11: プロジェクト活動写真

## <技術協力成果品: DVDに格納の上、第1巻に添付>

- (1) 全ワーキンググループの協議における資料及び議事録
- (2) クアンニン省統合モニタリング実施計画
- (3) 主要汚染源インベントリー・データベース及びユーザーマニュアル
- (4) 汚染源マップ及びユーザーマニュアル
- (5) インспекション及び行政指導実施計画
- (6) ハロン地域における主要汚染源一覧及び汚染源マップ
- (7) 環境に配慮した土地利用計画  
(ハロン湾における沿岸環境保全コリドーに係るアクションプラン案)
- (8) 環境及び観光資源のデータベース
- (9) 持続的な観光開発戦略案
- (10) クアンニン省における環境教育及び広報に関する総合的な戦略及び活動案
- (11) ハロン湾環境教育協会(HLEEA)の運営指針案
- (12) ハロン湾環境教育協会(HLEEA)のビジョン
- (13) 環境教育・PR教材

外貨交換比率 (2012年12月14日現在)

ベトナム中央銀行

USD 1.00 = JPN 84.64 = VND 20,850

## 添付資料-3

### 第1回ワークショップ（2011年3月9日開催） の資料及び議事録

## Agenda of the First Workshop for the Project for Environment Protection in Halong Bay

Date: March 9<sup>th</sup> (Wednesday), 2011

Time: 8:30 – 14:30

Venue: Meeting Room of Novotel Hotel - Bai Chay Ward, Halong City, Quang Ninh Province

### Agenda of the Workshop

No.	Contents and Presentation	Presenters/Person in Charge	Time
1	Reception	WG-4, PMB and JET	08:00-08:30
<b>Part- I: Presentation of result of the First year</b>			
2	Opening Statement	Mr. Luong Y Duoc Deputy of Director of DONRE	08:30-08:40
3	Overview of Project progress	Mr. Yoichi Iwai, Chief advisor of JET	08:40-08:45
4	Presentation of Activities result of Working Group-1 (Environmental management)	Ms. Do Thi Ni Tan, Head of Working Group-1	08:45-09:00
5	Presentation of Activities result of Working Group-2 (Land Use Management)	Mr. Nguyen The Thuc, Head Working Group-2 (And other members of the Working Group)	09:00-09:15
6	Presentation of Activities result of Working Group-3 (Environment and Tourism Resource Management)	Ms. Tran Thi Minh Thu, Head of Working Group-3 (And other members of the Working Group)	09:15-09:30
7	Presentation of Activities result of Working Group-4 (Environment Education and Public Relations)	Mr. Pham Quang Vinh, Head of Working Group-4 (And other members of the Working Group)	09:30-09:45
	Coffee Break		9:45-10:00
8	Presentation of JICA Grassroots Project (Objectives and activities of the Project in Halong Bay, focus on the main activities )	Mr. Pham Tuan Anh, Assistant for local coordination of the Project	10:00-10:25
9	Discussion		10:25-11:25
10	Awarding Ceremony of the Competition of Logo standing for EE & PR		
10.1	Introduction of winners works of the logo competition and a created logo of EE & PR	Mr. Pham Quang Vinh, Head of Working Group-4	11:25-11:30
10.2	Bestowing testimonials and presenting prizes to the winners	Mr. Luong Y Duoc, Director of DONRE Mr. Yoichi Iwai, Chief advisor of JET	11:30-11:40
11	Wrapping up the Event	Mr. Luong Y Duoc, Deputy Director of DONRE	11:40-12:00
	Luncheon and Preparation of Discussion Record	All participants	12:00-13:10
<b>Part-II: The ECO-Quiz Competition</b>			
1	Introduction of ECO-Quiz	Mr. Pham Quang Vinh, Head of Working Group-4	13:10-13:20
2	Quiz Competition	Ms. Nguyen Thi Binh Thin and Ms. Nguyen Thi Thu Ha, members of Working Group-4	13:20-14:10
3	Prize-giving for winners	Mr. Yoichi Iwai, Chief advisor of JET Mr. Pham Quang Vinh, Head of WG-4	14:10-14:30

*End*

**PROJECT FOR ENVIRONMENTAL PROTECTION IN HALONG BAY**

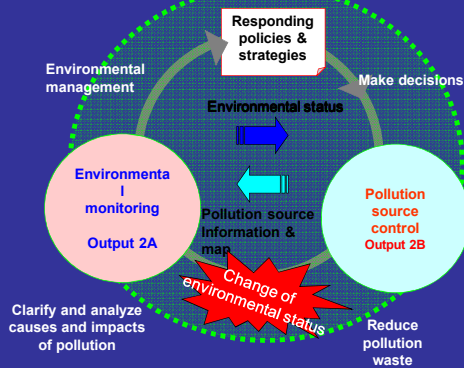
**WG-1 ENVIRONMENTAL MANAGEMENT**

*Halong, 9 March 2011*

**CONTENT**

- Tasks of WG-1 “Environmental management”
- Outputs of task implementation
  - To identify characteristics of environment in Halong Bay
  - Training program
  - Inventory data of pollution sources
- Plan of task implementation
  - Integrated Environmental Monitoring Implementation Plan
  - Implementation plan of environmental inspection and administrative guidance

**GROUP'S TASK**



**OUTPUTS OF TASK IMPLEMENTATION Identify characteristics of environment in Halong bay**

**Objective:** to grasp current situation of quality of natural and environmental resources in Halong bay as well as factors impacting the quality of natural and environmental resources in Halong bay in scientific and practical view.

**Content:**

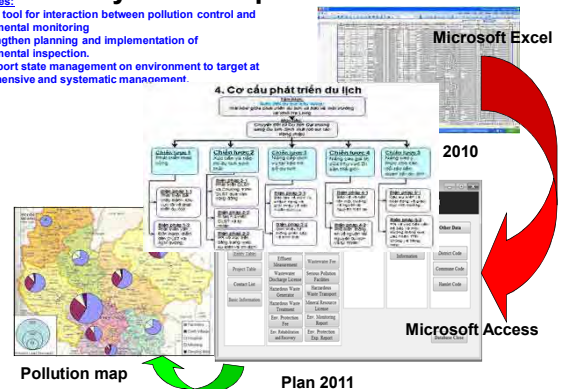
- To grasp pollution characteristics from existing information. This includes collection of available data from relevant organizations, monitoring data of water environment, and information on environmental management.
- To conduct survey on water quality and sediment in Halong bay (Nov 2010 by IMER) -> the survey report was submitted and is under discussion.
- To grasp current situation of environmental monitoring and control.

**OUTPUTS OF TASK IMPLEMENTATION Training program**

- Training in Japan for WG members: Japanese experiences on environmental monitoring and pollution source control, field visits to treatment facilities, experience on environmental management in Tokyo bay (from 2 Mar to 12 Mar 2011)
- Training on environmental monitoring and pollution source control, sharing experiences on environmental management in Japan (conducted by JET)
- Technical training on field monitoring (conducted by INEST)
- Technical training on metal analysis (conducted by INEST)
- Technical training on organic analysis (conducted by INEST)
- On-job-training (OJT) on environmental monitoring and inspection

**OUTPUTS OF TASK IMPLEMENTATION Inventory sheet of pollution sources**

**Objectives:**  
 - To be a tool for interaction between pollution control and environmental monitoring  
 - To strengthen planning and implementation of environmental inspection.  
 - To support state management on environment to target at comprehensive and systematic management.



## PLAN OF TASK IMPLEMENTATION

### Integrated Environmental Monitoring Implementation Plan (IEMIP)

**Objective:** To grasp situation and trend of water environment, impacts of pollution sources -> to evaluate values of natural resources and functions of human activities, assess efficiency of pollution control measures -> to prepare measures of environmental management -> to provide supporting information for making decisions on the use of natural resources in Halong bay.

#### What is IEMIP ?

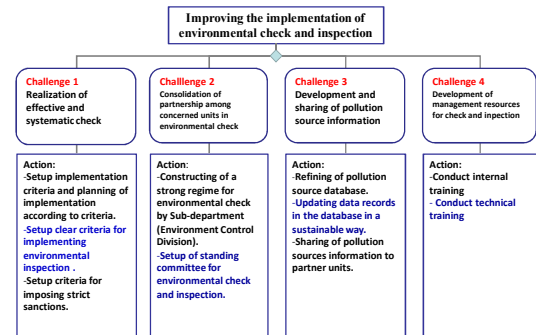
- enhancement of interaction between environmental monitoring and pollution source control;
- use of relevant information for developing environmental monitoring plan;
- upgrade of monitoring network by cooperation between DONRE and HBMD;
- share and use of information to develop strategies for environmental management in Halong bay

**Implementation:** develop plan in 2011 and implement in 2012

## PLAN OF TASK IMPLEMENTATION

### Implementation Plan of Environmental Inspection and Administration Guidance

➤ **Objective:** (Target at development of consolidated and efficient environmental check)



**THANK YOU  
FOR YOUR ATTENTION**



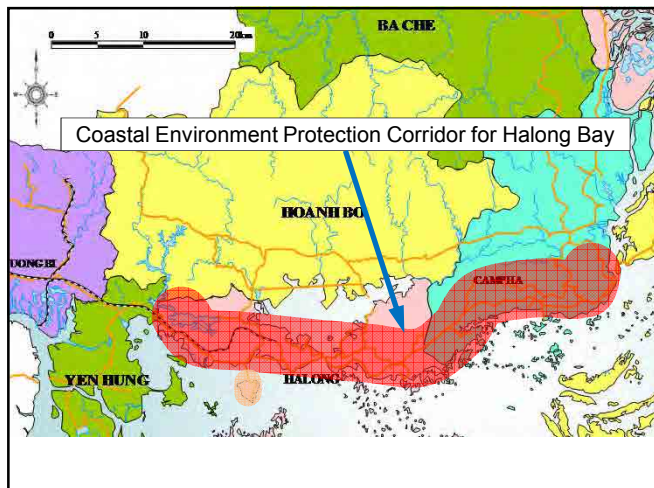
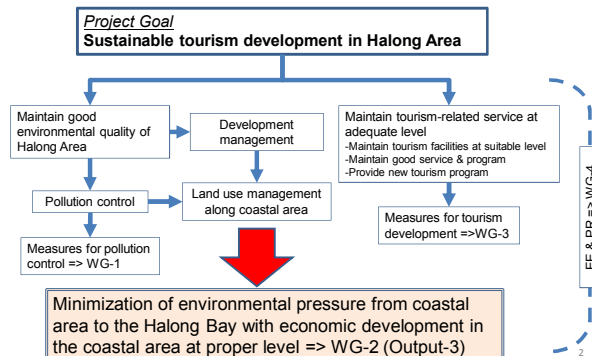
**Land Use Management  
Focusing on  
Environmental Protection in Halong Bay**

**Concept of the Coastal Environment Protection Corridor**

9 March, 2011

Working Group-2 (Land Use Management)

**Roles of WG-2 in Land Use Management  
under the Project Goal**



**Framework of Coastal Environmental Protection Corridor  
for Halong Bay**

**Vision**  
Harmonization between Coastal Area Development for Economic Growth in Quang Ninh Province and Environment Protection in Halong Bay as World Heritage Site

**Goal**  
Minimization of environmental pressure from coastal area to the Halong Bay with economic development in the coastal area, by complying with effluent standards and river water quality, as well as enhancement of environmental buffer function in the coastal area

**Strategy 1**  
Minimum discharge of wastewater and silt from coastal area to the Halong Bay

**Strategy 2**  
Prevent shift of shoreline

**Strategy 3**  
Application of Environmental Protection Law and Forest Protection Law for land use management

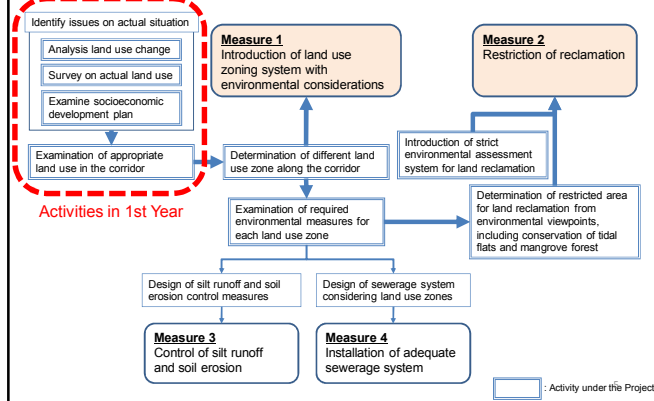
**Measure 1**  
Introduction of land use zoning system with environmental considerations

**Measure 2**  
Restriction of reclamation

**Measure 3**  
Control of silt runoff and soil erosion

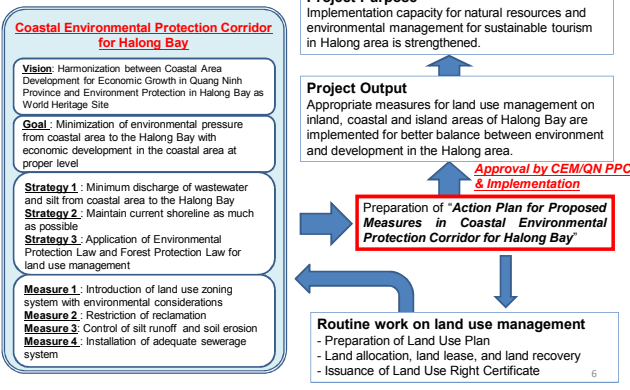
**Measure 4**  
Installation of sewerage system in uncovered area

**Activities under the Project**



**Conceptual Image**

**to Achieve Project Purpose by Output-3 of the Project**



**WG-2 Training on GIS and Remote Sensing**  
(Faculty of Geography, Hanoi University of Science)





**Project for Environmental Protection  
in Halong Bay**

**1<sup>st</sup> Workshop**

WG-3:  
**Environmental & Tourism Resources**

**March 2011**

**Content**

1. Brief introduction about activities and achievements of WG-3, first year (8/2010-3/2011)
2. Summary of data collection, survey and study
  - ✓ Advantages, disadvantages of Halong tourism;
  - ✓ Vision, objective, strategies for sustainable tourism development in Halong Bay

**Brief introduction about activities and achievements of WG-3, first year**

Activities	Outputs
1. Information collection, review of existing data of environmental and tourism resources	1. Necessary information, data related to socio-economic development and tourism (reports, master plans) were collected and reviewed.
2. Survey to obtain more data, information on environmental and tourism resources	2. 1. Following surveys were conducted: <ul style="list-style-type: none"> <li>➢ 1st: field survey on Halong bay</li> <li>➢ 2nd: inland field survey</li> <li>➢ 3rd: tourist survey &amp; tourism market survey (baseline survey), workshop on baseline survey was conducted and report was submitted</li> <li>➢ 4th: field visits to wastewater treatment facilities in Halong</li> </ul> 2.2. Inventory and classification of environmental and tourism resources : preparation of inventory format, guidance on classification is ongoing and will be completed in 2 <sup>nd</sup> year.
3. Domestic training	<ul style="list-style-type: none"> <li>- Assessment of training needs for WG members;</li> <li>- Training through workshops, lectures on sustainable tourism, ecotourism, approach to tourism management</li> </ul>
4. Preparation of pilot project	- Pilot project "Eco label" for tourist boat on Halong bay is being proposed, considered and discussed among WG members.

**Summary of data collection, survey and study**

**2.1. Advantages of tourism in Halong bay<sup>(1/2)</sup>**

- Halong bay: **two times recognized by UNESCO as WHS (1994,2000)**
- Halong bay= desirable destination for international and domestic tourists;
- Famous for:
  - Aesthetic values,
  - Geographic values,
  - Biodiversity
- Potentials:
  - Ecotourism;
  - Adventure tourism;
  - Community-based tourism.




## 2.1. Advantages of tourism in Halong bay (2/2)

- Halong bay attracts millions of tourists annually:
  - 2009: 1,5 million arrivals of international tourists; 1 million arrivals of domestic tourists.
- Infrastructure, services can meet demand basically :
  - Quang Ninh province: ~ 900 accommodation facilities (12.500 rooms, 17 hotels of 3-4 star)
  - Tourist boat on Halong bay: 475 boats (154 boats of 3 star)
- Vietnamese government and local government pay attention to efficient development of sustainable tourism in Halong in line with environmental protection.

## 2.2. Pending issues of tourism in Halong tourism

### 1- Tourism services and infrastructure:

- ✓ Tourism products on the bay: poor and limited to visiting and sightseeing;
- ✓ Poor in number of sightseeing routes: 8 routes
- ✓ Congestion in summer in some favorite destinations : Thien Cung cave, Sung Sot cave, Titop beach



## 2.2. Some difficulties of Halong tourism

Skill level of service staff limited, therefore true values of Halong bay are not yet promoted to tourists,

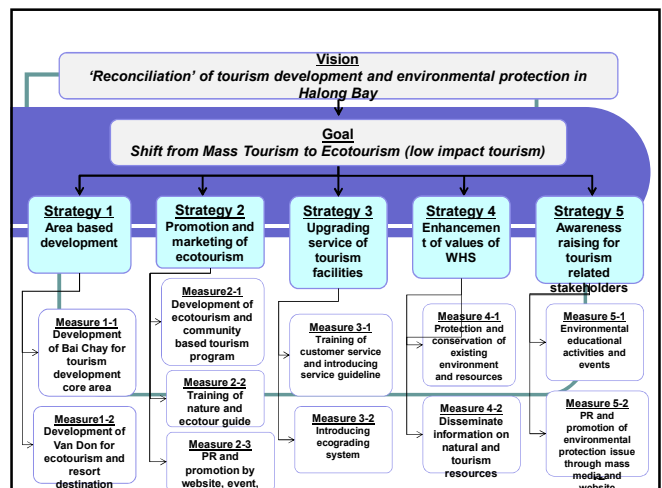
- Existence of poor quality service affects brandname, quality of tourism in Halong bay



## 2- Environment in tourist spots in Halong bay

- Basically, it is within allowable standards and limits
- Locally, in some areas at certain time issues related to wastewater, garbage are existent
- According to evaluation by tourists, most of tourists are satisfied with environment in Halong bay

## 2.3. Tourism development in Halong bay

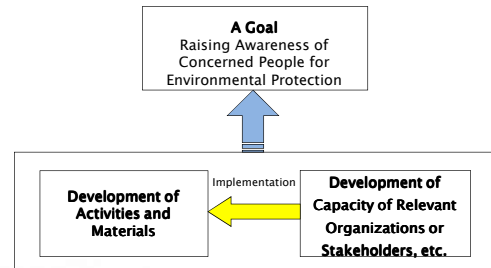




# Environmental Education and PR (WG-4)

Mr. Pham Quang Vinh (Head of WG-4)  
Ms. Nguyen Thi Binh Thin (Women's Union, WG-4)  
9th March 2011

## Goal of EE&PR (WG-4)



## Main Activities of EE&PR

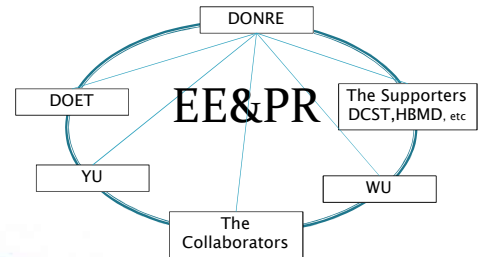
- ▶ Creation of a LOGO standing for EE&PR
- ▶ Secchi Disk Movement (pilot project)
- ▶ Mobile-EE (pilot project)

\* Pilot Projects Wards:  
Hoang Hai, Bai Chay and Hung Thang

## Formation of WG-4 (EE&PR)

Core members of WG-4

- ▶ DONRE
- ▶ DOET
- ▶ YU
- ▶ WU



## Creation of a LOGO standing for EE&PR

## Purposes of Creation of Logo

- ▶ Unifying image of EE&PR implemented in Quang Ninh by concerned bodies, such as youth union, women's union, DOET, HBMD and DONRE.

\* The Logo stands for EE&PR in Quang Ninh  
\* It will be used within the Project for the moment.

## Logo Competition

- ▶ Competition of a logo and slogan standing for environmental education and PR in Quang Ninh
- ▶ Term: 15<sup>th</sup> Nov. 2010–14<sup>th</sup> Dec. 2010
- ▶ Nine works are selected.
- ▶ Based on the winners' works, the logo was created.



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## Secchi Disk Movement (SDM)

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## What is Secchi Disk?

- ▶ Tool to measure transparency of water (Operation of the tool is very easy.)



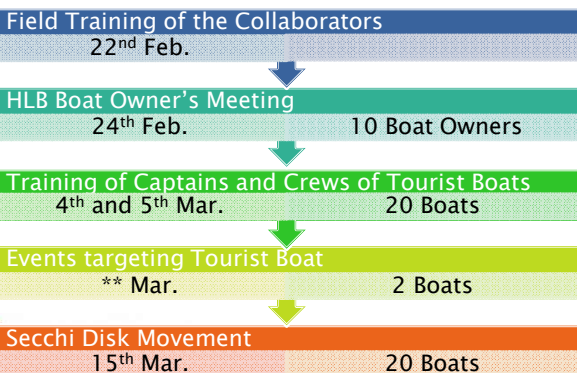
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## Purposes of SDM

- ▶ Raising awareness of tourism sectors, such as boat captains, crews through the dissemination of secchi disk
- ▶ Raising awareness of tourists
- ▶ Additionally, data of secchi disk can be used to know environmental conditions of Halong bay.

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## Activities for SDM



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## SDM: Field Training of the Collaborators



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## SDM: HLB-Boat Owner's Meeting



## SDM: Training of Boat Captains and Crews



## SDM: Key Items

Secchi Disk

Field Note (A4 size)

Visual Figure (A1 size)

## SDM: Evaluation

### Achievements

- Successfully secchi disks were implemented in 20 tourist boats.

### Future Subjects

- After 15<sup>th</sup> Mar., recording data should be collected and analyzed.
- According to need, training of boat captains and crews should be done again.

## Mobile-EE

## What is Mobile-EE?

- ▶ It is a Class of Environmental Education going the rounds of communities.

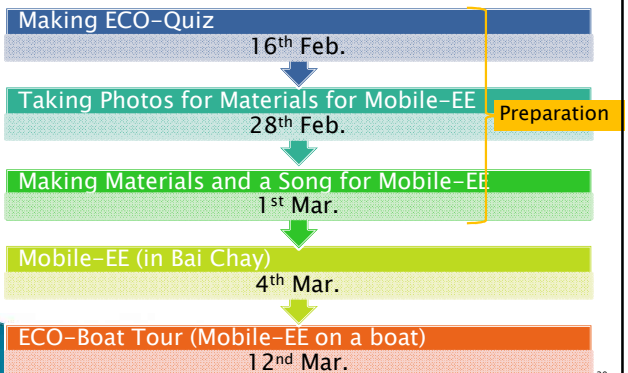


## Purpose of Mobile-EE

- ▶ To make a opportunity for community people, children and their parents to learn environment together with enjoyment.

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## Activities for Mobile-EE



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## Mobile-EE: Preparations



## Mobile-EE: Implementation



## Mobile-EE: Evaluation

Achievements	Future Subjects
<ul style="list-style-type: none"> <li>●Community people enjoyed the 1<sup>st</sup> Mobile-EE.</li> <li>●Capacity of WG-4 member and the Collaborators has been developed to implement EE.</li> </ul>	<ul style="list-style-type: none"> <li>●Materials and contents should be improved more.</li> <li>●Number of MC of Mobile-EE should be increased toward the future.</li> <li>●Mobile-EE should be continuously implemented for the establishment of it in communities.</li> </ul>

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## EE&PR and the Collaborators

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## What and Why

### ▶ What is the Collaborators?

They are **volunteers** from communities, students and social unions to implement EE&PR together.

### ▶ Why is the Collaborators necessary?

1. General public would be able to **learn environment from the side of implantation** of EE&PR.
2. Community people would be **more familiar** with EE&PR by the Collaborator's activities.

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## Current Members of the Collaborators

WU of PP ward: 9 persons

YU of PP ward: 2 persons

Students: 5 persons

\*Students of College of culture, artist and tourism

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## Activities of the Collaborators

4 times Meetings  
(20<sup>th</sup> Dec., 4<sup>th</sup> Jan., 27<sup>th</sup> Jan. 16<sup>th</sup> Feb)

↓  
Training and Preparations  
(16<sup>th</sup> Feb., 22<sup>nd</sup> Feb, 28<sup>th</sup> Feb., 1<sup>st</sup> Mar., 3<sup>rd</sup> Mar.)

↙  
SDM

↘  
Mobile-EE

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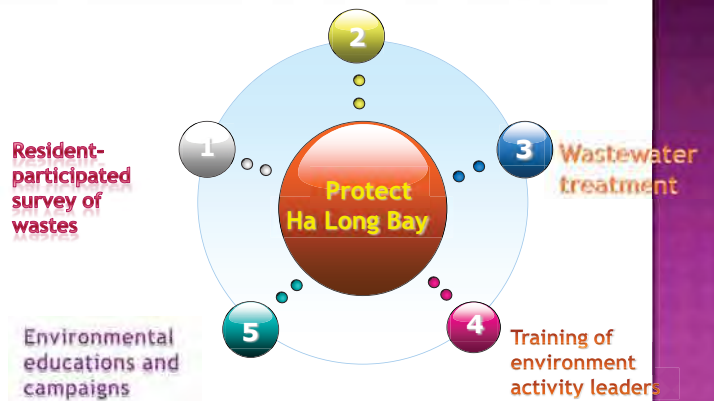
# JICA Grassroots - Ha Long Bay Project

## Objective and activities

Pham Tuan Anh - Assistant for Coordinator

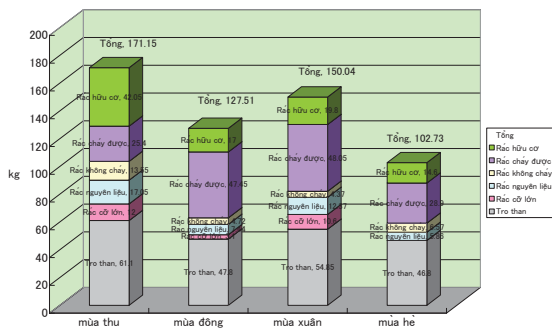
### 1. Major activities of the project

Waste reduction by garbage composting



### 1. Survey on solid waste

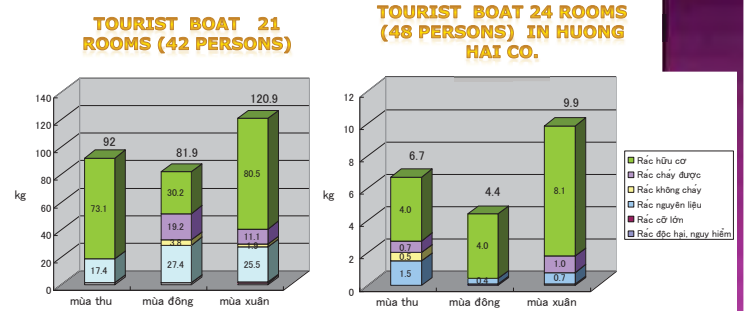
◆ Daily averaged amount of garbage in Vong Vieng Village (population 213)



- >The ratio of briquette ash is relatively large.
- >The amount of garbage reduced by using food for fish, dog, and chicken.

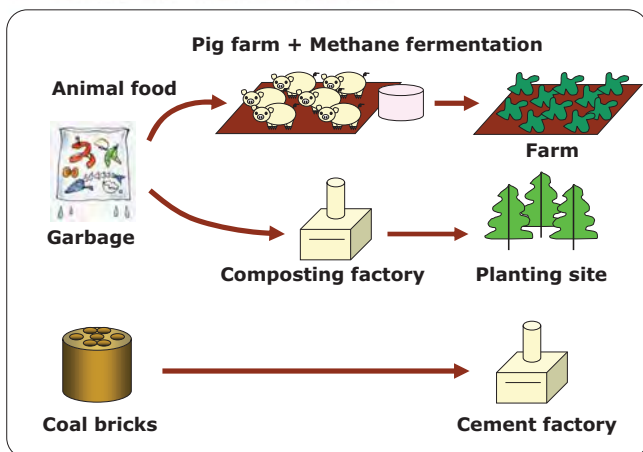
### For tourist boats

◆ Generated amount of garbage in Tourist Boat of Huong Hai Co.

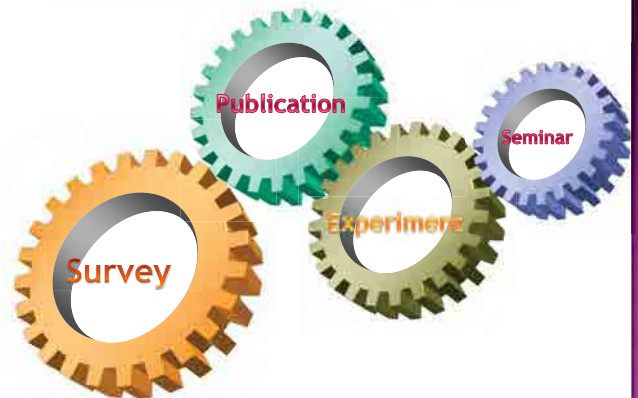


Incentive measures for reduction of garbage → Amount of garbage reduced to one tenth!!

### 2. Waste reduction



### 3. WASTEWATER TREATMENT





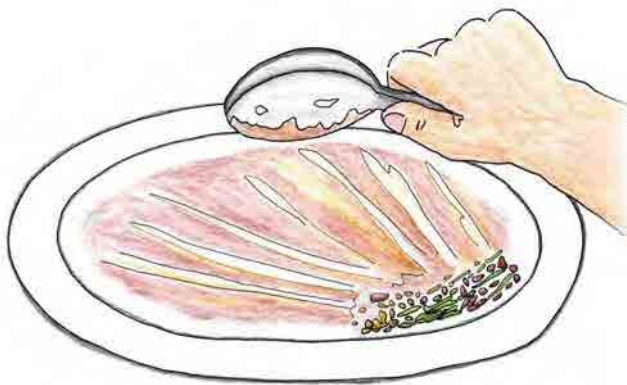
**A measure for domestic wastewater treatment  
(a survey on actual condition of waste water)  
Oct. in 2009, Mar. and June in 2010)**



**Keep the Ha Long Bay clean forever!  
Attention for washing**



**COLLECT SOLID WASTE ON A DISH AND REMOVE IT BEFORE CLEANING**



**WHEN A OIL REMAINED ON DISHES IS NOT SO MUCH,**



**WHEN A OIL REMAINED ON DISHES IS TOO MUCH,**



**WASH AND DRY THE PADS AFTER USE**



• Seminar of acrylic pads (8/17/2010)



Vong Vieng



Cua Van

Training of Instructor-core and seminar



Training in Vietnam



Lecture by HBMD

Lecture on waste management

EVALUATION MEETING



"Preliminary Cooking Practice for Waste Reduction"

Sorting Collection of kitchen waste in Hanoi

Composting plant in Ha Long

Training in Japan

- Training course in Japan
- ◆ Period From October 31<sup>st</sup> 2010 to November 13<sup>th</sup>
- ◆ Location Otsu City, Shiga province, Osaka prefecture
- ◆ Participants HBMD 2, WU 1, YU 1
- ◆ Content Lecture on protection of Osaka bay, visiting and joining the activity of Osaka residents



Lecture of Prof. Otsuka



Attending the waste separate in Osaka Prefecture University

Environmental educations and campaign



Establishing nursery plants for the experimental plantation



2010/04/04



2010/08/07



2010/06/17



2010/08/07

**Thank you  
for your attention!**



**DISCUSSION RECORD  
ON  
THE FIRST WORKSHOP  
FOR  
THE PROJECT FOR ENVIRONMENTAL PROTECTION  
IN HALONG BAY**

9 March, 2011




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Mr. YOICHI IWAI  
Chief Advisor  
JICA Expert Team  
The Project for Environmental  
Protection in Halong Bay



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Mr. LUONG Y DUOC  
Head of Project Management Board  
Deputy Director General  
Department of Natural Resources and  
Environment  
Quang Ninh Provincial People's Committee  
The Socialist Republic of Vietnam



In accordance with the Inception Report (Ic/R) for the Project for Environmental Protection in Halong Bay (the Project) in September 2010, the first workshop was held on 9th March 2011 in Meeting Room of Novotel Hotel. This is a discussion record describing comments and opinions of the participants in the workshop. The list of attendants and the agenda of the workshop were attached in Attachment-1 and Attachment-2, respectively. The workshop was commenced by the opening statement of Mr. Luong Y Duoc, Deputy Director General of DONRE, and several presentations were made by the heads of each Working Group of the Project and the JICA Grassroots Project. After the presentations, the following discussion was conducted with chairing by Mr. Duoc.

**(1) Comments by Mr. To Xuan Thao, Halong Bay Management Department (HBMD)**

- Halong Bay has been recognized twice as a World Natural Heritage by UNESCO. Now, HLBMD is preparing documents and procedures to propose UNESCO for recognition of biodiversity values of Halong Bay.
- For activities of WG-1, HLBMD is interested in monitoring data on sediment in Halong Bay as well as pollution sources in the watershed areas (such as mining and excavating the hill...). Currently, these data are very limited. The Project should pay more attention to survey and provide these data. It is fully agreed with activities of strengthening environmental inspection work of WG-1.
- For activities of WG-2, the plan on Coastal Environment Protection Corridor of Halong Bay is appreciated. Halong City People's Committee is now preparing the Master Plan on Socio-economic Development for Halong City toward to sea. Therefore, Halong City is very interested in environmental management along the coastal areas of Halong Bay.
- For activities of WG-3, it is agreed on shifting mass tourism to ecotourism and community tourism. Experience-type tourism should be studied further.
- For activities of WG-4, it is agreed with the development of logo and promotional works for environmental education to raise community's awareness on environmental protection in Halong Bay. According to monitoring data of HBMD, around 3,200 - 3,500 m<sup>3</sup> of floating waste on the Halong Bay are collected and transported to treatment facility annually. One third of them are discharged from the mainland. The waste from inhabitants in coastal areas such as incense stick and worshipping object, discharging into the Halong Bay is quite a lot due to manners and customs of local people. Therefore, the propaganda aiming at changing the behavior of community for environmental protection is essential.
- Contents of material for environmental education prepared under the Project should be considered by different category of target group such as residents, officers, and students from primary school to high school. HLBMD will use these materials for propaganda work.
- HLBMD previously tested setting up 6 signboards with indication of "No leaving litter here" in some places along the Halong Bay from Hong Ha, Hong Hai to Coc 3. Effectiveness of the signboard has been very high in these points. Since funding is limited, the signboards have not been set up in coastal area of Hung Thang, Bai Chay. It is proposed that the Project supports HBMD to set up some similar signboards in coastal areas of Hung Thang, Bai Chay. *TTK*

- Tourists visiting the caves or grottoes in Halong Bay are increasing. On the peak days, there are 17,000 tourists at the Dau Go Grotto. It is preferable that the Project supports to implement daily environmental monitoring in these caves to have data for environmental management.
- Quang Ninh Province is interested in monitoring the dynamics as well as the transformation of the caves, grottoes in Halong Bay. Mr. To Xuan Thao proposed the Project support to study this issue.

**(2) Comments by Mr. Le Dinh Tuan, Department of Finance of Quang Ninh**

- Regarding the sustainable tourism development mentioned by WG-3, Quang Ninh Province is preparing the Master Plan on Tourism Development to 2015 and Vision till 2020. Though the Project will end in 2013, Quang Ninh PPC would like to receive results of the Project soon to consider with the Provincial Tourism Development Plan.
- In addition to tourism activities, other economic activities also affect the environmental condition of Halong Bay. These activities are studied by the Project or not?
- Activities of WG-3 should aim to practical actions. It is necessary to propose recommendation between economic development and Halong Bay conservation. Besides, the environmental carrying capacity of the Halong Bay should be evaluated to develop a sustainable economy.
- It is necessary to strengthen activities of environmental education in the community. Since human resources and budget of Quang Ninh Province are limited, the Province needs support from the Project.
- For the Grassroots Project of JICA, the measure of co-operation with enterprises for coal residues treatment should be considered carefully. It is not easy to implement this issue due to the small quantity and far long distance for the transportation.

**(3) Answers by Ms. Do Thi Ni Tan, Head of WG-1, to the above questions**

- Regarding the water and sediment monitoring, the Project hired subcontractor to implement survey of water quality and sediment in Halong Bay. The final result of the survey has been submitted by the subcontractor and submitted to WG-1, PMB, and CEM for comments. Survey result will be shared with other relevant agencies.
- Regarding the identification of pollution sources, WG-1 is developing a pollution source database to serve the state management. Currently, the database is being set up on Microsoft Office Excel and it will be developed on Microsoft Access in 2011 by setting up in the simple map of pollution sources. After completion, the map of pollution sources will give us a comprehensive view on pollution sources.

**(4) Answers by Mr. Yoichi Iwai, Chief Advisor of the JICA Expert Team, to the above questions**

- WG-2 would like to introduce a concept of the Coastal Environment Protection Corridor in Halong Bay and to identify activities to be done in the coastal corridor. Economic development in the coastal areas is understandable. Alternatives for the purpose of harmony between environmental protection and economic development have to be examined. The Project will propose strategies for environmental protection in Halong Bay in final period of the Project. Each WG will discuss and prepare strategies.
- The Project focuses on capacity development for administrative management of state agencies in

environmental management, but not conducts study and research.

**(5) Answers by Mr. Pham Tuan Anh, Coordinator of the Grassroots Project, to the questions**

- The Grassroots Project is finding solutions for transport waste from the fishing village on the Halong Bay for treatment: (i) The waste collection boats of HBMD collect garbage both organic waste and coal residues, and transport them to shore, (ii) Organic waste is transported to compost factory in Ha Khanh Ward under the Halong Municipal Solid Waste Treatment Joint Stock Company for processing, and (iii) Coal residues with 2 tons/month as reported by HBMD, is transported to Thang Long Cement Factory or Ha Long Cement Factory in Hoanh Bo District for its use as raw materials as additive matter for cement production, instead of transport to Cam Pha Cement Plant.
- The Grassroots Project is trying to find solutions to ensure sustainability of the project so that after ending the Project, solid waste from the fishing village on the bay will not be discharged directly into Halong Bay. Final results of the Grassroots Project will be shared in coming conferences of the project.

**(6) Comments by Mr. Nguyen Hai An, Construction Department**

- Activities of WG-2 are concerned. The Coastal Environment Protection Corridor should be examined as soon as possible. This is difficult work and it needs better coordination among four working groups of the Project.
- Economic development activities are rapidly progressed. Ensuring harmony between economic development and environmental protection is essential. The Project needs to update quickly the data of infrastructure construction in the project area and Mr. Duoc should sum-up quickly the opinions of the WGs and JET to advise QN PPC on land use. Currently, the Heritage Road Project, which was introduced on the Website of the Quang Ninh Province, is planned by Au Lac Group. The road runs outside the exiting road and it is far from absolute protection zone of Halong Bay about 500 m. However, have no any comments or opinions from environmental managers for this.
- Agreed with opinion of Mr. Pham Tuan Anh of the Grassroots Project. The treatment of solid waste in Halong Bay is not difficult. The Halong Municipal Solid Waste Treatment Joint Stock Company in Ha Khanh of Halong City is capable of receiving, selecting, and processing both organic wastes for making compost and coal briquette ash for production. It is not necessary to transport the coal briquette ash from fishing village into the cement plants in Cam Pha or Hoanh Bo.

**(7) Comments by Mr Vu Van Hop, Vice Chairman of Halong City People's Committee**

- People's committee and people of Halong City are the main beneficiaries of the Project.
- The results of Project implemented in the first year are appreciated. After one year of implementation, it is confirmed that the activities of four WGs of the Project are related closely together.
- The Project determined the development of Halong Bay to become a destination for ecotourism. For Halong City, economic development, especially tourism economic development, is associated with securing space for the urban development with development toward to sea. All relevant communities and agencies are responsible for environmental management to ensure the value of Halong Bay. So that it is necessary to determine the responsibilities of relevant agencies in environmental management.

- The communication activities of WG-4 should be more interested in the public education in order to change the behavior of community for environment protection.
- Halong City is preparing the Master Plan for Socio-economic Development to 2020 and vision till 2030. Economic development activities as well as tourism development are synthesized and shown clearly, however, the issue on fishing villages in the Halong Bay although been mentioned many times still not clarified. We need recommendations from JET on this issue.

**(8) Comments by Ms. Huynh Thi Mai Anh, Deputy Chairwoman of the Provincial Women's Union**

- Provincial Women's Union appointed members to participate in the steering committee and WG-4. These members of WU participated actively in activities of the Project last year.
- The propagation and education of community's awareness on environment protection is very important. In order to change the behavior, it is necessary to change perceptions. WG-4 has been in a good operation so far. However, in order for WG-4 as well as other WGs to achieve higher results, it is suggested that WG-4 needs to prepare work plan every 3 months or 6 months and shared it among WG-4 members in advance. By this way, WG-4 members could plan carefully and be proactive in their work. For example, if many members of PMB and CEM were invited to participate in the logo selection and evaluation, we could be able to get a higher quality logo than this one.


**(9) Answers by Mr. Yoichi Iwai to the questions**

- It is agreed with the opinions of Mr. Nguyen Hai An of Construction Department. The infrastructure is developed rapidly while human resource development of Quang Ninh takes time. Later, when proposing land use strategy, the Project would like to receive comments of Mr. An as well as relevant agencies and individuals.
- Thanking for Mr. Hop of the Halong City People's Committee for his comment. When starting the Project, JET gathered the opinions of members of working groups to develop the Project Design Matrix. Current activities of the Project are derived from it. In addition to propaganda and education on environmental protection, activities of WG-4 also are to use and disseminate the results of other working groups of Project. Strategy of environment communication will be prepared by WG-4.

**(10) Answers by Mr. Pham Quang Vinh, Head of WG-4**


- The work plan of the Project and activities of WGs are included in the documents of the Project.
- The main task of WG-4 is environmental education in the community. The main target groups of environmental communication are residents and students in schools.
- The representatives of related sectors have participated in the WG-4 and they understood the work plans of the Project as well as work of the WG-4. Members of WG-4 should be more active in development of their work plans.

**(11) Conclusion by Mr. Luong Y Duoc, Deputy Director General of DONRE**

- On behalf of CEM and PMB, Mr. Duoc thanked for the comments of the participants. He noted all of comments. He will discuss with WGs and JET in order to have better performance of the Project in further stage of the Project.
- Due to limited time for discussion in the workshop, participants can send their comments to the Project Management Board. 



- The name of project is the Project for Environmental Protection in Halong Bay, so that the issues related to monitoring of sediment and sources of pollution need to be considered by the Project. They belong to task of WG-1.
- WG-1 collected data and information to develop the database of pollution sources. The database includes the pollution sources from the inland, which are sources caused by the land use for economic activities such as coal-mining, minerals exploitation, and infrastructure construction and pollution sources in the Halong Bay such as sediment and water pollution.
- The land use in the past between 2000 and 2010 also was identified by WG-2 through use of satellite image analysis to determine land use change. This is sensitive matter relating to coastal corridor of environmental protection. Sub-contractors and the WG-2 focused on determining the scope of influence from the inland of the economy activities such as coal mining, industrial development, reclamation and others in the coastal areas. These are main sources causing pollution for coastal area of Halong Bay. This would be the environmental protection corridor.
- The construction of Heritage Road is related to the examination of Coastal Environment Protection Corridor.
- Regarding inquiry of Mr. Tuan, Department of Finance on tourism development planning, WG-3 members come from different sectors and tourism development ideas are proposed by WG-3 members through group discussions.
- Regarding inquiry of Mr. Vu Van Hop, Halong City People' Committee, on asking JET's recommendations on Master Plan of Halong City, content concerned by Mr. Hop will be sent to QN PPC or Halong PC by several channels. In the scope of the Project, we will discuss with JET to provide correct recommendations. Strengthening capacity of staff in relevant sectors on environmental management in Halong Bay is the main objective of the Project.
- Regarding the comment by Ms. Huynh Thi Mai Anh on long-term work plan of WG-4, it was discussed with JET on this aspect in the 30th regular meeting and JET also had good cooperation so far.

After the discussion, awarding ceremony for the Logo competition under the Project was conducted as shown in the program. 

*End*

List of Attendants**I. Vietnamese Side**

1. Mr. Luong Y Duoc	Deputy Director of DONRE- Head of PMB
2. Mr. Nguyen Hai An	Deputy Director of Quang Ninh Construction Department- Member of CEM
3. Ms. Nguyen Thi Lieu	Deputy Director Department of Industry –Trade of Quang Ninh- CEM member
4. Ms. Nguyen Thi Thu Thuy	Deputy Director of Sub-Dept for Environmental Protection, DONRE- Secretary of CEM
5. Ms. Huynh Thi Mai Anh	Vice-chairwoman of Women Union of Quang Ninh- Member of CEM
6. Mr. To Xuan Thao	Deputy Director of Halong Bay Management Department- Member of CEM
7. Mr. Vu Van Hop	Vice-chairman of Halong City People' Committee - Member of CEM
8. Mr. Tran Van Hung	Vice-chairman of District People' Committee of Cam Pha Town- Member of CEM
9. Ms. Tran Thi Minh Thu	Deputy Head, Section of Appraisal and License, Sub-Dept. for Environmental Protection, DONRE- Member of PMB, Head of WG-3
10. Ms. Do Thi Ni Tan	Head of Monitoring & Analysis Section-2, Environmental Monitoring and Analysis Center (EMAC) of DONRE- Head of WG-1.
11. Mr. Nguyen The Thuc	Expert of Planning Division of DONRE- Head of WG-2
12. Ms. Nguyen Thi Mai Anh	Expert of Land Use Right Registration Office, DONRE- WG-2
13. Mr. Nguyen Nhu Hanh	Expert of Appraisal-License Section of Sub-Dep for EP of DONRE, WG-2
14. Mr. Nguyen Van Thanh	Head of DONRE of Halong City- Member of WG-2
15. Mr. Pham Trung Nghia	Officer of Environmental Department of VINACOMIN- Member of WG-2
16. Ms. Dang Thi Thanh Huyen	Expert of DONRE Hoanh Bo District- Member of WG-2
17. Ms. Tran Thu Ha	Expert of Division of Water Resources and Hydrometeorology, DONRE- Member of WG-3
18. Mr. Pham Quang Vinh	Deputy Head of Sub-Dep for EP, DONRE- Head of WG-4
19. Ms. Dang Thi Hai Yen	Head of Appraisal-License Section of Sub-Dep for EP, DONRE- Member of WG-4
20. Ms. Dinh Hai Ha	Expert of Administration Section of Sub-Dep for EP, DONRE- WG-4
21. Mr. Manh Hong Hai	Deputy Head of Secondary Level Education Division, Department of Education & Training- Member of WG-4
22. Ms. Nguyen Thi Binh Thin	Expert of Propaganda-Education Division of Quang Ninh Women Union- Member of WG-4
23. Mr. Nguyen Manh Hung	Deputy Head of Science Management Division of Quang Ninh Science-Technology Department
24. Mr. Nguyen Ky Dong	Deputy Head of Science Technology Division, Quang Ninh Agriculture & Rural Development Department
25. Mr. Nguyen Anh Tuan	Policeman of Quang Ninh Environmental Police Department
26. Mr. Le Dinh Tuan	Head of Administrative Finance Division, Financial Department of QN
27. Ms. Pham Thi Hue	Head of Division of Science Research & International Relations, Quang Ninh Culture-Arts & Tourism College
28. Mr. Pham Van Thanh	Sub-Dep for Agriculture management of Quang Ninh DARD

29. Do Van Diep	Office of YU of Quang Ninh
30. Mr. Nguyen Van Phu	Head of Environmental Division, Deo Nai Coal JSC- VINACOMIN
31. Mr. Nguyen Van Trang	Vice Director of Hon Gai Transport- Storage & Harbor Company
32. Mr. Le Van Cuong	Technician of Petroleum- B12 Company
33. Mr. Hoang Trong Tung	Vice General Director of Quang Ninh Port Co., Ltd. Company
34. Ms. To Thi Thu	Expert of Quang Ninh Port Co., Ltd. Company
35. Mr. Vu Minh Son	Head of Technique- Environment Division of Cong Doan Hotel
36. Mr. Pham Van Diep	Vice Director of Halong Plaza Hotel
37. Ms. Pham Thuy Nga	Deputy Head of Administration Division of Au Lac Corporation
38. Mr. Dang Minh Tu	Deputy Head of Tourism Boat Wharf in Bai Chay
39. Mr. Ngo Minh Duc	Operator of Ha Long- Bien Ngoc Co., Ltd. Company
40. Mr. Ha The Tien	Director of Viet Long Maritime Service Company
41. Mr. Pham Dinh Tuyen	Reporter of Natural Resources & Environment Magazine
42. Mr. Le Van Nam	Reporter of Quang Ninh Television
43. Mr. Nguyen Thanh Hai	Reporter of Quang Ninh Television
44. Mr. Nguyen Duc Anh	Reporter of Quang Ninh Television
45. Mr. Nguyen Thu Trang	Reporter of Quang Ninh Newspaper
46. Mr. La Nghia Hieu	Reporter of Center for Electronic Information of Quang Ninh
47. Ms. Nguyen Kim Thai	Editor of Ha Long Television
48. Mr. Vu Huy Tu	Reporter of Ha Long Television
49. Mr. Vu Nghiem Tro	Head of News program of Ha Long Newspaper
50. Ms. Vu Thi Hang	Vice Chairwoman of Hung Thang Ward People's Committee, Halong City
51. Ms. Nguyen Thi Dang	WU of Hung Thang Ward, Halong City
52. Mr. Nguyen Duc Nhat	YU of Hung Thang Ward, Halong City
53. Mr. Le Van Lanh	Head of Floating Fishing Village in Cua Van, Halong City
54. Mr. Nguyen Van Cuong	Vice Chairman of Bai Chay Ward People's Committee, Halong City
55. Ms. Vu Ngoc Linh	WU of Bai Chay Ward, Halong City
56. Mr. Nguyen Thanh Trung	Head of Khu-4, Bai Chay Ward, Halong City
57. Mr. Dinh Van Bang	Head of Khu-6, Bai Chay Ward, Halong City
58. Mr. Nguyen Vu Hai	Chairman of Hong Hai Ward People's Committee, Halong City
59. Ms. Vu Thi Thu	Chairwoman of WU of Hong Hai Ward, Halong City
60. Ms. Tran Thi Nha	Secretary of YU of Hong Hai Ward, Halong City
61. Mr. Nguyen Huu Thanh	Head of Khu-6B of Hong Hai Ward, Halong City
62. Mr. Tran Van Tuong	Head of Khu 8 of Hong Hai Ward, Halong City
63. Ms. Nguyen Thi Huyen	Pupil of Grade-12C7, Hoang Quoc Viet High School, Dong Trieu District - Winner in Logo competition
64. Ms. Nguyen Thi Nhung	Pupil of Grade-12C5, Hoang Quoc Viet High School, Dong Trieu District - Winner in Logo Competition
65. Mr. Pham Ngoc Quyen	Member of YU of Van Hai Viglacera Company, Van Don District- Winner in Logo Competition

66. Ms. Nguyen Thi Nhung	Pupil of Grade-12C8, Hoang Quoc Viet High School, Dong Trieu District- Winner in Logo Competition
67. Mr. Hoang Duy Han	Pupil of Grade-11B3, Hoang Quoc Viet High School- Dong Trieu District- Winner in Logo Competition
68. Mr. Tran Van Hoa	Pupil of Grade-11B2, Hoang Quoc Viet High School- Dong Trieu District- Winner in Logo Competition
69. Ms. Pham Thi My Trang	Teacher of Primary-Secondary School of Hung Thang Ward, Halong City- Winner in Logo Competition
70. Mr. Vu Van Manh	Member of YU of Environmental Consultancy Company- Collaborator
71. Ms. Le Phuong Thao	Office of Provincial YU of Quang Ninh- Collaborator
72. Ms. Nguyen Thu Hang	Office of Provincial YU of Quang Ninh- Collaborator
73. Ms. Pham Thi Loan	Member of WU of Hung Thang Ward- Collaborator
74. Ms. Nguyen Thi Thu Huyen	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
75. Ms. Bui Thi Phuong	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
76. Ms. Pham Thuy Trang	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
77. Ms. Nguyen Thu Huong	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
78. Ms. Doan Hong Phuong	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
79. Ms. Nguyen Bich Ngoc	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
80. Ms. Bui Thi Ha Trang	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
81. Ms. Vu Hai Ha	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
82. Ms. Bui Hai Ngoc	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
83. Ms. Vu Ngoc Hoan	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
84. Mr. Duong Tuan Phuong	Pupil of Grade-11A2, Center for vocational and continuing education of Quang Ninh- Eco-Quiz completion participant
85. Ms. Pham Thi Mui	Member of WU of Hung Thang Ward- Quiz competition participant
86. Ms. Pham Thi To	Member of WU of Hung Thang Ward- Quiz competition participant
87. Ms. Trinh Thi Nhi	Member of WU of Hung Thang Ward- Quiz competition participant
88. Ms. Tran Lam Hai	Member of WU of Hung Thang Ward- Quiz competition participant
89. Ms. Vu Thi Hai Dien	Member of WU of Hong Hai Ward- Quiz competition participant
90. Ms. Nguyen Thi Nhung	Member of WU of Hung Thang Ward- Quiz competition participant
91. Ms. Dang Thi Thuy	Member of WU of Hung Thang Ward- Quiz competition participant
92. Ms. Nguyen Thi Dang	Member of WU of Hung Thang Ward- Quiz competition participant
93. Mr. Nghiem Trong Duc	Member of YU of Hong Hai Ward- Quiz competition participant
94. Mr. Vu Duc Cuong	Member of YU of Hong Hai Ward- Quiz competition participant

95. Ms. Tran Thi Nha Member of YU of Hong Hai Ward- Quiz competition participant  
96. Ms. Lieu Thi Thao Quang Ninh Culture-Arts & Tourism College- Quiz competition participant

## **II. JICA Expert Team and Grass-roots Project**

1. Mr. Yoichi Iwai Chief Advisor of JICA Expert Team
2. Mr. Tomoo Aoki Land Use Management Expert of JICA Exoert Team
3. Mr. Go Kimura Sustainable Tourism Expert of JICA Expert team
4. Mr. Norihisa Hirata Environmental Education and Public Relation Expert of JICA Expert Team
5. Ms. Yuko Nozue Project Coordinator of JICA Expert Team
6. Mr. Nguyen Thanh Phuong Local staff of JICA Expert Team
7. Ms. Duong Thi Nhuan Interpreter of JICA Expert Team
8. Ms. Bui Thi Cuong Interpreter of JICA Expert Team
9. Ms. Ho Thi Huyen Trang Interpreter of JICA Expert Team
10. Ms. Ha Thi Minh Phuong Secretary of JICA Expert Team
11. Ph. D Kiyoshi Imamura Postgraduate of OSAKA University
12. Mr. Pham Anh Tuan Assistant of Coordinator of Grassroots Project

**Agenda of the First Workshop for the Project for Environment Protection in Halong Bay**Date: March 9<sup>th</sup> (Wednesday), 2011

Time: 8:30 – 14:30

Venue: Meeting Room of Novotel Hotel - Bai Chay Ward, Halong City, Quang Ninh Province

**Agenda of the Workshop**

No.	Contents and Presentation	Presenters/Person in Charge	Time
1	Reception	WG-4, PMB and JET	08:00-08:30
<b>Part- I: Presentation of result of the First year</b>			
2	Opening Statement	Mr. Luong Y Duoc Deputy of Director of DONRE	08:30-08:40
3	Overview of Project progress	Mr. Yoichi Iwai, Chief advisor of JET	08:40-08:45
4	Presentation of Activities result of Working Group-1 (Environmental management)	Ms. Do Thi Ni Tan, Head of Working Group-1	08:45-09:00
5	Presentation of Activities result of Working Group-2 (Land Use Management)	Mr. Nguyen The Thuc, Head Working Group-2 (And other members of the Working Group)	09:00-09:15
6	Presentation of Activities result of Working Group-3 (Environment and Tourism Resource Management)	Ms. Tran Thi Minh Thu, Head of Working Group-3 (And other members of the Working Group)	09:15-09:30
7	Presentation of Activities result of Working Group-4 (Environment Education and Public Relations)	Mr. Pham Quang Vinh, Head of Working Group-4 (And other members of the Working Group)	09:30-09:45
	Coffee Break		9:45-10:00
8	Presentation of JICA Grassroots Project (Objectives and activities of the Project in Halong Bay, focus on the main activities )	Mr. Pham Tuan Anh, Assistant for local coordination of the Project	10:00-10:25
9	Discussion		10:25-11:25
10	Awarding Ceremony of the Competition of Logo standing for EE & PR		
10.1	Introduction of winners works of the logo competition and a created logo of EE & PR	Mr. Pham Quang Vinh, Head of Working Group-4	11:25-11:30
10.2	Bestowing testimonials and presenting prizes to the winners	Mr. Luong Y Duoc, Director of DONRE Mr. Yoichi Iwai, Chief advisor of JET	11:30-11:40
11	Wrapping up the Event	Mr. Luong Y Duoc, Deputy Director of DONRE	11:40-12:00
	Luncheon and Preparation of Discussion Record	All participants	12:00-13:10
<b>Part-II: The ECO-Quiz Competition</b>			
1	Introduction of ECO-Quiz	Mr. Pham Quang Vinh, Head of Working Group-4	13:10-13:20
2	Quiz Competition	Ms. Nguyen Thi Binh Thin and Ms. Nguyen Thi Thu Ha, members of Working Group-4	13:20-14:10
3	Prize-giving for winners	Mr. Yoichi Iwai, Chief advisor of JET Mr. Pham Quang Vinh, Head of WG-4	14:10-14:30

End

## 添付資料-4

第2回ワークショップ（2012年2月27日開催）  
の資料及び議事録

## The Project for Environmental Protection in Halong Bay

### Agenda for 2nd Workshop

#### - Session 1: Coastal Environment Protection Corridor for Halong Bay -

#### 1. Objectives

- (1) Explaining on outline of the proposed Coastal Environment Protection Corridor for Halong Bay (CEPC), which is under examination by the Working Group-2 of the project
- (2) Receiving comments and opinions from the participants for further examination on CEPC

#### 2. Participants

- a) Representatives from the following organizations in Quang Ninh Province
  - Dept. of Planning and Investment
  - Dept. of Finance
  - Dept. of Culture, Sport and Tourism
  - Dept. of Construction
  - Dept. of Transportation
  - Dept. of Industry and Trade
  - Dept. of Agriculture and Rural Development
  - Halong Bay Management Department
  - Halong City People's Committee
  - Hoanh Bo District People's Committee
  - Cam Pha Town People's Committee
  - Yen Hung District People's Committee
  - Van Don District People's Committee
- b) Project Management Board for the Project
- c) Members of Working Group-2
- d) JICA Expert Team

#### 3. Time and venue:

- Time: 9:00 am - 11:00 am on 27 February (Mon.), 2012
- Venue: Meeting Hall of QN PPC

#### 4. Tentative agenda

Content	Person in Charge	Time
1. Reception	PMB and JET	8:45 - 9:00
2. Opening remarks	Mr. Hoang Viet Dung Deputy Head of PMB, (Head of Sub-Dep. for EP, QN DONRE)	9:00 - 9:10
3. Presentation on the proposed CEPC (1) Framework and definition of the CEPC (2) Boundary of the CEPC (3) Conceivable measures to be implemented in CEPC (4) Outline of Action Plan for the CEPC	Mr. Nguyen The Thuc, Head of WG-2, (Deputy Head, Division of Planning and Financing, DONRE)	9:10 - 10:00
4. Coffee break		
4. Discussion	All the participants	10:00 - 10:50
5. Conclusion and closing remarks	Mr. Hoang Viet Dung	10:50 - 11:00

*End*



## **Project for Environmental Protection in Halong Bay 2nd Workshop**

### **Session 1: Coastal Environment Protection Corridor for Halong Bay**

27 February, 2012

Working Group-2 (Land Use Management)

1

## **Expected Output for Output-3 based on the Project Design Matrix of the Project**

### **< Output for Output-3 >**

Appropriate measures for land use management on coastal areas of Halong Bay are developed for better balance between environment and development in the Halong area.

### **< Objectively Verifiable Indicators for the Output-3 >**

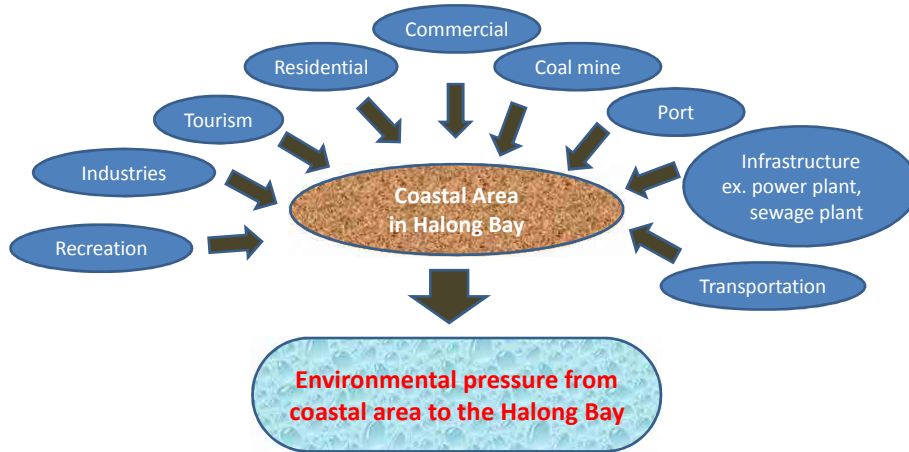
Relevant measures of land use management for coastal areas in Halong area are submitted to the Province People's Committee by late 2012, which include 1 measure on land use zoning system with environmental considerations and 1 measure on restriction of reclamation.

### **< Means of Verification >**

Action Plan for measures of land use management for coastal areas in Halong area, which is made in the Project.

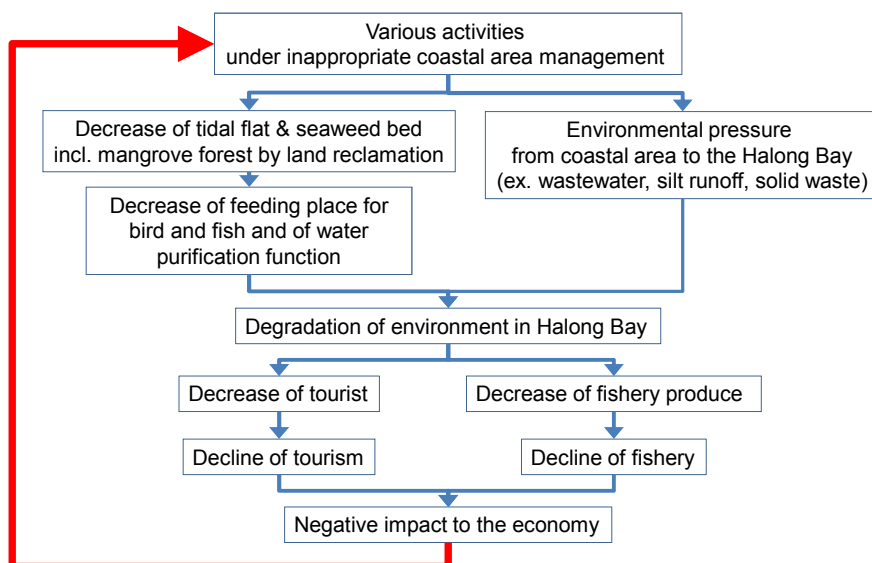
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## Various land use and environmental pressure from coastal area to the Halong Bay



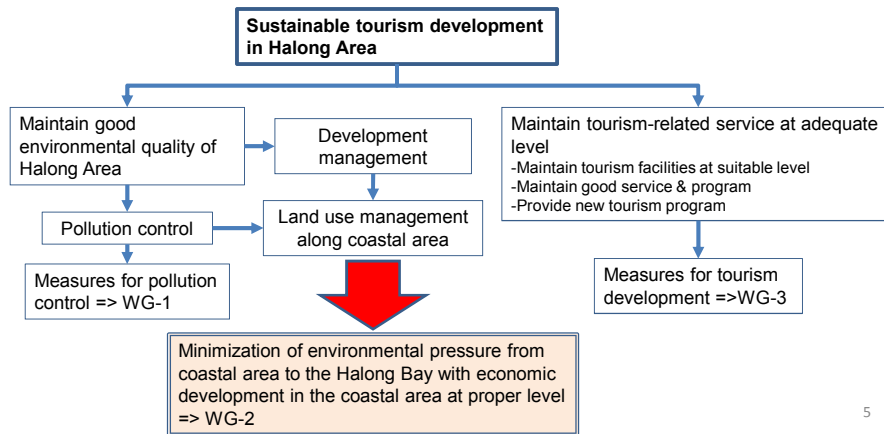
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## Vicious spiral under inappropriate coastal area management in Halong Bay

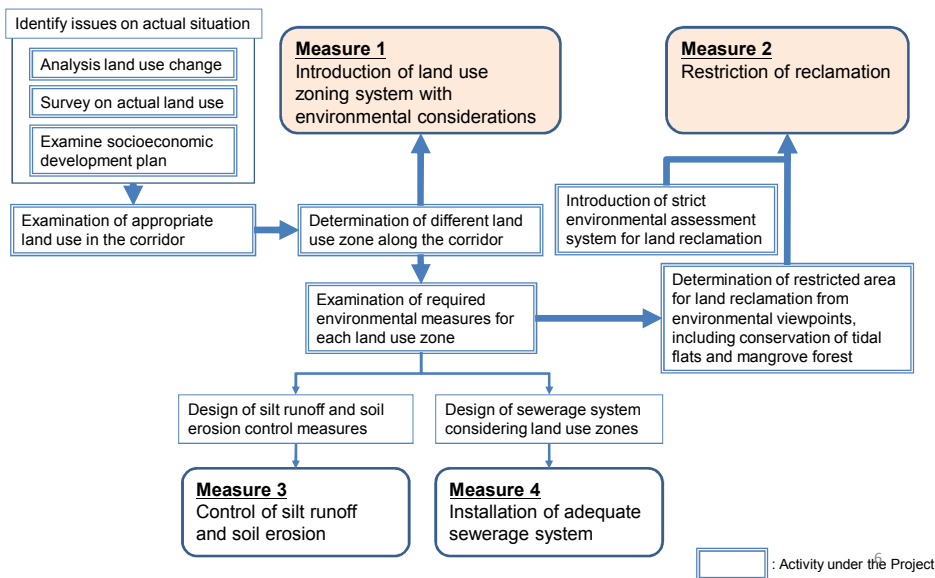


# Land Use Management Focusing on Environmental Protection in Halong Bay

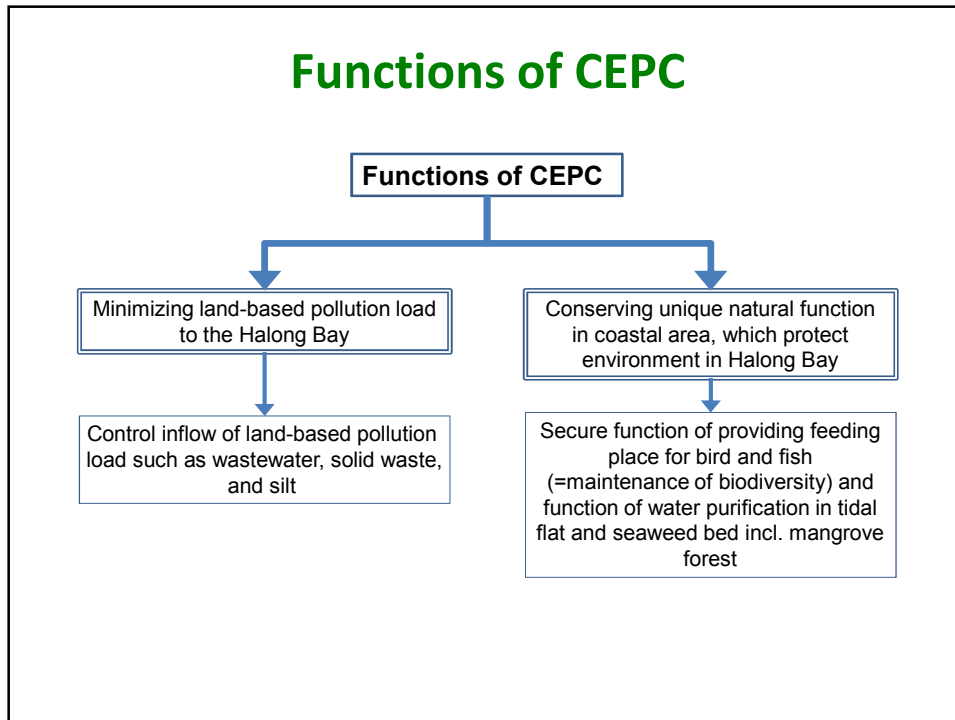
- Land use management in **Coastal Environmental Protection Corridor for Halong Bay** as environmental buffer



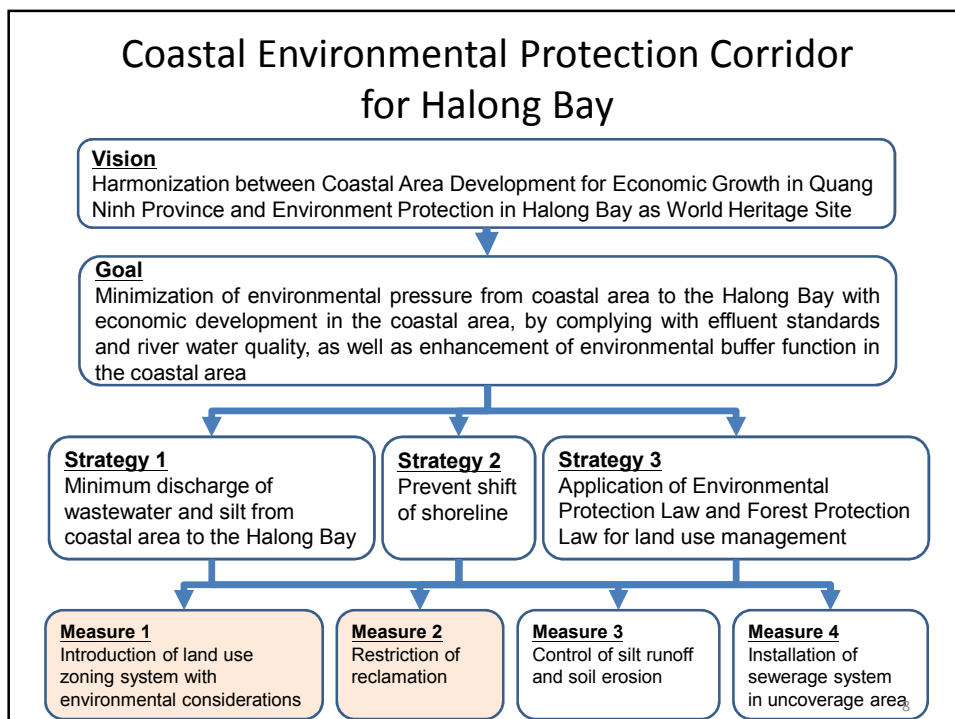
## Activities under the Project



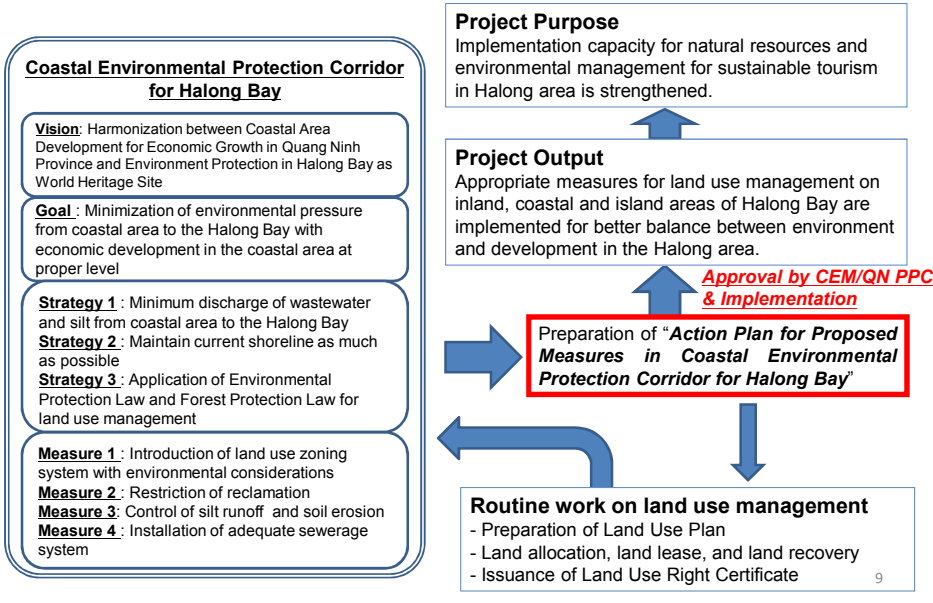
## Functions of CEPC



## Coastal Environmental Protection Corridor for Halong Bay



## Conceptual Image to Achieve Project Purpose by Output-3 of the Project



## Definition of the Coastal Environmental Protection Corridor

### 1. Definition (tentative)

- Spatial corridor along the coastal area of the Halong Bay subject to active management of land use and development for environmental protection for Halong Bay, functioning as environmental buffer between development area and the Halong Bay

## What the Coastal Environmental Protection Corridor should be

### Targets under the goal

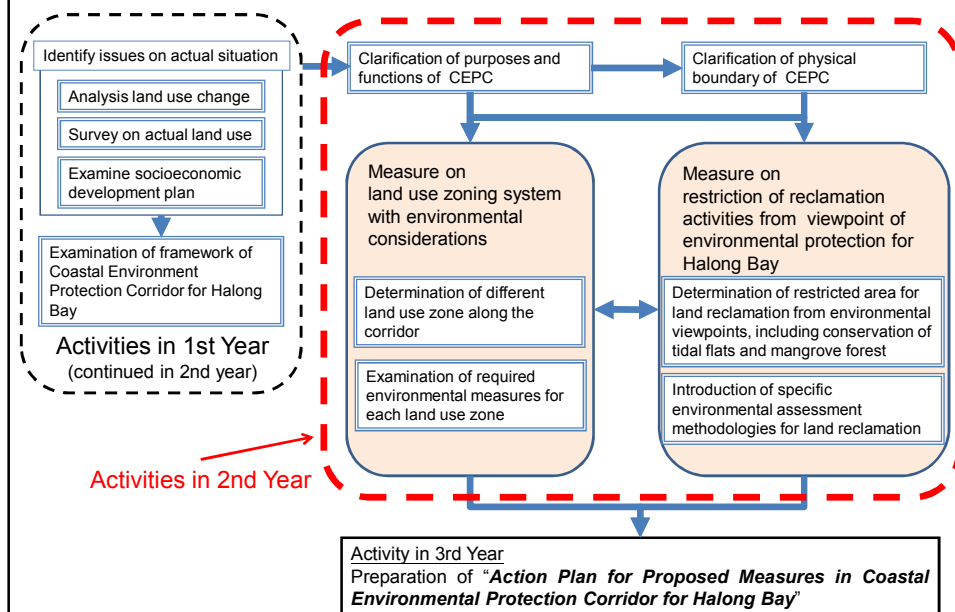
1. Nearly 100% of domestic wastewater is treated to comply with effluent standard.
2. 100% of industrial wastewater is treated to comply with effluent standard.
3. Silt runoff directly from the coastal area due to coastal development is prevented.
4. All rivers of the corridor comply with river water quality standard.

=> Under the above targets, detailed activities will be examined based on the proposed measures.

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## Steps of Examination of Measures

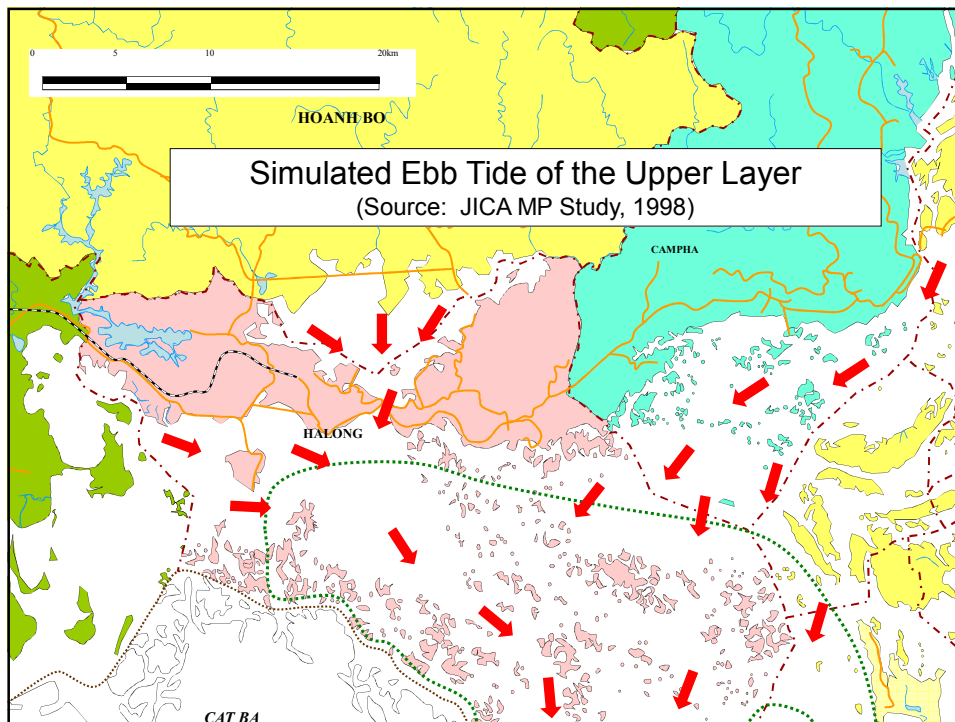
(Provisional idea by JET)

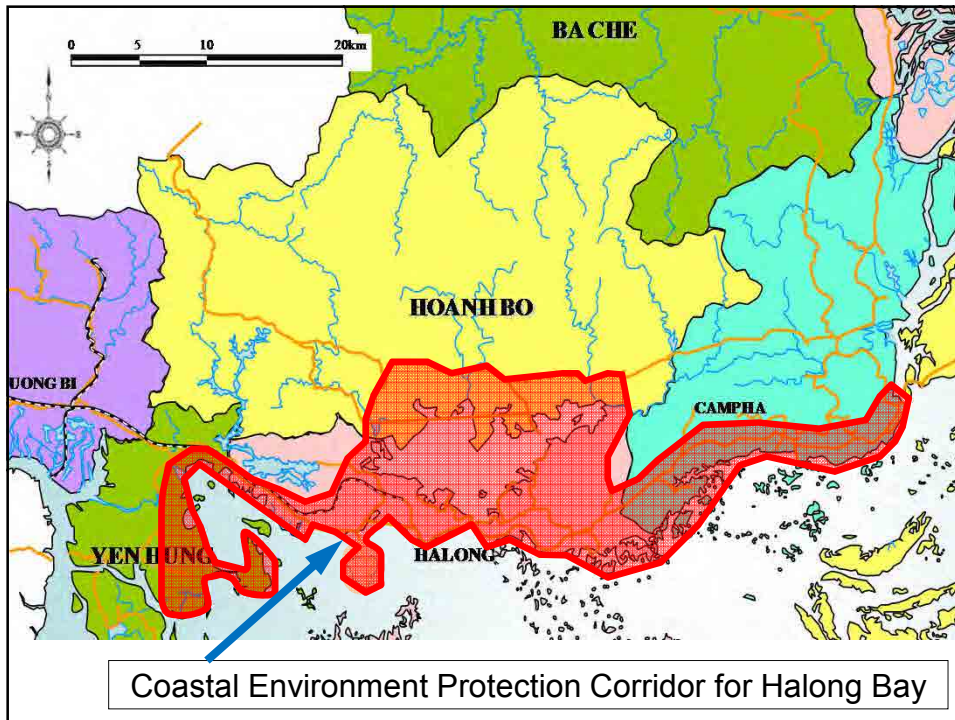


## Factors to determine the Boundary of CEPC

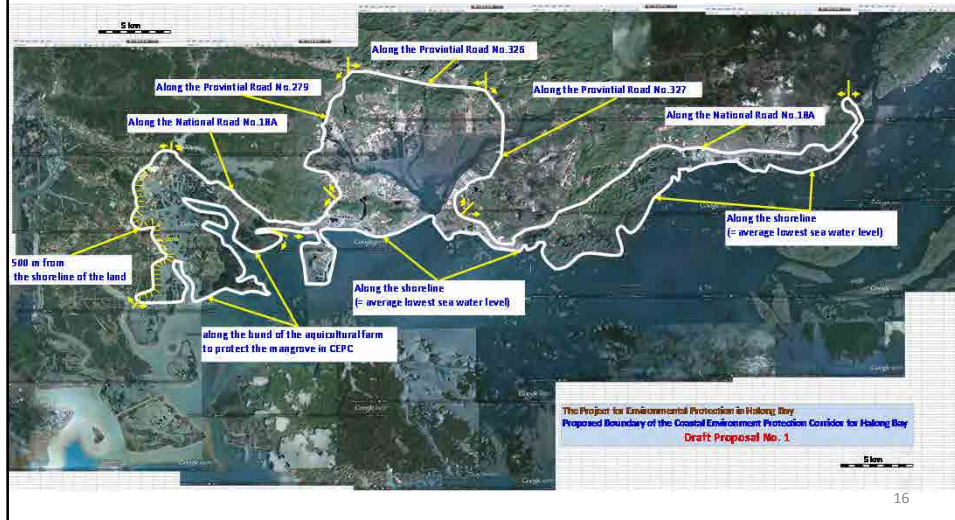
- Administrative boundary
- Road (existing and planned)
- River
- Elevation (water depth)
- Shoreline
- Existing land use zoning boundary
- Current land use / development plan (ex. sewerage)
- Area to be environmentally protected (ex. mangrove)
- Tidal current

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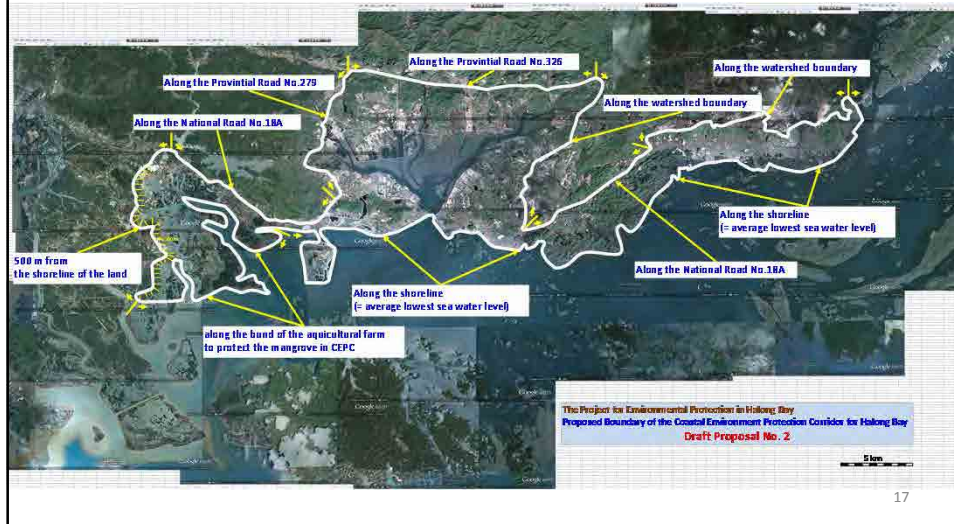
## Proposed CEPC Boundary Proposal 1





# Proposed CEPC Boundary

## Proposal 2



## Main Points for Determination of the Boundary of the CEPC

### 1. General

- ① Actual width of CEPC should differ place to place, considering local situations from various viewpoints.
- ② Inland area of the Cua Luc Bay should be covered. Since water flowing into the Cua Luc Bay is discharged into the Halong Bay directly, the Cua Luc Bay has an important role in water quality in Halong Bay.
- ③ CEPC in eastern side of the Cua Luc Bay should cover Ha Khanh Ward of Halong City considering the recent and future rapid developing situation in the area..
- ④ CEPC should contribute to the Bai Tu Long Bay, not only to the Halong Bay.

## Main Points for Determination of the Boundary of the CEPC

### 2. CEPC boundary along shoreline

- Average lowest sea water level is considered for CEPC boundary along the shoreline to cover the tidal flat area and mangrove forest under CEPC as much as possible.

### 3. Western end of CEPC boundary

- ① Considering the tidal current direction and development plan, eastern area of Yen Hung District is to be covered as western end boundary of CEPC.
- ② In order to conserve the mangrove forest, some mangrove forest area surrounded by the bund of aquiculture in the estuary between Halong City and Yen Hung District are included in the CEPC.
- ③ Since the eastern area of Yen Hung District will be non-industrial area, but to be buffer from the western and southern areas of Yen Hung District where future industrial development is intensively planned, the CEPC is considered at 500 m-width along the eastern area of the Yen Hung District.

## Main Points for Determination of the Boundary of the CEPC

### 4. Northern end of CEPC boundary

- ① In the western part of Halong City, northern boundary of the CEPC is along the National Road No. 18.
- ② Western boundary of the CEPC from Halong City to Hoanh Bo District, the CEPC boundary follows the Provincial Road No. 279.
- ③ Northern boundary of the CEPC in Hoanh Bo District is up to the Provincial Road No. 326 toward north to cover New industrial zone and facilities in Hoanh Bo District.
- ④ Eastern boundary of the CEPC from Hoanh Bo District to Halong City, the CEPC boundary follows the watershed boundary, considering the rapid development situation and coal mining.
- ⑤ Northern boundary of the CEPC between eastern part of Halong City to western part of Cam Pha Town follows the National Road No. 18.
- ⑥ Northern boundary of the CEPC in Cam Town follows the watershed boundary, considering existing built-up area and coal mining.

## Main Points for Determination of the Boundary of the CEPC

5. Eastern end of CEPC boundary
  - Considering the tidal current direction, the eastern end of CEPC is to be the eastern end of Cam Pha Town, just next to the Van Don District.

## Draft Contents for the Action Plan for CEPC

1. Introduction
2. Current and potential issues in land use of the coastal area in Halong Bay
3. Framework and definition of CEPC
4. Extent of CEPC
5. Legislation on CEPC
6. Measures to be implemented in CEPC
7. Evaluation of effect of the CEPC
8. Institutional setting
9. Implementation schedule
10. Recommendations
11. Necessary actions in further stage

## Draft Contents for the Action Plan for CEPC

### 1. Introduction

- Background and outline of the Action Plan

### 2. Current and potential issues in land use of the coastal area in Halong Bay

- Land use situation in terrestrial area along the coast in Halong Bay and its relationship with environmental condition in Halong Bay

#### (2-1) Land use change in Halong Bay area

- Tendency of land use change in terrestrial area along the coast in Halong Bay, mainly part of Halong City, Hoanh Bo District, and Cam Pha Town based on the land use change analysis by utilizing the satellite image and other map information.

#### (2-2) On-going and planned development projects

- Review of on-going and planned development projects as prerequisite to examine necessary measures in the coastal area, based on the available development plan and latest information on on-going development projects in various sectors.

#### (2-3) Positive & negative environmental impact from land area to the Halong Bay

- Explanation on how the coastal area causes positive and negative impacts to the Halong Bay

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## Draft Contents for the Action Plan for CEPC

### 3. Framework and definition of CEPC

#### (3-1) Necessity of comprehensive land use management in the coastal area

- Explanation on necessity of comprehensive land use management in the coastal area, based on the concept of CEPC as buffer with preventing from the terrestrial negative environmental impact to the Halong Bay

#### (3-2) Purpose and functions of CEPC

- Definition of CEPC with its purpose and functions

### 4. Extent of CEPC

- Explanation on physical boundary of CEPC in conformity with the definition with a map

### 5. Legislation on CEPC

#### (5-1) Relevant legislations

- Review of current legislations related to CEPC to make the proposed CEPC comply with the existing legislations for its smooth implementation as much as possible

#### (5-2) Legalization

- Discussion on legalization of CEPC and draft legal documents with explanation<sub>24</sub>

## Draft Contents for the Action Plan for CEPC

### 6. Measures to be implemented in CEPC

#### (6-1) Identification of necessary measures

- Identification of necessary measures to meet purpose and functions of CEPC

#### (6-2) Land use regulation

- Proposal of land use regulation in the specific location of CEPC such as tourism area and tidal flat in addition to the current land use regulation

#### (6-3) Regulation of land reclamation along CEPC

- Explanation on some points with necessary rules and regulations on land reclamation along CEPC in order to restrict and/or strictly limit further land reclamation along CEPC in some specific locations such as tidal flat and mangrove forest.

#### (6-4) Improvement of sewage treatment system

- Explanation on further necessary improvement of the sewage treatment system in CEPC in order to minimization of wastewater inflow from coastal area to Halong Bay as one of most effective measures to protect environment in Halong Bay with review of existing and planned sewage treatment system and those coverage.

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## Draft Contents for the Action Plan for CEPC

### 6. Measures to be implemented in CEPC *(continued)*

#### (6-5) SEA under the context of CEPC

- Preparation of implementation guidelines of the SEA in CEPC, based on the "Decree No. 29/2011/ND-CP 18 April 2011 for provision of SEA, EIA, and EPC

### 7. Evaluation of effect of the CEPC

- Evaluation of positive effect to the Halong Bay by implementing the measures by different zone in CEPC as quantitatively as possible.

### 8. Institutional setting

- Proposal on necessary institutional structure to manage CEPC and to implement the measures in the Action Plan

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## Draft Contents for the Action Plan for CEPC

### 9. Implementation schedule

- Preparation of an annual implementation schedule for each measures with necessary procedures, actions, arrangement, and coordination

### 10. Recommendations

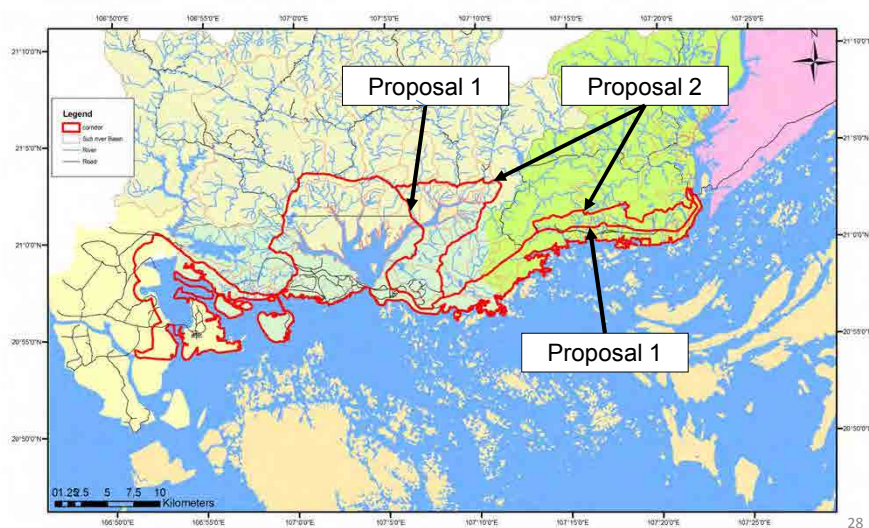
- Recommendations from various viewpoint such as technical, institutional, and financial viewpoints in order to implement the proposed measures in the Action Plan as practically as possible.

### 11. Necessary actions in further stage

- Necessary procedures, actions, arrangement, and coordination for actual implementation of the Action Plan after the Project based on the implementation schedule and recommendations above.

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## Utilization of GIS for Further Examination and Implementation



## Further Activities under the Project

1. To elaborate the CEPC boundary based on comments in 2nd Workshop and further examination under the WG-2
2. To prepare preliminary plan of each proposed measures
3. To clarify effect of the CEPC implementation as quantitatively as possible, by examining the CEPC effects in different zones
4. To prepare an action plan for CEPC
5. To share CEPC plan with concerned stakeholders
6. To train implementation and management skills on CEPC including GIS
7. To consider a strategic plan for land use management and zoning system.

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*Thank you very much.*

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**DISCUSSION RECORD  
ON  
SESSION 1 OF THE SECOND WORKSHOP  
FOR  
THE PROJECT FOR ENVIRONMENTAL PROTECTION  
IN HALONG BAY**

27 Feb, 2012



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Mr. YOICHI IWAI  
Chief Advisor  
JICA Expert Team  
The Project for Environmental Protection  
in Halong Bay



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Mr. HOANG VIET DUNG  
Director  
Sub-department of Environment Protection  
Department of Natural Resources and  
Environment  
Quang Ninh Provincial People's Committee  
The Socialist Republic of Vietnam *sh*



In accordance with the Inception Report (Ic/R) for the Project for Environmental Protection in Halong Bay (the Project) in September 2010, the 2<sup>nd</sup> Workshop was held on 27<sup>th</sup> February, 2012 in Meeting Hall C of the Provincial Conference Center. The workshop consists of two sessions as (1) Session 1: Coastal Environment Protection Corridor for Halong Bay; (2) Session 2: Pilot Project of Ecolable for Tourist boats in Halong Bay.

The session 1 was conducted with chairing by Mr. Hoang Viet Dung, Director of Sub-dept. of EP, DONRE, Deputy Head of PMB. This is a discussion record describing comments and opinions of the participants on the session 1 of the 2<sup>nd</sup> workshop "Coastal Environment Protection Corridor for Halong Bay". The list of attendants and the agenda of the workshop were attached in Attachment-1 and Attachment-2, respectively.

### **1. Presentation by WG-2**

Mr. Nguyen The Thuc, Deputy Head, Division of Planning and Financing, DONRE, Head of WG-2 made a presentation on the proposed Coastal Environment Protection Corridor (CEPC) including (1) Framework and definition of the CEPC, (2) Boundary of the CEPC, (3) Conceivable measures to be implemented in CEPC, and (4) Outline of Action Plan for the CEPC.

### **2. Opinions and comments by participants in the workshop**

#### **(1) Opinions of WG-2**

After presentation, Mr. Thuc said that after discussion in WG-2 of the Project, all WG-2 members agreed to proposal 2 for CEPC boundary.

Some questions were raised from participants to WG-2 members for more clearer about proposed options. Based on answers of WG-2 members, several opinions and comments were given by participants as follows.

#### **(2) Comments by Mr. Nguyen Hai An, Deputy Director of Department of Construction**

- In general, two proposals for boundary of CEPC are agreeable for environmental protection purpose and CEPC scale as expected.
- Recently, most of development plans and projects in the Province such as coal mining and construction of urban, residential areas have considered environment protection. For example, elevation of coal solid waste sites in Cam Pha City are being controlled to under 250 m. Some projects to cover vegetation on the coal solid waste site have been setup. This means that Quang Ninh government has taken care of environment protection and waste treatment for sustainable development.
- The proposal 1 for CEPC boundary has advantages as following the national and provincial roads. Therefore, it is easier for management to persuade the leader. However, it is necessary to update some urban, residential areas in western Halong City and ring road from provincial road No. 326 to Cam Pha City. Boundary of CEPC should be expanded towards old national road No. 10 instead of 500 m buffer in Quang Yen Town. In conclusion, the proposal 1 of CEPC boundary is agreeable.
- Measures in action plan are feasible.

(3) Mr. Dang Hung, Deputy Director of Department of Transportation, commented as follows:

- A few days ago, the Investment Promotion Conference was taken place in Quang Ninh by QN PPC. The economy in Quang Ninh Province is transferring to green development based on natural resources of Halong Bay and spirit tourism area in Yen Tu. Hence, development of CEPC boundary should refer this orientation.
  - It is agreeable to estimate the CEPC boundary following the roads because it is easier for estimation and management. The boundary in Halong area should follow the ring road to cover coal mining area because the coal mining activities must be controlled carefully. The width of CEPC in Cam Pha City is narrow, so it should be limited along the road No. 18, from Coc 6 to ring road in Cua Ong, and following up piedmont in Cam Pha City.
  - It is necessary to update urban residential area in western Halong City and to expand CEPC boundary to Road No. 10 to instead of 500 m buffer from shoreline in Quang Yen Town.
  - Besides, names of some roads must be updated in the map.
- (4) Mr. Nguyen Lam Nguyen, Head of Division of Culture-Society & Tourism, Department of Planning and Investment, commented and asked as follows;
- Both proposals for CEPC boundary should be updated and revised. Comments by Mr. Hung and Mr. An on the CEPC boundary were correct.
  - According to Mr. Nguyen, the proposal 2 for CEPC boundary are preferred because it can cover areas affecting to the Halong Bay, especially, Halong City and Cam Pha City.
  - Yen Hung District has been changed to Quang Yen Town since November, 2011.
  - Content of measures are rational. However, additional items as domestic water supply, air treatment, etc. should be put in the additional item as “Other item” in the Item 2.
  - In addition to the comments, Mr. Nguyen also had a question that land on islands located in Bai Tu Long Bay, and between Quang Yen Town and Cat Ba Islands is covered in the Project or not?
- (5) Mr. Nguyen Dinh Chien, Head of Division of Tourism Resource Development, Department of Culture, Sport and Tourism, commented as follows
- The average lowest tide line in many years should be used as boundary line between sea and mainland.
  - The proposal 2 for CEPC boundary is more suitable because it can cover all sensitive area.
- (6) Mr. Nguyen Minh Ha, Department of Industry and Trade, agreed to proposal 2 for CEPC boundary.
- (7) Mr. Mac Thanh Luan, Deputy Director of Department of Finance, commented as follows
- The proposal 1 with updating new urban residence and roads is preferred.
  - The proposed measures to be implemented in CEPC must ensure environment protection in rivers.
- (8) Mr. Nguyen The Thuc replied as follows:
- The maps will be developed based on current land use status with updating approval plans.

- WG-2 members selected the second corridor boundary proposal because many facilities located inside the CEPC boundary have not complied strictly with environment regulation.
- Land located in islands, and between Cat Ba Islands and Quang Yen Town is not included in the Project area.

(9) Mr. Dang Hung, Deputy Director of Department of Transportation, commented as follows:

- Elevation in Cam Pha City has been changed drastically. Boundary of river basin drawn on the maps does not reflect actual condition. Now, terrain in Cam Pha City has been changed significantly because of coal mining activities.
- If the corridor boundary follows up road, it is much easier to manage.

(10) Mr. Le Qui Don, Department of Agriculture and Rural Development agreed to proposal 2 for CEPC boundary. According to Mr. Don, urban areas in Halong City and Cam Pha City are protected by forest buffer area.

(11) Mr. Nguyen Hai An, Deputy Director of Department of Construction, commented as follows:

- Comment by Mr. Thuc on incompliance with environmental regulation of enterprises located inside CEPC boundary is not agreeable. It is issue of the state management and is not reason to determine the boundary.
- The project scale covers a buffer zone which directly affect to Halong Bay from Quang Yen Town to Cam Pha City. If selected boundary of the CEPC follows to the roads considering urban residential areas, updating the boundary of coal mining areas, agriculture production area in Yen Lap Lake as well as industrial zones, it will be more suitable for actual management condition of land use in locality.
- The actual elevation in Cam Pha City has been changed significantly. Therefore, water basin boundary which was drawn in the topography maps is unlike in reality.

### **3. Conclusion**

Mr. Hoang Viet Dung, Director of Sub-Dept of Environment Protection, concluded as follows:

(1) The proposal 2 for CEPC boundary with revision and updating according to comments by participants mentioned above should be acceptable. The boundary of CEPC will be drawn following Provincial road No. 326 in Hoang Bo - Ring Road - Lo Tri - Khe Sim - Old building of general store- Road No. 18 -Van Tien Bridge in Cua Ong. Its boundary in Quang Yen Town should be followed up the Road No.10 instead of 500 m buffer zone.

(2) It is necessary to update new residential area planning in western Halong City.

(3) CEPC will be developed in order to harmonize between vision and actuality. Determination of CEPC is not only for environment protection, but also for supporting economic development.

The meeting ended at 11:30.

*End*

## **Attachment-1**

### **List of Attendants**

#### *[Counterpart and Stakeholders]*

- |                            |  |
|----------------------------|--|
| 1. Mr. Hoang Viet Dung     | Director of Sub-Dept. for Environmental Protection, Quang Ninh DONRE, Deputy Head of PMB               |
| 2. Ms. Nguyen Thu Huyen    | Head of Administrative Section, Sub-Dept. for Environmental Protection, DONRE, Acting Secretary of PMB |
| 3. Mr. Nguyen Lam Nguyen   | Head of Division of Culture, Society & Tourism, Quang Ninh DPI   |
| 4. Mr. Nguyen Dinh Chien   | Head of Division of Tourism Resource Development, Quang Ninh DCST                                      |
| 5. Mr. Dang Hung           | Deputy Director of Quang Ninh Transportation Department  |
| 6. Mr. Mac Thanh Luan      | Deputy Director of Quang Ninh Financial Department   |
| 7. Mr. Nguyen Hai An       | Deputy Director of Quang Ninh Construction Department  |
| 8. Mr. Nguyen Minh Ha      | Head of Division of Safety Technique, Quang Ninh Trade-Industry Department                             |
| 9. Mr. Le Quy Don          | Expert of Division of Science-Technology, DARD   |
| 10. Ms. Dang Thi Thinh     | Expert of Cam Pha DONRE of Cam Pha Town PC   |
| 11. Mr. Pham Tuan Cuong    | Expert of Quang Yen DONRE of Quang Yen Town PC   |
| 12. Mr. Nguyen The Thuc    | Deputy Head of Planning-Financial Division, DONRE, Head of WG-2  |
| 13. Ms. Nguyen Thi Mai Anh | Expert of Land use Registration Office, Quang Ninh DONRE   |
| 14. Mr. Nguyen Nhu Hanh    | Deputy Head of Appraisal- License Section, Sub-dept. for EP, Quang Ninh DONRE, Member of WG-2.         |

#### *[JICA Side]*

- |                             |  |
|-----------------------------|--|
| 15. Mr. Yoichi Iwai         | Chief Advisor of JICA Expert Team              |
| 16. Mr. Tomoo Aoki          | Land Use Management Expert of JICA Expert Team |
| 17. Mr. Tetsuya Saito       | Coordinator of JICA Expert Team                |
| 18. Mr. Nguyen Thanh Phuong | Technical Assistant of JICA Expert Team        |
| 19. Ms. Duong Thi Nhuan     | Interpreter of JICA Expert Team                |
| 20. Ms. Bui Thi Cuong       | Interpreter of JICA Expert Team                |

## Attachment-2

### The Project for Environmental Protection in Halong Bay

## Agenda for 2nd Workshop

### - Session 1: Coastal Environment Protection Corridor for Halong Bay -

#### 1. Objectives

- (1) Explaining on outline of the proposed Coastal Environment Protection Corridor for Halong Bay (CEPC), which is under examination by the Working Group-2 of the project.
- (2) Receiving comments and opinions from the participants for further examination on CEPC

#### 2. Participants

- a) Representatives from the following organizations in Quang Ninh Province
  - Dept. of Planning and Investment
  - Dept. of Finance
  - Dept. of Culture, Sport and Tourism
  - Dept. of Construction
  - Dept. of Transportation
  - Dept. of Industry and Trade
  - Dept. of Agriculture and Rural Development
  - Halong Bay Management Department
  - Halong City People's Committee
  - Hoanh Bo District People's Committee
  - Cam Pha Town People's Committee
  - Yen Hung District People's Committee
  - Van Don District People's Committee
- b) Project Management Board for the Project
- c) Members of Working Group-2
- d) JICA Expert Team

#### 3. Time and venue:

- Time: 9:00 am - 11:00 am on 27 February (Mon.), 2012
- Venue: Meeting Hall of QNPPC

#### 4. Tentative agenda

Content	Person in Charge	Time
1. Reception	PMB and JET	8:45 - 9:00
2. Opening remarks	Mr. Hoang Viet Dung Deputy Head of PMB, (Head of Sub-Dep. for EP, QN DONRE)	9:00 - 9:10
3. Presentation on the proposed CEPC (1) Framework and definition of the CEPC (2) Boundary of the CEPC (3) Conceivable measures to be implemented in CEPC (4) Outline of Action Plan for the CEPC	Mr. Nguyen The Thuc, Head of WG-2, (Deputy Head, Division of Planning and Financing, DONRE)	9:10 - 10:00
4. Discussion	All the participants	10:00 - 10:50
5. Conclusion and closing remarks	Mr. Hoang Viet Dung	10:50 - 11:00

*End*

**The Technical Cooperation Project on Environmental Protection for Halong Bay**  
**Agenda for 2<sup>nd</sup> Workshop**  
**Session 2: Pilot Project of Eco-label for Tourist Boats in Halong Bay**

**1. Objectives:**

- (1) Report on implemented results of the Pilot Project
  - Objectives
  - Status of impacts caused by tourist boats to the Bay environment; Eco-label and two way beneficiaries: environment and tourism
  - Name of the label, criteria set, grades of labels and the logo
  - Awarding procedures, awarding body
  - Upgrade of volunteer boat in accordance with the criteria set for 1 Blue Sail Label and results of the upgrade works.
- (2) Discussion on Implemented Results of the Pilot Project;
- (3) Recommendations for Development of Eco-label.

**2. Participants:**

- Project Management Board (PMB)
- Representative of Quang Ninh People's Committee
- Representatives of leaders of DCST, DONRE, HBMD.
- Representatives of Relevant departments Planning and Investment Department, DOT, Halong Municipal People's Committee, , Bai Chay Tourist Wharf),
- Quang Ninh television, Quang Ninh Newspaper, Vietnam Tourism newspaper,
- Halong Tourist Boat Association, Quang Ninh Association of Tourist Cruises,
- Tourist boat companies/ tourist boat operators,
- Travel agencies in Quang Ninh; Halong Municipal Environment Joint Stock Company,
- JICA Grassroot project
- Members of WG-1, WG-2, WG-3 and WG-4,
- JET, and
- Subcontractor (ART Vietnam).

**3. Time and Venue:**

Time: 13:30, Monday, 27 Feb. 2012.

Venue: Meeting Hall C - Conference Building of the Province

Address: Hong Ha ward, Halong City, Quang Ninh Province

**4. Tentative agenda:**

Content	Person in charge	Time
Reception	JICA office	13:30 – 14:00
1. Opening Remarks	Ms. Tran Thu Ha In charge of WG3	14:00 – 14:10
2. Report on Pilot Project	Mr. Pham Trung Luong ART Vietnam	14:10 – 14.40
3. Results of upgrading the voluntary boat in accordance with the criteria set for 1 Blue Sail Label	Mr. Dao Manh Luong Halong Bien Ngoc Company	14:40 – 15:00
4. Further development of Eco-label	Ms. Tran Thu Ha In charge of WG3	15:00 – 15:15
Tea break		15:15 – 15:30
5. Discussion on the Pilot Project results and further development of the Eco-label activity	All participants	15:30– 15:45
6. Conclusion and closing	PMB	15:45 – 16:00



CONTENT	
1	Introduction on the Pilot Project
2	Current situation of tourist boats operation in Halong Bay
3	Case studies on Eco-label
4	Designed Eco-label criteria for tourist boats in Halong
5	Process for Eco-label certification
6	Conclusion and Recommendation



### INTRODUCTION ON THE PILOT PROJECT

**Pilot Project:**  
**Development of Eco-label for Tourist Boats in Halong Bay**

Pilot Project in the Sustainable Tourism Development in the Project for Environmental Protection in Halong Bay

- **Context:**
  - Tourist boats & Tourism attractiveness of Halong bay area
  - Tourist boats & Environmental protection of Halong Bay
- **Idea of Eco-label for tourist boats in Halong:**
  - Reduce negative impact to Halong Bay
  - Raise awareness
  - Encourage environmental protection initiatives

### INTRODUCTION ON THE PILOT PROJECT

**Key Activities**

- Review of Regulations and Guidelines of tourist boat operation in HLG Bay
- Current situation of tourist boat operation (data and field survey)
- Analysis of negative impact from tourist boat operation
- Review and case studies of Eco-label
- Draft of Eco-label criteria
- Proposal of incentives, authorization body and awarding procedure for the Eco-label
- Workshop on demonstration of Eco-label activities on selected tourist boat
- Design of Logotype and
- Seminars on Eco-label system

### CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY

**Current Legal Provisions on Tourist Boat Operations**

**AT CENTRAL LEVEL**



- Fire Prevention & Fighting Law dated 29/06/2001
- Inland Waterway Transport Law dated 15/6/2004
- Tourism Law dated 14/06/2005
- Environment Protection Law (amendment) dated 05/03/2008
- Biodiversity Law dated 13/11/2008
- Cultural Heritage Law (amendment) dated 18/06/2009

▪ Decision number 142/2002/ QD-TTg dated 21/10/2002 of the Prime Minister about the approval of conservation zoning & promoting the heritage value of Halong up to 2020

▪ The Environmental Protection Statute in tourism field has been issued along with the Decision number 02/2003/QD-BTNMT dated 7/09/2003;


▪ “Guideline book for environmental impact assessment of tourism development”, 2000

▪ The Vietnam National Standard Draft (TCVN) for the tourist accommodated boats in Halong Bay (VNAT);

### CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY

**Current Legal Provisions on Tourist Boat Operations**

**AT PROVINCIAL LEVEL**



- Decision number 4117/2005/QĐ-UBND dated 03/11/2005 of Quang Ninh People's Committee on the management of tourist boats' operation in Halong Bay.
- Decision number 1930/2006/QĐ-UBND dated 10/7/2006 on the amendment, & repeal a part of the tourist boats operation management regulation in Halong Bay that attached to the Decision number 4117/2005/QĐ-UBND dated 03/11/2005 of Quang Ninh People's Committee.
- Decision number 498/2007/QĐ-UBND dated 7/2/2007 of Quang Ninh People's Committee promulgates the regulation on Halong Bay management.
- Decision number 716/2011/QĐ-UBND dated 15/3/2011 of Quang Ninh People Committee on the management of day excursion boats and overnight stay boats in Halong Bay.

**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Comment on Legal Provisions for Tourist Boat Operation**

- Under the management of many legislative documents (laws and decisions)
  - Negative impacts to tourist boat operation in Halong Bay area;
  - Impacts on management of tourist boats and management of environmental impacts caused by tourist boats;
  - Consistent management of government agencies on environment
- Regulations on environmental protection does not meet the requirement of protecting Halong Bay environment;
  - Halong Bay environment affected from many sources, not only tourism;
  - Current legal provisions do not take into consideration the specific features of Halong bay environment;
  - Development of one consistent and specific regulations based on current provisions
- Lack of considerations to other regulations
  - Example: Decision 716 and Regulations on Environmental protection in tourism;
  - Proper consideration of legal provisions in related fields and with participation of stakeholders;

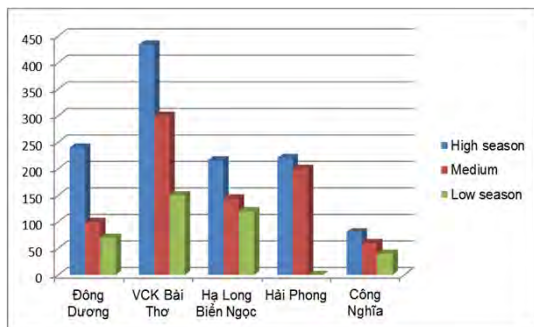


**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**



**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

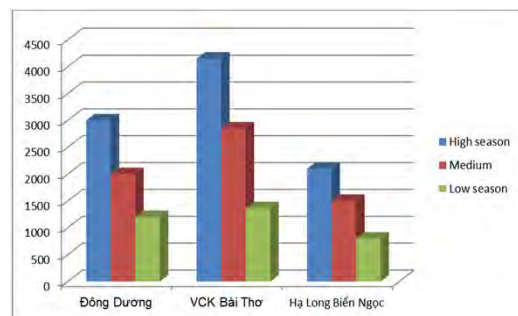
**Number of boat trips in 2010**



Unit: trip  
Source: Field survey of 05 tourist boat companies from July – Sept 2011

**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Number of tourist arrivals in 2010**



Unit: tourist arrivals  
Source: Field survey of 05 tourist boat companies on tourist boat business in 2010 from July – Sept 2011



**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Impact of Tourist Boat Operation to Halong Bay Environment?**



**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Sources of Negative Impacts to Halong Bay Environment from tourist boat operations**

- Transportation of tourists (both day excursions and overnight stay)
- Services provided to tourists on the bay
- Tourist activities during their trips on the bay
- *Facilities and service activities in land related to tourism*



**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Negative Impacts from Boat Activities**

Main activities	Impact factor	Effects	The environment affected	Level of impact
Transport	Starting and operating when the boat run	Stirring the mud layer on the seafloor's surface	Sea water	Low
	dumping waste water	dumping in the sea - 200 liters/boat/day	Sea water	Medium
	Noises of boat's engines Releasing smokes from boat's operation	Smokes spread into surrounding spaces Release into the air	Air	Low
Anchoring boats	anchoring	-destroying corals -stirring mud-sand layers on the seafloor's surfaces	Biodiversity - sea water	Medium
Boat sanitation	Cleaning the boat	Dirty water is dumped into the sea - some m <sup>3</sup> each time of cleaning	-sea water Biodiversity	High
Food service	Food wastes	waste water discharged About hundreds liters per day for each boat Food waste thrown in the sea Kg/boat/day	-Sea water Biodiversity	High
	food consumption	Processing food from precious and rare species	Biodiversity	Medium
Tour guide services	Tour guide on boat sightseeing tour to islands	Introduce the heritage's values - slips on floras -eroding the soil and the beaches -waste thrown by tourists -the high concentration of tourists	-the soils on islands and beaches underground water on islands - sea water at the seashore Biodiversity	Medium
overnight stay services on the bay	Use chemicals to wash clothes	Dump untreated water into the sea (hundreds liter/boat/day)	Sea water	Medium
Diving services	Visiting corals at seafloor	Touching corals	Biodiversity	Low
Bathing services				
Kayak sailing services	Go sightseeing on Kayak	-	-	
Souvenir-selling services	Souvenirs are made of corals, turtles	Catching endangered sea species	Biodiversity	Medium

**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Negative Impacts from Tourist Activities**

Main activities	Impact factor	Effects	The environment affected	Level of impact
Needs of consuming food and other services (smoking, reading articles...)	Sewage, domestic waste	Throw garbage into the sea (100/person/day)	Sea water	Medium
	Domestic garbage	Into the sea	- sea water Biodiversity	Medium
Needs of entertainment activities	noises	Spread into surrounding space	Air	Low
Needs of self-expression	Marking names on rocks, stalactites, old trees, ...	The downgrade of the natural resources	Biodiversity - geology	Medium

**Negative Impacts from Boat Crew Activities**

Main activities	Impact factor	Effects	The environment affected	Level of impact
Needs of food consumption and personal activities (smoking, reading articles...)	Waste water and domestic waste thrown into the sea	Dump into the sea	Sea water	Medium
	Domestic garbage	Throw to the sea	Biodiversity - sea water	Medium

**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

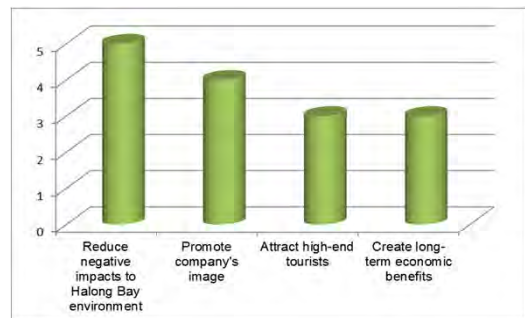
**Behavior towards Halong Bay Environment?**

- Awareness?
- Current Regulations?
- Future plan?
- Comment on Eco-label Programs?

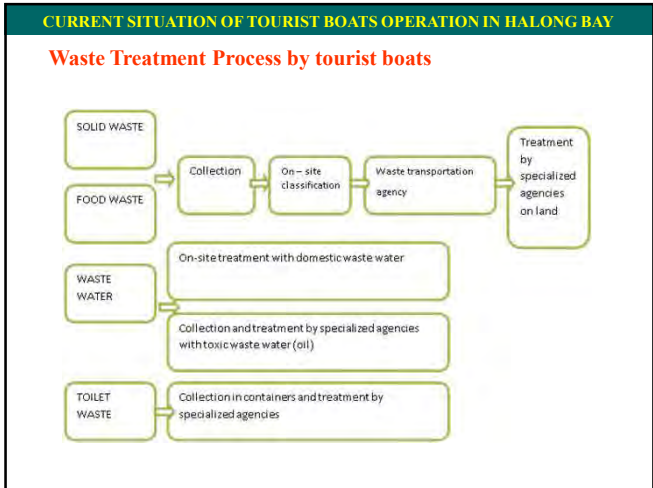
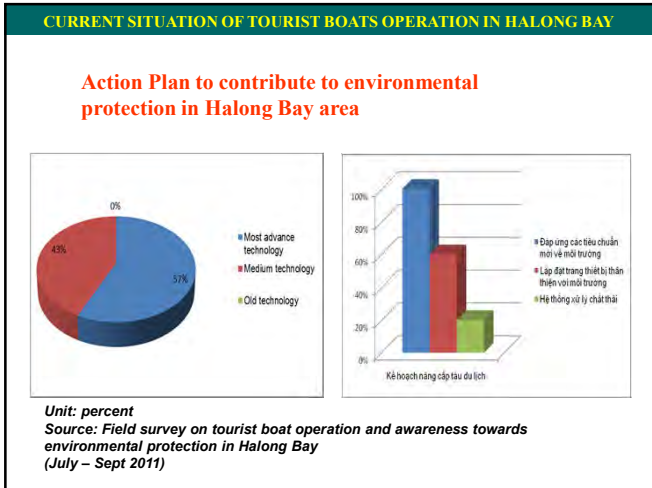
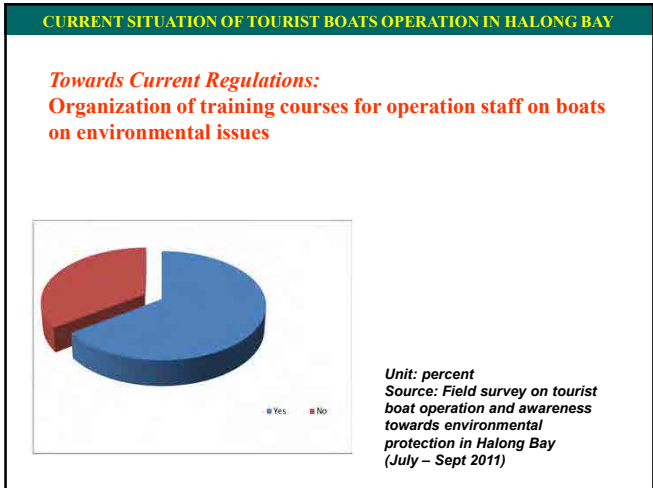
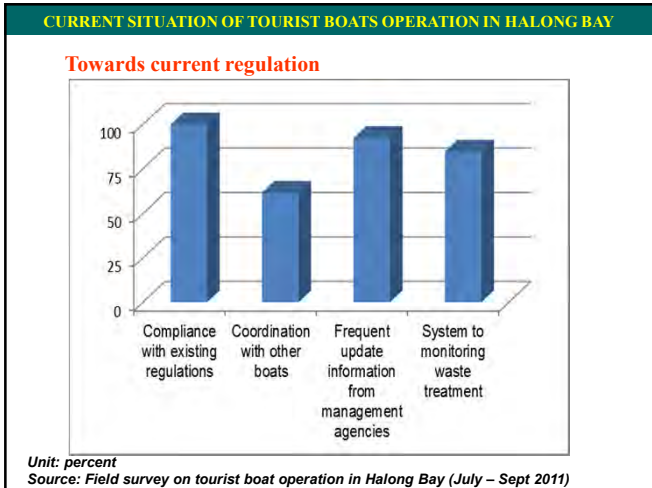


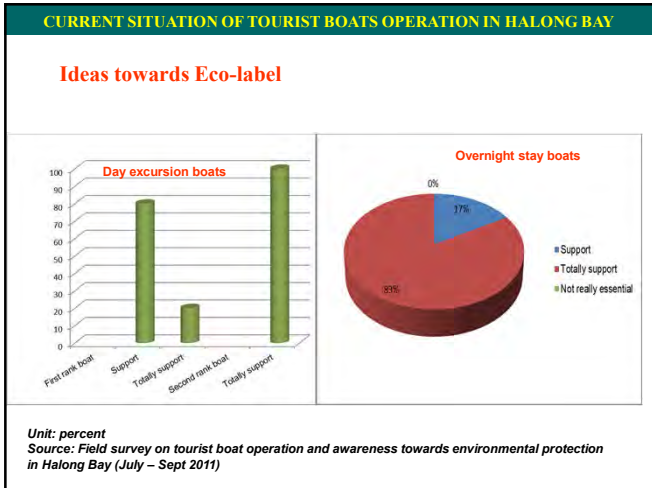
**CURRENT SITUATION OF TOURIST BOATS OPERATION IN HALONG BAY**

**Awareness of tourist boat companies on eco-label**



Unit: Number of tourist boat companies;  
Source: Field survey on tourist boat operation in Halong Bay (July – Sept 2011)





### CASE STUDIES ON ECO-LABEL

#### Concepts

- World Trade Organization
- The Global Eco-labeling Network (GEN)
- United States Environmental Protection Agency (EPA)

#### Eco-label programs

- At international level: Ecologo (Canada), Eco-flower (EU), Blue Angel (Germany) and Eco Mark, Japan
- Especially in tourism field: Green Global, the Green Tourism Business Scheme and Green Key
- In Vietnam: The Green Lotus for tourism accommodations

### CASE STUDIES ON ECO-LABELS

#### Eco-label Characteristics

- ✓ Certification for advancement of product/ service in terms of environmental consideration
- ✓ Based on a comprehensive set of criteria on environment impacts of product/ service
- ✓ In a form of symbol, graph or certificate that stick to qualified product or service
- ✓ Awarded by a government agency, NGO or specialized agency.
  - ✓ Registration for eco-label certification is on voluntary basis;
  - ✓ The agency that responsible for eco-label certification depends on the label's specific objectives/ targets;
  - ✓ The process for eco-label (registration, evaluation, awarding, monitoring, cancelation and so on) must be discussed and agreed between related stakeholders;



### DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG

**Eco-label Name:** "Blue Sail"

- **Blue Sail Label:** a certification for tourist boats in HLG bay, based on a set of criteria with strong focus on environmental protection in the bay.
- **Boat certified with Blue Sail Label:** with great effort in environmental protection and in use of nature resources and energy, towards sustainable tourism development in HLG Bay.


- Registration for Eco-label certification by voluntary

Eco-label certification

- 1 "Blue Sail"
- 2 "Blue Sail"
- 3 "Blue Sail"

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

### Foundation for Design of Eco-label Criteria



**Experience:**

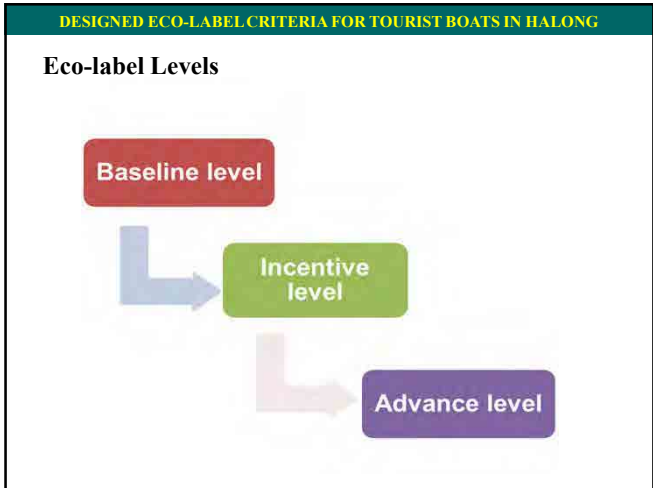
- Overview of development and application of Eco-label both domestic and international
- Eco-label in tourism

**Situation:**

- Tourist boat operation in HLG Bay
- Experience in application of Green Lotus Label for tourist accommodation in Vietnam


**Sustainability:**

- Recognize and encourage effort of tourist boat companies and tourist boat operators in environmental protection;
- Be easy for implementation and contribute to sustainable tourism development in HLG Bay



**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

### 3 Levels that along with National Standards on Eco-label:



*At baseline level:* Simple criteria easy to implement without large investment. This is basic requirement on environmental protection stated in existing legal documents, in order to improve environment in HLG Bay.

*At incentive level:* Criteria with higher level to encourage tourist boat companies and operators to pay attention and to manage environmental protection activities that require higher investment.

*At advance level:* Criteria that highlight contribution to environmental protection of tourist boats not only in HLG Bay but also in larger scale in Vietnam. This requires long-term investment of tourist boat companies and boat operators.

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Baseline Level**

CODE	CRITERIA CONTENT
CS1	Confirmation on signing of the Agreement for Environmental Protection, that is approved by authorized agency
CS2	Certificate for safety and environmental protection of In-land transportation management agency (issued by authorized agency)
CS3	Agreement signed with HBMD for anchoring places (involves specified destination for overnight stay boats)
CS4	Signing contract with registered agencies for treatment of solid & hazardous waste and sanitary waste generated from boat operation <ul style="list-style-type: none"> <li>- Collection, transportation, and treatment of domestic waste (do not throw rubbish to the sea or unauthorized places, having waste bin on boat and collect trash;</li> <li>- Having diary on collection and transportation of waste)</li> </ul>
CS5	Treatment of wastewater that meet regulated standards before discharge to the environment <ul style="list-style-type: none"> <li>- Having system for domestic waste water treatment and results of waste water monitoring that meet regulated standards;</li> <li>- Having contracts with authorized agencies for wastewater treatment and having Diary on collection and treatment of wastewater with the treatment agency</li> </ul>

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Baseline Level**

CODE	CRITERIA CONTENT
CS6	Registration for owner of hazardous waste with authorized agencies Collection, classification, transportation and treatment of hazardous waste according to provisions (that having daily notebook)
CS7	Treatment of bilge water that meet regulated standards before discharge System for bilge wastewater treatment and results of waste water monitoring that meet regulated standards Contracts with authorized agencies for bilge wastewater treatment and having diary on collection and treatment of wastewater with the treatment agency
CS8	Put information board, brochures, and leaflets on environmental protection and save of resources and energy at places (Regulations on environmental protection)
CS9	Have mailbox or collect feedback of tourists and community on environmental protection, services quality on boat and other issues related to environment and HLG Bay
CS10	Report on implementation of environmental monitoring on a regular basis

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Incentive Level**

CODE	CRITERIA CONTENT
KK1	Assign staff (full-time or part-time) who have understanding/ responsibility on environmental protection, environment management and use of energy and resources to be responsible for environment protection activities <ul style="list-style-type: none"> <li>- Having decision right on promotion/ assignments;</li> <li>-Assigned staff having training certificates or degrees on related issue</li> </ul>
KK2	Use equipment that automatically switch off when tourists are not in room
KK3	Save of water (use of specialized equipment for water saving)
KK4	Use of new/ advanced boat engine to reduce oil consumption and reduce emissions, noise and vibration (with proven documents)

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Incentive Level** →

CODE	CRITERIA CONTENT
KK5	Protection of biodiversity (without sale of souvenirs and food made from rare species that under protection of Vietnam Law and International Convention)
KK6	Use of secchi disk as a contribution to environmental monitoring in HLG Bay
KK7	Participation in activities, programs or projects on environmental protection or adaptation to climate change at local, national and international levels by assigning staff to participate (having documents to prove it)
KK8	Provide frequent training for boat staff (more than 90% of boat staff) every 6 months on environmental protection, significance of environmental protection (having training documents, invitation letters and photo of related documents)

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Advanced Level** →

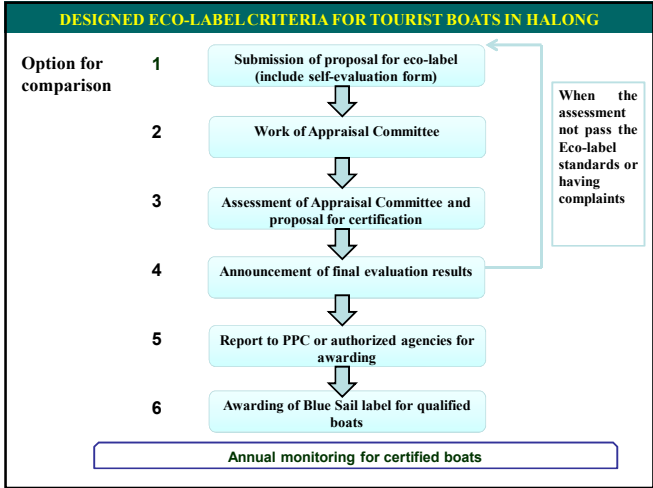
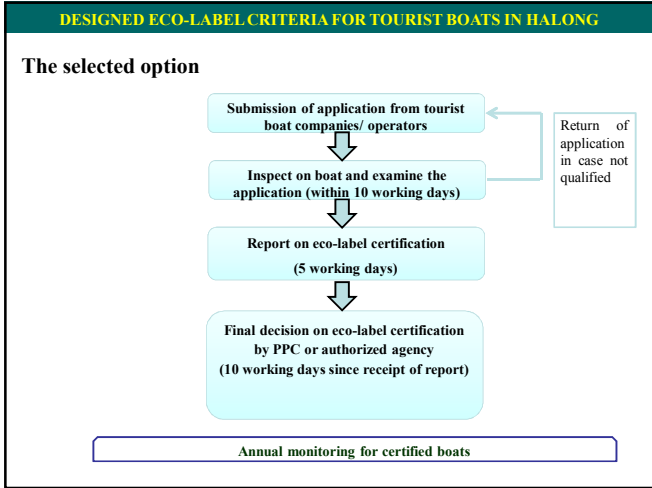
CODE	CRITERIA CONTENT
CC1	Recycle wastewater from cooling system for other purposes on boat (having equipment for recycle waste water, having daily notebook on collection and recycle of waste water from cooling system)
CC2	Use recycled materials for items and tools on boat and carrying bags and so on, that are environmental friendly
CC3	Use of renewable energy systems (bio, solar, and wind energy) to replace traditional energy
CC4	Application of water filtering systems for fresh water use on boat
CC5	Collection and classification of waste in accordance with 3R activities (Reduce, Reuse, Recycle)
CC6	Take leading roles or sponsor for activities, projects or programs that related to environmental protection or climate change

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

Baseline level	10 criteria		
Incentive level	8 criteria		
Advance level	6 criteria		

Eco-label Ranking	1 Blue Sail	2 Blue Sails	3 Blue Sails
Baseline Criteria (CS)	9	10	10
Incentive Criteria (KK)	3	4	6
Advance Criteria (CC)	-	2	4




**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**

**Proposal on Authorized Agency for Eco-label Certification**

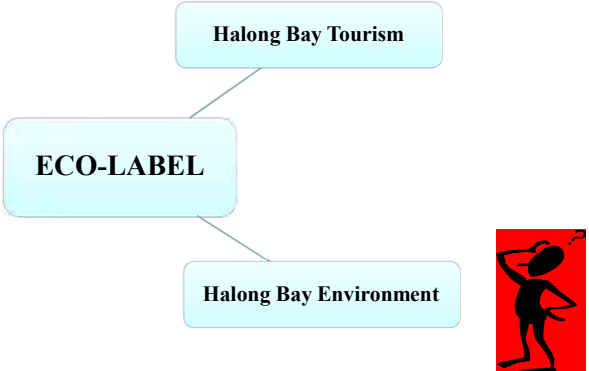
- QN Department of Culture, Sports and Tourism (DCST)
- QN Department of Natural Resources and Environment (DONRE)
- Halong Bay Management Department (HBMD)

**DESIGNED ECO-LABEL CRITERIA FOR TOURIST BOATS IN HALONG**



- **Meaning of Logo of Eco-label:**
  - Represent efforts and contribution of tourist boats in environmental protection;
  - Mobilize ideas of environmental education in the logo of the Project on HLG Bay environmental protection, and
  - Design use's images of the waves, symbol of the World Heritage sites for future development

**ECO-LABEL TO HALONG BAY ENVIRONMENT AND TOURISM**



**DEMONSTRATION ACTIVITIES FOR ECO-LABEL**

- **Boat selected for Demonstration:**  
=Bien Ngoc 20
- **Budget:**  
=Pilot Project + Boat owner
- **Upgrading Items:**
  - Leaflet on environmental protection on boat, to raise awareness for tourists and boat staff
  - Collection of feedbacks from tourists on environmental protection
  - Report on environmental monitoring (2012)
  - Assigning of staff to be in charge of environmental protection issues
  - Training on environmental protection for boat staff



**CONCLUSIONS**

**Conclusion**

- Eco-label "Blue Sail" is essential to raise awareness on environmental protection in tourist boat operation in Halong Bay
- Design criteria for Eco-label takes into consideration the international experience as well as characteristics of tourist boat operation in Halong Bay
- Process for evaluation and certification of Blue Sail Label is in accordance with Eco-label process and specific situation of Halong Bay



**Thank you for your Attention**

# Report on boat improvement for Blue Sail Eco-label

Presenter: Mr. Dao Manh Luong – Ha Long Bien Ngoc Company  
Monitoring and Support: Working Group 3

## Key Content




- Introduction on Halong Bien Ngoc
- Upgrade process the boat for Blue sail Eco-label;
- Benefits to tourist boat companies/ tourist boat operators
- Recommendation

## Halong Bien Ngoc Company at a glance

- Established from 8/2004, originated from Hai Au Company from 1994;
- 8 overnight stay boats and 1 day excursion boat with 80 staff;
- Great interest in environmental protection of Halong Bay

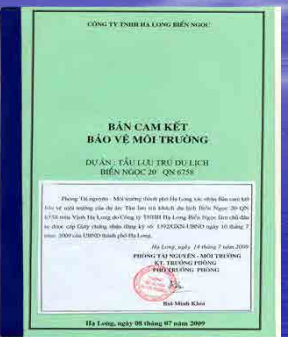
## BIEN NGOC 20



- Newly built in 2009 (Ha Tinh Province)
- 33m in length and 7.5m in width
- 11 bedrooms
- Reception hall is able to accommodate 40 guests

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Kỳ tiêu chí	Nội dung tiêu chí	Giá trị
CS1	CS1	Giấy xác nhận đăng ký Bản cam kết BSMT được cấp (chính quyền địa phương)	✓
CS2	CS2	Giấy chứng nhận về an toàn và BSMT của các cơ sở đăng ký môi trường	✓
CS3	CS3	Có hợp đồng mua sắm với Ban Quản lý Vịnh Hạ Long để sử dụng nhiên liệu sạch (khí dầu)	✓
CS4	CS4	Có hợp đồng xử lý rác thải sinh hoạt theo quy định	✓
CS5	CS5	Đảm bảo công tác xử lý nước thải sinh hoạt, đạt quy chuẩn nước thải và môi trường, biển	✓
CS6	CS6	Có sổ đăng ký nhà nguyên thủ chủ thể ngày hai với các đơn vị môi trường	✓
CS7	CS7	Đảm bảo công tác xử lý nước thải sinh hoạt, đạt quy chuẩn nước thải và môi trường, biển	✓



**BẢN CAM KẾT BẢO VỆ MÔI TRƯỜNG**  
ĐUẬN: TÀU LỮU TRU DU LỊCH BIỂN NGOC 20 - QN 8758


Hà Tĩnh, ngày 09 tháng 07 năm 2009

**CSI criteria: Confirmation on signing of the Agreement for Environmental Protection, that is approved by authorized agency**

**Picture: Agreement for Environmental Protection of Bien Ngoc boat**

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Kỳ tiêu chí	Nội dung tiêu chí	Giá trị
CS1	CS1	Giấy xác nhận đăng ký Bản cam kết BSMT được cấp (chính quyền địa phương)	✓
CS2	CS2	Giấy chứng nhận về an toàn và BSMT của các cơ sở đăng ký môi trường	✓
CS3	CS3	Có hợp đồng mua sắm với Ban Quản lý Vịnh Hạ Long để sử dụng nhiên liệu sạch (khí dầu)	✓
CS4	CS4	Có hợp đồng xử lý rác thải sinh hoạt theo quy định	✓
CS5	CS5	Đảm bảo công tác xử lý nước thải sinh hoạt, đạt quy chuẩn nước thải và môi trường, biển	✓
CS6	CS6	Có sổ đăng ký nhà nguyên thủ chủ thể ngày hai với các đơn vị môi trường	✓
CS7	CS7	Đảm bảo công tác xử lý nước thải sinh hoạt, đạt quy chuẩn nước thải và môi trường, biển	✓



**BẢN CAM KẾT BẢO VỆ MÔI TRƯỜNG**  
ĐUẬN: TÀU LỮU TRU DU LỊCH BIỂN NGOC 20 - QN 8758

Hà Tĩnh, ngày 09 tháng 07 năm 2009

**CSI criteria: Confirmation on signing of the Agreement for Environmental Protection, that is approved by authorized agency**

**Picture: Confirmation on signing of Agreement for Environmental Protection of Bien Ngoc boat**

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS1	CS1	Giấy xác nhận đăng ký tàu của kế BVMT được cấp có thẩm quyền cấp duyệt.	✓
CS2	CS2	Giấy chứng nhận về an toàn và BVMT của các cơ sở đăng ký mới tàu.	✓
CS3	CS3	Có hợp đồng mua sắm thiết bị xử lý chất thải trên tàu.	✓
CS4	CS4	Có hợp đồng xử lý rác thải sinh hoạt theo quy định.	✓
CS5	CS5	Đảm bảo công tác xử lý nước thải sinh hoạt đạt quy chuẩn nước thải về môi trường, thể hiện:	✓
CS6	CS6	Đảm bảo hệ thống xử lý nước thải sinh hoạt và xử lý rác thải sinh hoạt theo quy định.	✓
CS7	CS7	Đảm bảo công tác xử lý nước thải sinh hoạt và xử lý rác thải sinh hoạt theo quy định.	✓
CS8	CS8	Đảm bảo hệ thống xử lý nước thải sinh hoạt và xử lý rác thải sinh hoạt theo quy định.	✓
CS9	CS9	Đảm bảo công tác xử lý nước thải sinh hoạt và xử lý rác thải sinh hoạt theo quy định.	✓
CS10	CS10	Đảm bảo công tác xử lý nước thải sinh hoạt và xử lý rác thải sinh hoạt theo quy định.	✓

Baseline level criteria (CS2): Certificate for safety and environmental protection of In-land transportation management agency



Picture: Bien Ngoc Boat's certificate for safety and environmental protection

### Bien Ngoc 20 and Blue Sail criteria



Baseline level criteria (CS4): Signing contract with registered agencies for treatment of solid waste, hazardous waste and sanitary waste generated from boat operation

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS4	CS4	Contract of Bien Ngoc Company on waste treatment	✓

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS4	CS4	Signing contract with registered agencies for treatment of solid waste, hazardous waste and sanitary waste generated from boat operation	✓

Baseline level criteria (CS4): Signing contract with registered agencies for treatment of solid waste, hazardous waste and sanitary waste generated from boat operation



Contract of Bien Ngoc Company on waste treatment

### Bien Ngoc 20 and Blue Sail criteria

TT	Thông số	Đơn vị	Phương pháp	Thời gian	Kết quả
1	Tổng chất rắn	mg/l	TD100	0.882	0.826
2	Nitơ	mg/l	NT1	0.826	0.826
3	Phốt pho	mg/l	PT1	0.826	0.826
4	Amôniac	mg/l	AM1	0.826	0.826
5	Độ đục	NTU	DT1	0.826	0.826
6	Độ đục	NTU	DT2	0.826	0.826
7	Độ đục	NTU	DT3	0.826	0.826
8	Độ đục	NTU	DT4	0.826	0.826
9	Độ đục	NTU	DT5	0.826	0.826
10	Độ đục	NTU	DT6	0.826	0.826

Baseline level criteria (CS5): Proper treatment of waste water that meet regulated standards before discharge to the environment

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS5	CS5	Result of environmental monitoring and analysis of Bien Ngoc Boat	✓

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
KK4	KK4	Use of new/advanced boat engine	✓
KK5	KK5	Protection of biodiversity	✓
KK6	KK6	Use of secchi disk as a contribution to environmental monitoring	✓

Incentive criteria: KK4: Use of new/advanced boat engine; KK5: Protection of biodiversity; KK6: Use of secchi disk as a contribution to environmental monitoring

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS8	CS8	Trên tàu có đảm bảo một số yêu cầu về môi trường, các phần, tờ rơi... có nội dung liên quan tới BVMT, tiết kiệm năng lượng, tài nguyên.	✓
CS9	CS9	Có hình thức và có hoạt động tuyên truyền của khách và cộng đồng về hoạt động bảo vệ môi trường, chất lượng dịch vụ của tàu hoặc về những vấn đề khác liên quan đến môi trường và vận hành Hợp Long.	✓
CS10	CS10	Thực hiện Báo cáo quản trị môi trường định kỳ theo quy định.	✓
KK1	KK1	Phân công nhân viên/cán bộ chuyên trách (hoặc kiêm nhiệm) có kiến thức về BVMT, chịu trách nhiệm trong công tác BVMT của Tàu, thể hiện qua việc:	✓
KK2	KK2	Có Quyết định phân công nhiệm vụ;	✓
KK3	KK3	Nhân viên/cán bộ được phân công có Giấy tờ, Văn bản chứng nhận đủ tổng tham gia các khóa đào tạo, tập huấn về môi trường;	✓
KK4	KK4	Trên Tàu có lập hệ thống ngắt điện tự động khi không sử dụng nước;	✓
KK5	KK5	Trên tàu có lập chế độ bảo vệ thiết bị tự ngắt khi không sử dụng nước;	✓
KK6	KK6	Sử dụng, trang bị đồng cơ cấu thủy hiện đại, công nghệ mới nhằm tiết kiệm tiêu thụ nhiên liệu hóa thạch, giảm phát thải ô nhiễm không khí, tiếng ồn, rung động (có giấy tờ, tài liệu minh chứng);	✓
KK7	KK7	Tham gia các hoạt động bảo vệ đa dạng sinh học, thể hiện qua việc không bán quả lươn riềm, thực phẩm, món ăn làm từ động vật hoang dã được bảo vệ theo pháp luật và các công ước quốc tế.	✓
KK8	KK8	Sử dụng đĩa Secchi như một đồng góp vào hoạt động quản trị môi trường nước ven Hồ Long.	✓
KK9	KK9	Tham gia bằng cách hay đồng nguồn nhân lực trong các hoạt động, chiến dịch BVMT hay ứng phó biến đổi khí hậu của địa phương, quốc gia và quốc tế (có văn bản, tài liệu minh chứng).	✓

### Bien Ngoc 20 and Blue Sail criteria

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS10	CS10	KK8	✓
CS10	CS10	KK6	✓
CS10	CS10	KK5	✓
CS10	CS10	KK4	✓
CS10	CS10	KK3	✓
CS10	CS10	KK2	✓
CS10	CS10	KK1	✓

Cấp tiêu chí	Ký hiệu	Nội dung tiêu chí	Ghi chú
CS10	CS10	KK8	✓
CS10	CS10	KK6	✓
CS10	CS10	KK5	✓
CS10	CS10	KK4	✓
CS10	CS10	KK3	✓
CS10	CS10	KK2	✓
CS10	CS10	KK1	✓

Baseline criteria: 7; Incentive criteria: 3; Advance criteria: 0



### Bien Ngoc 20 and Blue Sail Criteria






- Self-assessment: Bien Ngoc 20 meets the requirement for One Blue Sail Eco-label
- Investment to upgrading the boat:
  - Having mailbox at appropriate places on boat to collect tourists' feedback on environmental protection
  - Design and printing of leaflets on environmental protection (preferred with recycle papers)
  - Assign staff who is responsible for environmental protection on boat
  - Training course on environmental protection for boat staff

Baseline criteria	10
Incentive criteria	4
Advance criteria	0

### Result of Boat Upgrading

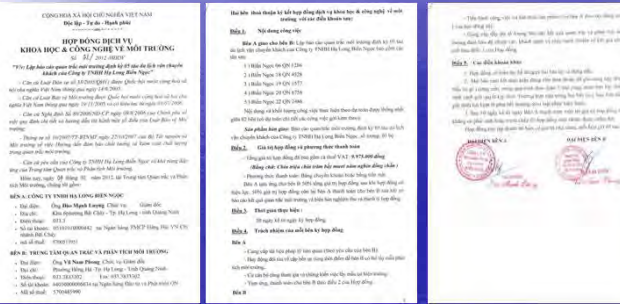
#### Decision on assigning staff for environmental protection (KK1)



The document is a formal decision from the Ha Long Bay Administration regarding the assignment of staff for environmental protection on the Bien Ngoc 20 boat. It includes the name of the boat, the decision number, and the date. The decision is signed by the Director of the Administration.

### Result of Boat Upgrading

- Contract for environmental monitoring (with EMAC) – CS10



The contract details the terms of an environmental monitoring agreement between the boat operator and EMAC. It covers the scope of monitoring, the responsibilities of both parties, and the duration of the contract.

### Training course on environmental protection for boat staff (KK8)



The images show a group of boat staff members attending a training course. They are seated at tables, listening to a presentation and reviewing documents. The training focuses on environmental protection measures and procedures.

### Use of environmental friendly materials (CC2)



The images show two wicker baskets filled with various eco-friendly toiletries, including soap bars, bottles of shampoo, and other personal care items. These items are designed to be biodegradable and made from sustainable materials.

### Incentives of Eco-label to Tourist Boats

- Confirming tourist boat/ tourist boat company image/ reputation
- Acknowledge great efforts of tourist boats and tourist boat enterprises in implementation of existing regulations on environmental protection. The reputation of the tourist boat or the boat company will be improved to related government agencies.
- Recognize great effort of tourist boat operators and tourist boat companies in environment protection towards sustainable development of Halong Bay – the World Natural Heritage.

## Incentives of Eco-label to Tourist Boats

- Improve the boat/ boat company's images.
- Enhance image of the boat company, that helps to strengthen the position of tourist boat/ tourist boat companies in doing business.
- With Blue Sail Eco-label, the image of certified tourist boat/ tourist boat companies will be improved to tourists. It is really important in marketing and promotion activities of the enterprises that lead to higher effectiveness and efficiency in doing business.

## Incentives of Eco-label to Tourist Boats

- Other benefits
  - ✓ Attract great attention from target markets with high environmental consciousness. They are normally tourist groups with high level of spending, thus it leads to higher business effectiveness.
  - ✓ Help to reduce operation costs (energy, water and so on);
  - ✓ Positively contribute to improvement of social awareness on environmental protection, towards sustainable development of Halong Bay.

## Recommendations

- **On Implementation Process of the Pilot Project**
- **On Financial Support in order to Carry out Activities Efficiently and Effectively**

***THANK YOU!***

## PROPOSED DEVELOPMENT OF PILOT PROJECT

### Introduction of Eco-label for Tourist Boats in Halong Bay

WORKING GROUP 3- PROJECT FOR ENVIRONMENT PROTECTION IN HALONG BAY

## objectives

Eco-label is designed and utilised, granted to tourist boats in Halong Bay as an award, a confirmation to reflect that the tourist boats have satisfied certain criteria concerning environment, with contribution to:

- Raising awareness and enhancing the participation for environment protection by tourist boat operation in Halong Bay.
- Therefore sustainable tourism development is enhanced.

## SCOPE, IMPLEMENTATION PERIOD

**1.Scope:** Tourist boats in Halong Bay

**2.Implementation Period:** 10 months

## OUTPUTS, PRODUCTS OF THE PROJECT

- 1. Construction and Finalisation of Eco-label**
  - + Name of the label?
  - + Criteria set for the label?
  - + Label Awarding Process?
  - + Label appraisal, awarding agency?
  - + Mechanism for maintaining of the Label and policy for incentives, supports for tourist boats that are subject to improvement work required by the Label criteria set.
- 2. "Decision of encouragement** for tourist boats in Halong Bay to participate in Eco-label awarding" to be released by the PPC
- 3. Capacity enhancement** for authorized agency for eco-label certification; awareness raising for tourist boats and the community
- 4. Promotion of Eco-label**
- 5. First issuance of the Eco-label** for tourist boat in Halong Bay

## ADVANTAGES OF FURTHER DEVELOPMENT OF THE PILOT PROJECT

- ❑ To date, the preliminary draft has been made available
  - + Name of the Label and its set of criteria
  - + Awarding procedires
  - + Appraisal, awarding agency
- ❑ In the actual fact, the Eco-label has been promoted through a number of workshops, seminars and the mass media, it is received enthusiastically by the tourist boats and achieved great attention by the relevant sectors
- ❑ If further development is realised, grant of Eco-label shall be proceeded to the first boat then 01 volunteer boat is available and has already improved basically to meet the requirement of the Lable criteria set.

## DEVELOPMENT FORM

-**Development form of the project:** it can be an independent project to the Project for Environment Protection in Halong Bay

-**Source of Fund:** possible to be 100% local government budget (Economic Cause Fund)



DISCUSSION ???

## AGENCY IN CHARGE

*Which agency should be the leading agency for further development of the pilot project ?*

- *Option 1. Department of Culture, Sport and Tourism*
- *Option 2. Department of Natural Resources and Environment*
- *Option 3. Halong Bay Management Board*

*Analysis of Advantages and Disadvantages on each of the options ?*

→ DISCUSSION???

**DISCUSSION RECORD  
ON  
THE SECOND WORKSHOP  
FOR  
THE PROJECT FOR ENVIRONMENTAL PROTECTION  
IN HALONG BAY**

27 February 2012



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Mr. YOICHIWAI  
Chief Advisor

JICA Expert Team  
The Project for Environmental  
Protection in Halong Bay



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Mr. NGUYEN MANH CUONG  
Deputy Head of Steering Committee for  
Environment Management  
Director  
Department of Natural Resources and  
Environment  
Quang Ninh Provincial People's Committee  
The Socialist Republic of Vietnam

In accordance with the Inception Report (Ic/R) for the Project for Environmental Protection in Halong Bay (the Project) in September 2010, the second workshop was held on 27<sup>th</sup> February 2012 in Meeting Hall C of the Provincial Conference Centre. The workshop consists of two sessions: (1) Session 1: Coastal Environment Protection Corridor for Halong Bay; (2) Session 2: Pilot Project of Eco-label for Tourist Boats in Halong Bay. This is a discussion record describing comments and opinions of the participants in the 2nd session of the workshop. The list of attendants and the agenda of the workshop session were attached in Attachment-1 and Attachment-2, respectively.

The workshop was commenced by the introduction by Ms. Tran Thu Ha, Acting Head of Working Group 3 (WG-3) for Output-4 named Environmental and Tourism Resources Management. Several presentations were given by (i) Mr. Pham Trung Luong, team leader of Sub-contractor ART Vietnam on results of pilot project; (ii) Mr. Dao Manh Luong, Director of Halong Bien Ngoc Boat Company on results of tourist boat improvement work; (iii) Ms. Tran Thu Ha, acting head of WG-3 on idea of further development of the pilot project. After the presentations, the following discussion was conducted with chairing by Mr. Nguyen Manh Cuong, Deputy Head of CEM.

**(1) Comments by Mr. Nguyen Manh Cuong, Deputy Head of CEM**

Mr. Nguyen Manh Cuong emphasised that the pilot project to introduce Eco-label for tourist boats on Halong Bay under the framework of the Technical Cooperation Project for Environment Protection in Halong Bay is a right direction in considering the role, the location of Halong Bay, impacts, risks caused to the Bay's environment.

Mr. Nguyen Manh Cuong gave his consent to further develop the pilot project with outline operation as follows:

- Participation of the tourist boats: initially, it is the voluntary participation;
- Cost relating to boat upgrade: the boat company should contribute their financial part. The authorities shall study on support policy.

**(2) Comments by Mr. To Xuan Thao, Halong Bay Management Department (HBMD)**

Mr. To Xuan Thao fully supports for further development of pilot project with the following comments:

- Criteria set for the Eco-label: consideration should be made to include the following items: (i) requirement of white painting of the boat; (ii) consumption of biofuel should be included in the advance criteria for awarding of 3 Blue Sail Label.
- Awarding agency: the Quang Ninh PPC can collaborate with a bureau of the Ministry of Culture – Sports and Tourism who are agencies at local and central government level so that the tourist boat companies can get more benefits for being promoted through websites of Tourism sector at central government level.
- Fund: to apply for disbursement from the regular expenses fund of the Province.

**(3) Comments by Mr. Nguyen Dinh Chien, Secretary of State Steering Committee on Tourism of Quang Ninh Province - DCST**

- Proper awareness of Eco-label is required, especially to the targeting boat company managers. They need to understand thoroughly the benefits of the Eco-label which are very nonfigurative at the moment then they can improve better their boat, train their staff for awareness raising, for example fuel saving, making the boat nicer, cleaner so that high appreciation can be achieved from the tourists on Eco-label.
- Communication on Eco-label: Proper promotion and communication should be conducted via the mass media (newspaper, radio broadcast, etc.) and even in various official letters issued by DCST, DONRE and HBMD.
- Logo design: The logo design has not reflected well the contents of the project, drawing lines of the waves are very big while the sails are very tiny drawn (as small figures).
- Awarding agency should be DONRE because they have the required expertise to be the leading agency, taking advantages of all output of the pilot project.
- Appraisal board should include representatives from the boat association, the boat company and one member from the state management body, i.e. DONRE.

**(4) Comments by Ms. Nguyen Thi Mao, Director of Bai Tho Tourist Transportation Company Ltd.**

The company totally supports the Eco-label. The evidence can be reflected by our full participation to all events organised by the project on this subject. Ms. Mao added that 95% of their customers are foreigners from Europe who are very hard to be pleased and have great concerns of environment. Bai Tho Company expects the project soon be realised and in the pilot project period, the company registered their 2/21 boats as volunteer boats during pilot project period but they were not selected.

**(5) Comments by Ms. Dang Thu Hang, Tuan Chau Paradise Cruise**

The company totally supports the Eco-label.

**(6) Comments by Mr. Pham Tuan Anh, Project Coordinator of JICA Grassroot Project and Bio fuel Project**

Mr. Pham Tuan Anh shared some brief about the activities of their projects with expression on the concerns about Halong Bay environment. Mr. Tuan Anh proposed to include the use of biofuel as one of the criteria for 3 sail label (advanced criteria).

**(7) Comments by Mr. Nguyen Lam Nguyen, DPI**

- Promotion of Eco-label: Mr. Nguyen Lam Nguyen suggested that an advertisement contents of "Please choose the Eco tourism boats" can be printed on the Bay visiting ticket. Another form of promotion can be via the boat company's website.
- Logo design: it is too Vietnamised, further consideration is required.
- Appraisal time: the proposed of 25 days for this work is too long. Please reconsider.

**(8) Comments by Mr. Nguyen Manh Tung, DOT**

- Key agency: the most appropriate agency is DONRE
- Application of Eco-label: it should be mandatory

**(9) Comments by Mr. Dao Manh Luong, Ha Long Bien Ngoc Company**

Mr. Luong said that the boat company considered Eco-label as an award. It should not be mandatory as it is better for boat companies to join the programme with high enthusiasm. Mr. Dao Manh Luong presumed that it has never been the attention of JICA project to make the Eco-label to become a legal requirement.

**(10) Mr. Nguyen Duy Hau, Bhaya Cruise**

Mr. Nguyen Duy Hau expressed the reason they join the project is that the project brings benefit to them in terms of (i) customer place more trust on their products; (ii) their trade name is enhanced. The company also registered for volunteer boat in the pilot period of the project but they were not selected. The enterprise confirmed their support to the pilot project.

**(11) Comments by Mr. Yoichi Iwai, Chief Advisor of JET**

Mr. Iwai expressed that this pilot project has been so well received and has gone beyond JET's expectation. Mr. Iwai emphasised that for further development of the pilot project, the working group 3 needs to get more comments from the boat companies in terms of their willingness to pay for the work required; the time of the project. Mr. Iwai also agreed with the opinion of the meeting participants concerning application of Eco-label that at the initial stage, participation is voluntary and later in the future, it can be promoted to be mandatory.

Mr. Iwai stated that there is no object to the Vietnamese side for their desire to further develop the pilot project.

For a specific proposal to be made by WG-3 to the CEM, JET will support in clarifying many unclear points.

**(12) Conclusion**

Mr. Nguyen Manh Cuong, Deputy Head of CEM concluded the meeting as follows:

- The idea of further development of the pilot project is welcomed and support for further development of the project
- Criteria: He expects voluntary participation of the boat companies. For contents of criteria, evaluation and awarding process, logo, etc., it is necessary to have project for further study.  
Participation: voluntary

The meeting ended at 16:30.

*End*





**List of Attendants***[Counterpart and Stakeholders]*

- |                               |  |
|-------------------------------|--|
| 1. Mr. Nguyen Manh Cuong      | Director of DONRE, Deputy Head of CEM                                |
| 2. Mr. Nguyen Tien Manh       | Secretary of QNPPC   |
| 3. Mr. Nguyen Lam Nguyen      | Representative of Quang Ninh DPI                                     |
| 4. Mr. Nguyen Dinh Chien      | Representative of Quang Ninh DCST                                    |
| 5. Mr. Nguyen Manh Tung       | Representative of Transportation Department                          |
| 6. Mr. To Xuan Thao           | Representative of HBMD   |
| 7. Ms. Nguyen Thi Duong       | Representative of Halong People's Committee                          |
| 8. Mr. Nguyen Van Hieu        | Branch of Tourism Boat Association of Halong                         |
| 9. Mr. Nguyen Duy Hau         | Representative of Hai Long Tourism Development Co., Ltd. Bhaya Junk. |
| 10. Ms. Nguyen Thi Mao        | Representative of Bai Tho VCK Co.,Ltd.                               |
| 11. Ms. Hoang Thi Bich Nguyet | Representative of Indochina Junk JSC                                 |
| 12. Mr. Pham Van Tai          | Representative of Indochina Junk JSC                                 |
| 13. Mr. Dao Manh Luong        | Representative of Ha Long Bien Ngoc Co., Ltd.                        |
| 14. Ms. Dang Thu Hang         | Representative of Tuan Chau Five Star Junk JSC                       |
| 15. Mr. Nguyen Van Hieu       | Representative of Anh Duong 1 Co., Ltd.                              |
| 16. Ms. Nguyen Thu Thuoc      | Representative of Ha Long Trade & Junk Service Co., Ltd.             |
| 17. Mr. Nguyen Van Dung       | Representative of Huong Hai Co., Ltd.                                |
| 18. Ms. Nguyen Thi Van        | Tourism Information & Promotion, DCST                                |
| 19. Mr. Vu Nam Phong          | Director of EMAC   |
| 20. Mr. Pham Quang Vinh       | Deputy Head of Sub-Dep. for EP, DONRE                                |
| 21. Ms. Do Thi Ni Tan         | Head of Environmental Monitoring & Analysis Section, EMAC            |
| 22. Mr. Do Dinh Thach         | Environmental Police, QN Provincial Police                           |
| 23. Ms. Tran Thu Ha           | Deputy Head of Water Resource & Hydro-meteorology Division, DONRE.   |
| 24. Ms. Dang Thi Dung         | Information Center- Quang Ninh PPC                                   |
| 25. Mr. Le Van Nam            | Quang Ninh Television  |

26. Mr. Le Hoang Nam                      Quang Ninh Television  
27. Ms. Pham Thu Trang                  Quang Ninh Newspaper

*[JICA Side]*

28. Mr. Pham Tuan Anh                  Grass roots Project of JICA  
29. Mr. Yoichi Iwai                      Chief Advisor of JICA Expert Team  
30. Mr. Norihisa Hirata                Environment Education & Public Relations expert of JICA  
Expert Team  
31. Mr. Tetsuya Saito                  Coordinator of JICA Expert Team  
32. Mr. Nguyen Thanh Phuong        Technical Assistant of JICA Expert Team  
33. Ms. Duong Thi Nhuan              Translator of JICA Expert Team  
34. Ms. Bui Thi Cuong                Translator of JICA Expert Team  
35. Ms. Tran Mai Lan                  Translator of JICA Expert Team  
36. Ms. Ha Thi Minh Phuong        Secretary of JICA Expert Team

*[Sub-contractor and Local Expert]*

37. Mr. Pham Trung Luong            ART Vietnam, Subcontractor  
38. Ms. Vu Thu Hang                  ART Vietnam, Subcontractor  
39. Mr. Nguyen Minh Anh              ART Vietnam, Subcontractor  
40. Ms. Chu Thanh Huong            ART Vietnam, Subcontractor  
41. Ms. Nguyen Thi Thanh Loan     ART Vietnam, Subcontractor  
42. Mr. Nguyen Duc Hoa Cuong      Local Expert on Tourism Development

**The Technical Cooperation Project on Environmental Protection for Halong Bay**  
**Agenda for 2<sup>nd</sup> Workshop**  
**Session 2: Pilot Project of Eco-label for Tourist Boats in Halong Bay**

**1. Objectives:**

- (1) Report on implemented results of the Pilot Project
  - Objectives
  - Status of impacts caused by tourist boats to the Bay environment; Eco-label and two way beneficiaries: environment and tourism
  - Name of the label, criteria set, grades of labels and the logo
  - Awarding procedures, awarding body
  - Upgrade of volunteer boat in accordance with the criteria set for 1 Blue Sail Label and results of the upgrade works.
- (2) Discussion on Implemented Results of the Pilot Project;
- (3) Recommendations for Development of Eco-label.

**2. Participants:**

- Project Management Board (PMB)
- Representative of Quang Ninh People's Committee
- Representatives of leaders of DCST, DONRE, HBMD.
- Representatives of Relevant departments Planning and Investment Department, DOT, Halong Municipal People's Committee, , Bai Chay Tourist Wharf),
- Quang Ninh television, Quang Ninh Newspaper, Vietnam Tourism newspaper,
- Halong Tourist Boat Association, Quang Ninh Association of Tourist Cruises,
- Tourist boat companies/ tourist boat operators,
- Travel agencies in Quang Ninh; Halong Municipal Environment Joint Stock Company,
- JICA Grassroot project
- Members of WG-1, WG-2, WG-3 and WG-4,
- JET, and
- Subcontractor (ART Vietnam).

**3. Time and Venue:**

Time: 13:30, Monday, 27 Feb. 2012.

Venue: Meeting Hall C - Conference Building of the Province

Address: Hong Ha ward, Halong City, Quang Ninh Province

**4. Tentative agenda:**

Content	Person in charge	Time
Reception	JICA office	13:30 – 14:00
1. Opening Remarks	Ms. Tran Thu Ha In charge of WG3	14:00 – 14:10
2. Report on Pilot Project	Mr. Pham Trung Luong ART Vietnam	14:10 – 14.40
3. Results of upgrading the voluntary boat in accordance with the criteria set for 1 Blue Sail Label	Mr. Dao Manh Luong Halong Bien Ngoc Company	14:40 – 15:00
4. Recommendation for development of Eco-label	Mr. Pham Trung Luong	15:00 – 15:15
Tea break		15:15 – 15:30
5. Discussion on the Pilot Project results and further development of the Eco-label activity	All participants	15:30– 15:45
6. Conclusion and closing	PMB	15:45 – 16:00

## 添付資料-5

成果3に係る第3回ワークショップ  
(2012年10月4日開催)の資料及び議事録

# The Project for Environmental Protection in Halong Bay

## Agenda for 3rd Workshop

### - Coastal Environment Protection Corridor for Halong Bay -

#### 1. Objectives

- (1) Explaining on draft proposal of measures in the proposed Coastal Environment Protection Corridor for Halong Bay (CEPC), which have been examined by the Working Group-2 of the project, and
- (2) Receiving comments and opinions from the participants for further examination

#### 2. Participants

- a) Representatives from the following organizations in Quang Ninh Province
  - Dept. of Planning and Investment
  - Dept. of Finance
  - Dept. of Culture, Sport and Tourism
  - Dept. of Construction
  - Dept. of Transportation
  - Dept. of Industry and Trade
  - Dept. of Agriculture and Rural Development
  - Halong Bay Management Department
  - Halong City People's Committee
  - Hoanh Bo District People's Committee
  - Cam Pha City People's Committee
  - Quang Yen Town People's Committee and Mr. Thanh, Head of Economic Section of PC
  - Van Don District People's Committee
  - Leader of Hoang Tan Commune PC (Quang Yen Town),
  - Leader of Dai Yen Ward PC (Ha Long City),
  - Leader of Thong Nhat Commune PC (Hoanh Bo District),
  - Leader of Le Loi Commune PC (Hoanh Bo District).
- b) Project Management Board for the Project and Mr. Luong Y Duoc, Former Head of PMB
- c) Members of Working Group-1
- d) Members of Working Group-2
- e) JICA Expert Team

#### 3. Time and venue:

- Time: 9:00 am - 11:30 am on 24 October (Wed.), 2012 (tentative)
- Venue: Meeting Hall C of QN PPC

#### 4. Tentative agenda

Content	Person in Charge	Time
1. Reception	PMB and JET	8:30 - 9:00
2. Opening remarks	Dr. Hoang Danh Son, Head of PMB, (Deputy Director of QN DONRE)	9:00 - 9:05
3. Presentation on the proposed CEPC (1) Framework and definition of the CEPC (2) Boundary of the CEPC (3) Conceivable measures to be implemented in CEPC (4) Outline of Action Plan for the CEPC	Mr. Nguyen The Thuc, Head of WG-2, (Deputy Head, Division of Planning and Financing, DONRE)	9:05 - 9:55
4. Discussion	All the participants	9:55 - 11:20
5. Conclusion and closing remarks	Dr. Hoang Danh Son	11:20 - 11:30

*End*

## Project for Environmental Protection in Halong Bay 3rd Workshop

### Proposed Measures for Coastal Environment Protection Corridor for Halong Bay

24 October, 2012

Working Group-2 (Land Use Management)

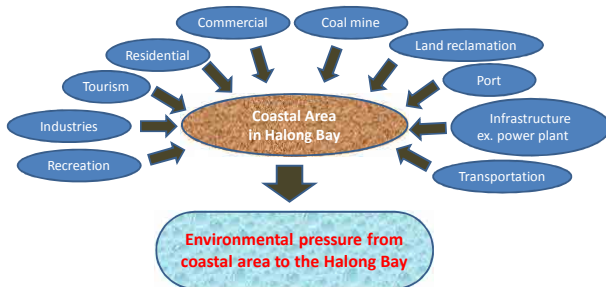
1

## Objectives of the Workshop

1. Reporting the progress of WG-2 Activities
  - ① Revised CEPC area based on comments in 2nd WS and subsequent examination
  - ② Proposed measures in Coastal Environment Protection Corridor (CEPC)
2. Receiving comments and opinions from the participants for further examination, , especially any further measures to be included in the CEPC area, considering the purpose and function of the CEPC

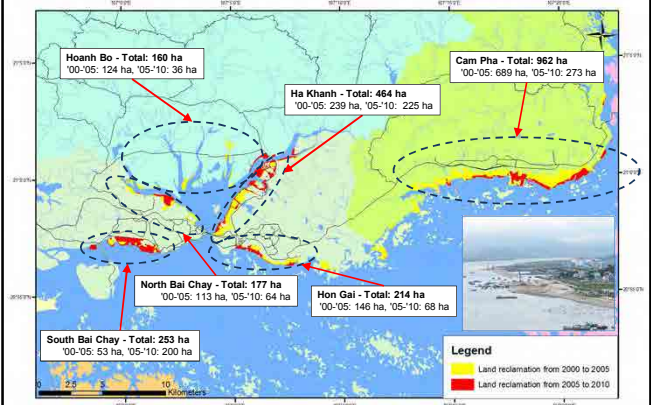
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## Various land use and environmental pressure from coastal area to the Halong Bay



3

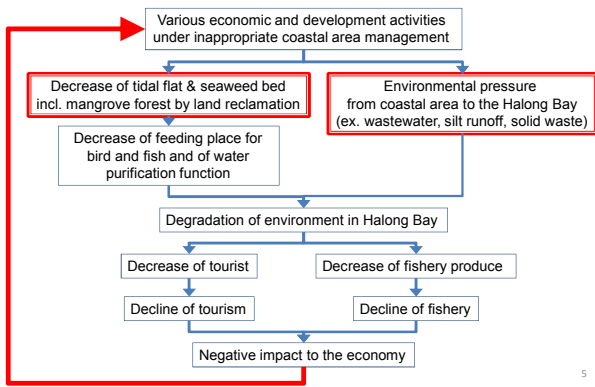
## Land Reclamation between 2000 and 2010



Source: Survey on Land Use Change by Using Satellite Image for the Project for Environmental Protection in Halong Bay, Faculty of Geography, Hanoi University of Science, Vietnam National University, 2011

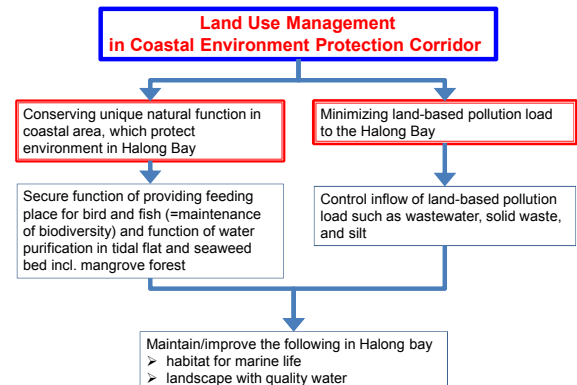
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## Vicious Spiral under Inappropriate Coastal Area Management in Halong Bay



5

## Functions of CEPC



6

### Framework of Coastal Environmental Protection Corridor for Halong Bay

**Vision**  
Harmonization between Coastal Area Development for Economic Growth in Quang Ninh Province and Environment Protection in Halong Bay as World Heritage Site

**Goal**  
Minimization of environmental pressure from coastal area to the Halong Bay with economic development in the coastal area, by complying with effluent standards and river water quality, as well as enhancement of environmental buffer function in the coastal area

**Strategy 1**  
Minimum discharge of wastewater and silt from coastal area to the Halong Bay

**Strategy 2**  
Prevent shift of shoreline

**Strategy 3**  
Application of Environmental Protection Law and Forest Protection Law for land use management

**Measure 1**  
Introduction of land use zoning system with environmental considerations

**Measure 2**  
Restriction of reclamation

**Measure 3**  
Control of silt runoff and soil erosion

**Measure 4**  
Installation of sewerage system in uncovered area

### Definition of the CEPC

- Spatial corridor along the coastal inland area of the Halong Bay subject to active management of land use and development for environmental protection for Halong Bay, functioning not only as environmental buffer between terrestrial development area and the Halong Bay, but also as biological production.

### What the CEPC should be

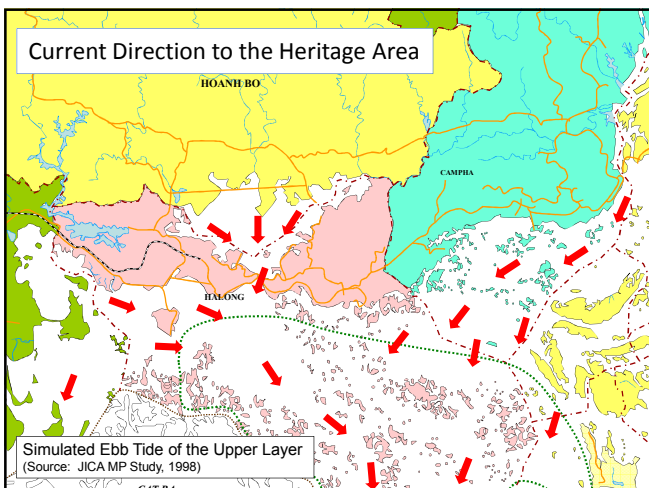
Targets under the goal

1. 100% of domestic wastewater is treated to comply with effluent standard.
2. 100% of industrial wastewater is treated to comply with effluent standard.
3. Silt runoff directly from the coastal area due to coastal development is prevented.
4. All rivers of the corridor comply with river water quality standard.
5. Remaining mangrove and tidal flat areas are protected.

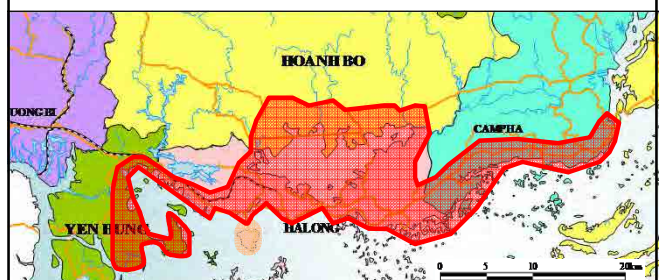
=> Considering the above, necessary measures have been examined.

### Various Factors to determine the Boundary of CEPC

- Administrative boundary
- Road (existing and planned)
- River
- Elevation (water depth)
- Shoreline
- Existing land use zoning boundary
- Current land use / development plan (ex. sewerage)
- Area to be environmentally protected (ex. mangrove)
- Tidal current



### Initial Conceptual Image of Coastal Environment Protection Corridor for Halong Bay



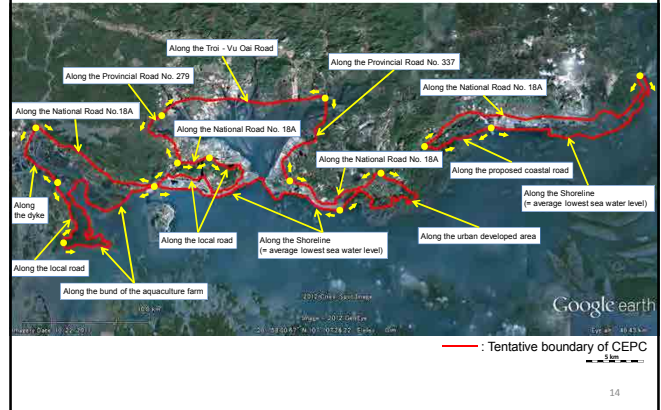
### Direction for Determination of CEPC Area

(based on 2nd WS on 27 Feb. '12 and subsequent WG-2 discussions)

1. Easier understanding for the general public and easier management for responsible organizations
  - ex. road and shoreline with legal basis
2. More focusing on coastal area with narrowing down corridor width
3. Include only area where CEPC have effect and meaningful
4. Exclusion of less potential area for development
  - ex. excluding industrial area in Hoanh Bo District

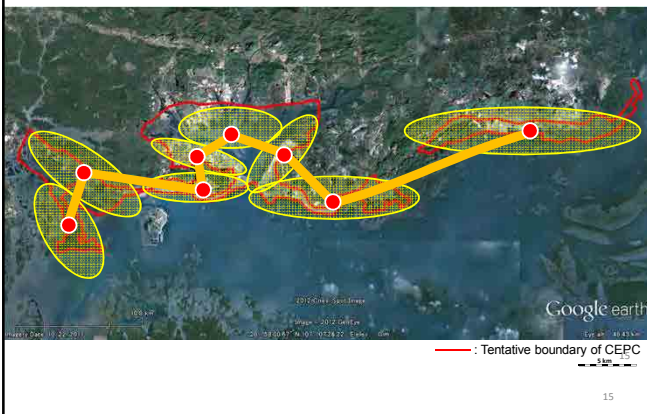
### CEPC Area

Version: Proposal No.4



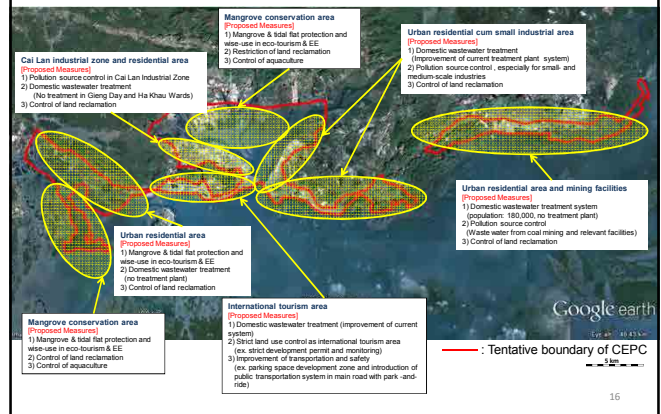
### CEPC Area

Image of the CEPC by Connecting Active Management Zones



### CEPC Area

Proposed measures in each active management zone

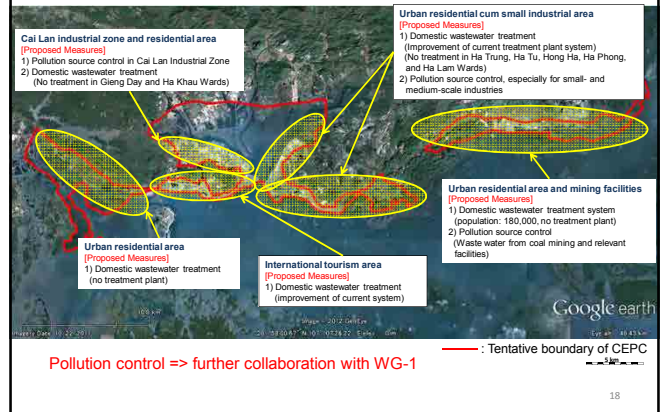


### Proposed Measures for CEPC

- ① Wastewater treatment and pollution control
- ② Strict development permit and monitoring (in Bai Chay International Tourism Area)
- ③ Improvement of transportation and safety (in Bai Chay International Tourism Area)
- ④ Mangrove and tidal flat protection
- ⑤ Wise-use of mangrove and tidal flat
- ⑥ Control of aquaculture
- ⑦ Control of land reclamation
- ⑧ Strengthening of SEA in preparation of land use plan
- ⑨ Strengthening of EIA/EPC in CEPC area

### CEPC Area

Proposed measure ①: Wastewater Treatment & Pollution Control



Pollution control => further collaboration with WG-1



The Project for Environmental Protection in Halong Bay

### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

Unfavorable landscape by abandoned construction

Traffic congestion in Bai Chay Road

International tourism area  
**[Proposed Measures]**  
 1) Strict land use control as international tourism area (ex. strict development permit and monitoring)  
 2) Improvement of transportation and safety (ex. parking space development zone and introduction of public transportation system in main road with park-and-ride)

Google earth

--- : Tentative boundary of CEPC

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The Project for Environmental Protection in Halong Bay

### CEPC Area

Proposed measures ② ③ : Bai Chay International Tourism Area

[Proposed Measures]

② Strict development permit and monitoring

③ Improvement of transportation and safety

- Designation of parking space development zone
- Parking guidance and information system (PGI sy
- Introducing environmentally-friendly free public transportation along the Bai Chay road with park-and-ride system

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

Issues on tourism development activity  
 (abandoned/unfinished buildings and unutilized vacant land)

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

② Strict development permit and monitoring

1. In development permit process
  - Strict examination
    - Duty of submission of document, which prove financial reliability guarantee completion of the construction
2. During construction
  - Duty of report in case of delay and its examination
3. In operation
  - Duty of report in case of stop operation/closure, duty of restoration of the land in such case by terminating the land lease

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

Invisible of signboard from the cars

Car parking on prohibited side

No stop line for car before the pedestrian crossing

Car parking on and close to the pedestrian crossing obstructs visibility of car from the pedestrians.

No official staff in charge of traffic control and safety

Issues on transportation and safety (1)

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

Car parking on sidewalk

Issues on transportation and safety (2)

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

Tourists across the road anywhere with low attention.

Issues on transportation and safety (3)

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### CEPC Area

Proposed measures ②③: Bai Chay International Tourism Area

#### ③ Designation of parking space development zone

1. Removal of roadside parking space along the Bai Chay road (especially in weekend and peak period)
2. Strict control of roadside parking in main road (especially in Bai Chay road)
3. Development of parking space
  - Selection of location
4. Guiding vehicles to the parking space
  - Parking guidance and information system (next slide)
    - Strategic installation of signboard for parking spaces
    - Provision of information on real time condition of the parking space
5. Introducing environmentally-friendly free public transportation along the Bai Chay road with park-and-ride system

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### Parking guidance and information system

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### CEPC Area

Proposed measures ④⑤⑥: Mangrove protection areas in Binh Huong Estuary and Cua Luc Estuary

[Necessity of mangrove protection]

1. Biological production
2. Habitat for animals and plants
3. Water purification
4. Landscape
5. Environmental education
6. Recreation

[Thong Nhat & Le Loi Communes, Hoanh Bo District]

- area: 16.7 km<sup>2</sup>
- perimeter: 35.9 km

[Dai Yen Ward, Halong City]

- area: 3.8 km<sup>2</sup>
- perimeter: 9 km

[Hoang Tan Commune, Quang Yen Town]

- area: 6.3 km<sup>2</sup>
- perimeter: 19 km

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### CEPC Area

Proposed measures ④⑤⑥: Mangrove protection areas in Binh Huong Estuary and Cua Luc Estuary

[Quick Report on Results of Preliminary Survey on Marine Species and Birds, Oct. 2012]

1. Total surveyed fishermen: 443 fishermen
2. Change in last 10 years:
  - Decrease of catch, less species, mangrove oyster increase much
3. Possible reason of the change
  - Less mangrove & fishing ground due to construction of aquaculture pond & dykes
  - polluted water from the plants/factories and upstream
4. Fishermen's intention:
  - Mangrove is important for marine species and for local livelihood (income)
  - Active protection & control and planting, necessity of support by government
5. Bird species observed
  - Hoang Tan: 58, Dai Yen: 46, Cua Luc: 47

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### CEPC Area

Proposed measures ④⑤⑥: Mangrove protection areas in Binh Huong Estuary and Cua Luc Estuary

#### Available marine species

○ : species for fishery

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**CEPC Area**

Proposed measures ④⑤⑥: Mangrove protection areas in Binh Huong Estuary and Cua Luc Estuary

Average Annual Catch by Species (Main Species) (Unit: kg/group/year)

Commune / Ward	Proposed Mangrove Protection Area in Binh Huong Estuary			Proposed Mangrove Protection Area in Cua Luc Estuary		
	Hoang Commune, Yen Town	Tan Quang	Dai Yen Halong City	Ward, Thong Commune, Bo District	Nhat Hoanh	Le Loi Commune, Hoanh Bo District
(1) Mangrove oyster	3662		4187		2058	1953
(2) White scallop	6152		-----		1323	454
(3) Blood arks	2500		1598		288	158
(4) Mud clam	212		324		160	46
(5) Greasy mud clam	256		188		497	454
(6) Mullet	433		454		343	139
(7) Gobies	284		452		290	124
(8) Ot fish	274		788		389	128
(9) Porgies	453		183		593	86
(10) Giantseaperch	628		282		963	25
(11) Greasy back shrimp	882		546		234	130
(12) White shrimp	179		262		358	130
(13) Mantis shrimp	339		282		205	143
(14) Octopus	104		272		92	174
(15) Mud crab- crab	103		291		138	-----
(16) Mud small crab	180		-----		199	101
(17) mangrove small crab	420		-----		132	129

Source: Preliminary Survey on Marine Species and Birds in the Proposed Mangrove Protection Areas, JICA Expert Team, 2012

**CEPC Area**

Proposed measures ④⑤⑥: Mangrove protection areas in Binh Huong Estuary and Cua Luc Estuary

[Proposed Measures]

- ④ Mangrove and tidal flat protection
  - Legal designation as mangrove protection area
- ⑤ Wise-use of mangrove and tidal flat
  - Use in eco-tourism and environmental education
- ⑥ Control of aquaculture
  - Introduction/continuation of low density aquaculture with added value
    - => ex. renting aquaculture pond for mangrove eco-tour

⑤ Wise-use of Mangrove and Tidal Flat Area - Eco-tourism and Environmental Education -



Example of activities

- Kayaking
- Learning on mangrove and marine species
- Observation and gathering aquatic life such as club in tidal flats
- Bird watching

Photos: Yanbaru Shizenjuku

⑤ Wise-use of Mangrove and Tidal Flat Area - Eco-tourism and Environmental Education -

Trial Eco-tour

in aquaculture pond of Quang Yen Town

- 13 Oct. 2012
- 24 attendants from PMB, WG-3&4, DCST, Quang Yen Town, YU, tourism college, volunteers, etc.
- 1.8 km length, approx. 45 minutes



**CEPC Area**

Proposed measures common to all CEPC area

- ⑦ Control of land reclamation
  - Strict implementation of construction method to prevent from discharging sediment to the water area.
- ⑧ Strengthening of SEA in preparation of land use plan
  - Environmental considerations should be examined in preparation of the land use plan in CEPC area through the Strategic Environmental Assessment (SEA).
- ⑨ Strengthening of EIA/EPC in CEPC area
  - Environmental impact and necessary measure shall be examined in the case where development project is located in the CEPC area or nearby through the Environmental Impact Assessment (EIA) / Environmental Protection Commitment (EPC).

Conceptual Image to Achieve Project Purpose by Output-3 of the Project

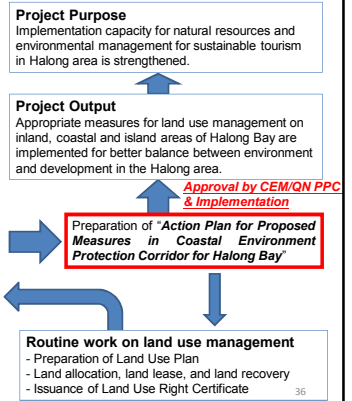
**Coastal Environmental Protection Corridor for Halong Bay**

**Vision:** Harmonization between Coastal Area Development for Economic Growth in Quang Ninh Province and Environment Protection in Halong Bay as World Heritage Site

**Goal:** Minimization of environmental pressure from coastal area to the Halong Bay with economic development in the coastal area at proper level

**Strategy 1:** Minimum discharge of wastewater and silt from coastal area to the Halong Bay  
**Strategy 2:** Maintain current shoreline as much as possible  
**Strategy 3:** Application of Environmental Protection Law and Forest Protection Law for land use management

**Measure 1:** Introduction of land use zoning system with environmental considerations  
**Measure 2:** Restriction of reclamation  
**Measure 3:** Control of silt runoff and soil erosion  
**Measure 4:** Installation of adequate sewerage system



## Further schedule for activities of WG-2

Activities	Period
(1) Further examination of the measures	Aug. - early Oct.
(2) Holding a workshop on proposed measures with relevant organizations.	<b>24 Oct.</b>
(3) Preparation of proposal documents for each measure	Sept. - end Oct.
(4) Compilation of the proposal documents as a draft action plan	end Oct. - mid Nov.
(5) Review of the draft action plan by relevant organizations	mid Nov. - late Nov.
(6) Finalization of the action plan for CEM approval	end Nov.
(7) Final seminar of the project	early Dec.
(8) Final CEM meeting	early Dec.
(9) End of the project	mid of Dec.

**DISCUSSION RECORD  
ON  
THE THIRD WORKSHOP  
FOR  
THE PROJECT FOR ENVIRONMENTAL PROTECTION  
IN HALONG BAY**

24 Oct, 2012



Mr. YOICHIWAI

Chief Advisor

JICA Expert Team

The Project for Environmental Protection  
in Halong Bay



Dr. HOANG DANH SON

Deputy Director

Department of Natural Resources and  
Environment

Quang Ninh Provincial People's Committee  
The Socialist Republic of Vietnam

In accordance with the Inception Report (Ic/R) for the Project for Environmental Protection in Halong Bay (the Project) in September 2010, the 3rd Workshop was held on 24th October, 2012 in Meeting Hall B of the Quang Ninh Provincial Conference Center. Objective of the workshop is the explanation on draft proposed measures in the proposed Coastal Environment Protection Corridor for Halong Bay (CEPC), which have been examined by the Working Group-2 of the project.

The workshop was conducted with chairing by Dr. Hoang Danh Son, Deputy Director of Quang Ninh DONRE, Head of PMB. This is a discussion record describing comments and opinions of the participants on workshop "Coastal Environment Protection Corridor for Halong Bay". The list of attendants and the agenda of the workshop are attached in Attachment-1 and Attachment-2, respectively.

### **1. Presentation by WG-2**

Mr. Nguyen The Thuc, Deputy Head, Division of Planning and Financing, DONRE, Head of WG-2 made a presentation on the proposed Coastal Environment Protection Corridor (CEPC) including (1) Framework of the CEPC, (2) Boundary of the CEPC, (3) Conceivable measures to be implemented in CEPC, and (4) Further activities schedule for the WG-2 of the project.

### **2. Opinions and comments by participants in the workshop**

Some questions and comments were raised from participants to WG-2 members for more clarification about the proposed measures for CEPC as follows.

(1) Mr. Tomoo Aoki, Land Use Management Expert of JET, gave supplemental explanations as follows:

- At the beginning of the project, mangrove forest area was not well considered in the boundary of corridor. However, WG-2 has recognized that the mangrove has been significantly affected by reclamation activities in the process of studying land use change in project area as well as through discussion with the leaders of local PC governments.
- Relating to Mr. An's comment in the previous meeting between Dept. of Construction (DOC) and WG-2 that quantitative valuation on mangrove protection should be shown as much as possible to make decision-maker understand its importance easier, unfortunately, there is no such information. To respond it, WG-2 conducted a preliminary survey on marine species and birds in the proposed mangrove protected area in Quang Yen Town, Halong City, and Hoanh Bo District. As results of the survey, many marine species and birds are found. Results of survey confirmed that mangrove protection was very important for environment protection and local people. Some existing mangrove area is very good and a lot of potential for fishing as well as utilization for eco-tourism and environmental education. This idea would also be met with the Green Growth, which is being promoted under the Quang Ninh PPC.
- At the beginning of the project, WG-2 focused on how to control land reclamation activities. Recently, PPC has decided not to approve further land reclamation project anymore. However, ongoing and approved land reclamation projects need to be controlled tightly because it is observed in some places that no measures to protect from water pollution from the land reclamation activities have been applied; e.g. some land reclamation project activities keep stagnant water within the reclaimed land and the water is discharged into the water body after the water quality is degraded. Therefore, strict instruction for construction method is required for ongoing and approved land reclamation projects.
- The proposed measures in Bai Chay international tourism area is proposed not only from the viewpoint of land use management and environmental protection, but also from the viewpoint of sustainable tourism development with certain level of the qualification as international tourism area with the UNESCO World Natural Heritage Site. The proposed measure relating to the traffic control and safety, WG-2 would like to have more discussion with Department of Transportation.
- WG-2 also would like to make further collaboration with WG-1 for supporting the measures on pollution control from the viewpoint of land use management.

(2) Mr. Nguyen Hai An, Deputy Director of Department of Construction commented as follows:

- Results of WG-2 works are highly appreciated. We have cooperated tightly with WG-2 from the beginning of the project.
- The proposed measures for the corridor are necessary for planners like us because Quang Ninh

Province has been developing rapidly. There is 58% of provincial population living in urban area. Therefore, it makes many difficulties for management of planning activities and also creates pressure for planning such as what limitation should be applied for reclamation project toward the sea.

- For the item 3 of slide No. 9 in the presentation, it should not be limited to the “silt runoff”. Instead, a term of “sediment deposition” should be used to cover various materials.
- For the slide No. 13 in the presentation, the term of “with legal basis” needs to be clarified.
- For the slide No. 14 in the presentation, average mean sea level (MSL) should use to replace “average lowest sea water level”. Furthermore, location of the dykes of aquaculture pond in Quang Yen Town is not stable. It can be changed in the future. Therefore, the corridor boundary in the area needs to clarify with its position and name such as coordinates. It is very important because it can be used for recommendation for planner in planning.
- Corridor area does not cover the area between western edge of Cam Pha City and eastern edge of Halong City. This needs to be clarified.
- For the slide No. 17 in the presentation, term of “exploitation of mangrove and tidal flat” should be used instead of “wise-use mangrove and tidal flat”.
- For the slide No. 26 in the presentation, term of “establishment of location for parking space development zone” instead of “Designation of parking space development zone”.
- For the slide No. 28 in the presentation, term of “conservation of biodiversity” should be used instead of “biological production”.
- Data on the map needs to have its coordinates and place name, and landmark.
- Tuan Chau Island is not included in the corridor. It is rapidly developing. The area has increased double from 200 ha to 400 ha in the last few years. It is necessary to consider a limitation of land reclamation in Tuan Chau Island.

(2) Mr. Nguyen Trieu Hai, Vice-chairman of Hoanh Bo PC, commented as follows:

- For the slide No. 4 in the presentation, area of land reclaimed seems too small and needs to check in Bai Chay area since actual reclaimed land area is larger than that in the presentation.
- There is a large mangrove area with approx. 250 ha in good preservation in Quoc Oai Commune in Hoanh Bo District to be added in the proposed mangrove protection area.
- Nine measures in the slide No. 17 are agreeable. In addition, WG-2 should give the following recommendations to PPC in order to protect mangrove.
  - To request PPC to reduce scale of the development project. Many large projects cover large area including mangrove e.g. Hoanh Bo Industrial Zone with 600 ha.
  - To request PPC to recover land including mangrove from the approved projects which have slow progress. PPC will strongly support this because PPC is a policy to check every project in slow progress to recover land.
- For the slide No. 32 in the presentation, eco-tourism in mangrove is strongly agreeable. There is famous relic like the Mac regime wall which is very suitable for creating eco-tour and environmental education.
- Hoanh Bo District has discussed with Department of Technology and Science to identify good mangrove place, where are prioritized for special conservation in 10 to 20 years.

(3) Dr. Hoang Danh Son, Deputy Director of DONRE, Head of PMB, summarized as follows:

- Regarding the eco-tour combining with environment education, we can design for student in schools and colleges.
- WG-2 should prepare policy and recommendation to PPC for each zone of the corridor.
- It is good idea to identify mangrove area for special conservation in 10 to 20 years.

(4) Mr. Nguyen Cong Thai, Deputy Director, Halong Bay Management Department, commented as follows:

- Proposed eight active management zones in the CEPC with five targets are agreeable. CEPC and their measures are highly appreciated.

- Basis of water pollution control in the corridor should be shown as well as location of the necessary wastewater treatment plants. It needs to plan for wastewater treatment plan and solid waste dumping site. A mechanism of pollution control in coastal zone is necessary to establish: e.g. wastewater from houses, hotels, and facilities needs to be treated before discharging to the environment.
  - Reclamation control policy needs to be recommended for approved land reclamation project. There are about 12 land reclamation projects in Halong City and Cam Pha City. CIENCO5 has urban resident project with land reclamation, however, it has not carried out environment management fully. Therefore, it creates trouble for environment. In addition, it is to strengthen to control environment impact assessment (EIA) and to implement regular monitoring for projects located in coastal zone such as expanding Cai Lan Port and cement factory. Policy for continuous environmental monitoring to assess these facilities is recommended.
  - Mangrove protection and exploitation are agreeable. Eco-tour is new idea for Halong area. There are only some tourism activities in Ha Long bay such as site seeing, swimming, and play kayak. Public awareness raise for local residents is necessary to protect mangrove.
  - Proposed measures for CEPC with proposal document will be used as main reference for developing report to respond UNESCO Conference No. 37. UNESCO has requested to report how to solve coastal zone pressure to Halong Bay for protecting the heritage site.
- (5) Dr. Hoang Danh Son, Deputy Director of DONRE, Head of PMB summarized as follows:
- WWT system is planned to depend on the provincial planning and development.
  - Pollution control activities are necessary.
  - Eco-tour in mangrove is good idea. Aspect of the environmental education is incorporated into the current tourism activities. WG-2 should study the proposal to submit effectively to PPC.
- (6) Mr. Tran Van Tuyen, Chairman of Hoang Tan Commune PC, Quang Yen Town, commented as follows:
- Proposed measures for the corridor are agreeable.
  - The proposed mangrove protection area in Hoang Tan Commune does not cover all mangroves in Hoang Tan Commune. Therefore, the proposed mangrove protection area should be expanded to cover all mangrove area in Hoang Tan Commune.
  - There will be conflict between the protection of mangrove and development of aquaculture. If local people apply intensive aquaculture, they will cut all mangrove trees. Therefore, it is necessary to have an effective policy and environment education for mangrove protection.
  - Some groups for eco-tour by self-support in Hoang Tan have been seen with fishing and sightseeing. However, there is no guidance and control.
- (7) Dr. Hoang Danh Son, Deputy Director of DONRE, Head of PMB commented as follows:
- There is a relic of ancient Viet. It will pay much attention when the road between Hai Phong and Quang Ninh Provinces will be constructed.
  - There are some mistakes of the translation to be corrected.
  - Corridor is defined as land only. Therefore, it could not expend to cover area on the sea.
  - Area between Deo But in Halong City and Quang Hanh Ward in Cam Pha City should be covered by the corridor. This area is surveying to be recognized as preservation area with biodiversity and lime stone.
  - Net Islet in Cam Pha City also needs to be covered by corridor. This islet plays an important role in coal mining sea port. Moreover, water current flows from Net Islet into Halong Bay. If we ignore this islet, oil spill accident may not be responded immediately.
  - PPC is assigning DONRE to establish network of meteorology, environment, and hydrology station system for Quang Ninh Province.
  - Water quality in rivers meets to TCVN. However, It is to need recommendation for upstream of river inside of corridor.
  - A policy should be prepared for management of the CEPC.
- (8) Mr. Nguyen Van Thanh, Member of WG-2, Head of DONRE of Halong City PC, commented as follows:



- Boundary of the corridor should easily be understood with its width changing from place to place.
  - If necessary, impact of land reclamation is needed to assess how effective it is at the time of survey. Proposed measures and how to implementation of the measures are recommended.
  - District and city levels need to have management board to supervise implementation measures in the corridor zones.
  - Community in corridor zones also needs to raise awareness on environment.
- (9) Mr. Hoang Viet Dung, Director of Sub-Dept. of Environmental Protection, DONRE, Deputy Head of PMB, commented as follows:
- It seems that the term of “definition of corridor” is not suitable. It should be a term of “concept of corridor”.
  - WG-2 works is going in right way to meet the project targets.
  - Area between Deo But in Halong City and Quang Hanh Ward in Cam Pha City needs to be in the corridor zone.
  - DONRE has done some action to control pollution in Bai Chay area. ODA project with fund of 110 million USD for Hon Gai area is submitted to PPC. Hopefully, if this project is implemented, we can solve issue of domestic wastewater in Hon Gai area.
  - Land recovery including mangrove from slow progress projects as per Mr. Trieu Hai’s comment is agreeable.
- (10) Mr. Tomoo Aoki, Land Use Management, JET, answered as follows:
- After meeting with DOC, JET went to Quang Hanh Ward in Cam Pha City and reviewed future development plan which extending to Quang Hanh Ward in Cam Pha City. Therefore, the corridor has been extending to Quang Hanh Ward in Cam Pha City. The area between Deo But in Halong City and Quang Hanh Ward in Cam Pha City is examined to be corridor zone.
  - Average lowest sea water level is boundary of corridor zone to the sea side. However, many areas has been protecting from the sea by coastal road or dyke system. The average lowest sea water level is not always applied for all area.
  - Our understanding of land reclamation in Tuan Chau Island has been approved by PPC. Therefore, there is no control or recommendation for this. If there is still issue which need to manage, instruct, and control, WG-2 will review this area again.
  - Locations of the proposed measures in the corridor have been prepared in GIS wit coordinates. Therefore, coordinates of the boundaries can be provided.
  - Since it is suggested that the proposed mangrove protected area shall be expended, WG-2 will discuss more detail with relevant district and city PC.
- (11) Mr. Yoichi Iwai, chief advisor of JET, commented as follows:
- Thanks for all comments which support for deeply output of the project.
  - Upon participant’s comments and more study of WG-2, corridor zones and the proposed measures will be submitted to CEM to get their comment, and then to be submitted the final report to PPC for approval.
  - State authority has performing weakly in coastal zone management. Event though, coastal zone is very important to protect Halong Bay. WG-2 will submit measures based on proposed legal documents.
  - Though the proposed measures of WG-2 will be submitted to PPC, it would be preliminary ideas for inception report for further examination by relevant organizations, who implement the measures.
- (12) Dr. Hoang Danh Son, Deputy Director of DONRE, Head of PMB concluded as follows:
- Workshop was successful with good result.
  - On behalf of PMB thanks for supporting by JET.
  - WG-2 and JET prepare main content of the corridor and proposed measures, and will be adjusted for submitting to CEM meeting.

*End*

## Attachment-1

### List of Attendants

1. Dr. Hoang Danh Son Deputy Director of Quang Ninh DONRE, Head of PMB
2. Mr. Hoang Viet Dung Director of Sub-Dept. for Environmental Protection, Quang Ninh DONRE, Deputy Head of PMB
3. Ms. Nguyen Thi Thu Thuy Deputy Director of Sub-Dept. for Environmental Protection, Quang Ninh DONRE, Secretary of PMB
4. Phan Thi Hoang Hao Member of PMB, Sub-Dept. for Environmental Protection, Quang Ninh DONRE
5. Mr. Nguyen Hai An Deputy Director of Quang Ninh Construction Department
6. Mr. Trinh Van Ninh Vice-head of Investment and Finance Division, Dept. of Finance
7. Mr. Le Tien Dung Head of Infrastructure Division, Dept. of Investment and Planning
8. Mr. Nguyen Minh Ha Head of Technology and Environment Safety Division, Dept. of Trade and Industry
9. Mr. Dang Dinh Nham Officer, Sub-Dept. of Aquaculture, Dept. of Rural Development and Agriculture
10. Mr. Nguyen Cong Thai Deputy Director of Halong Bay Management Dept.
11. Mr. Dinh Duc Thanh Head of Economy Department of Quang Yen Town PC
12. Tran Van Tuyen Chairman of Hoang Tan Commune, Quang Yen town
13. Mr. Trieu Hai Vice-chairman, Hoanh Bo District PC
14. Mr. Tran Dinh Giang Vice-chairman, Thong Nhat Commune, Hoang Bo District
15. Mr. Dinh Xuan Ben Vice-chairman, Dai Yen commune, Halong City
16. Ms. Pham Thanh Xuan Officer, Urban Management Division, Halong City PC
17. Luong Y Duoc Former Head of PMB
18. Mr. Nguyen The Thuc Deputy Head of Planning and Financial Division, DONRE, Head of WG-2
19. Pham Trung Nghia Expert of Environment Department, VINACOMIN, Member of WG-2
20. Nguyen Van Thanh Head of Halong City PC DONRE, Member of WG-2
21. Ms. Nguyen Thi Mai Anh Expert of Land Use Registration Office, Quang Ninh DONRE, Member of WG-2
22. Mr. Nguyen Nhu Hanh Deputy Head of Appraisal and License Section, Sub-dept. for EP, Quang Ninh DONRE, Member of WG-2
23. Nguyen Tien Nhu Vice head of Cam Pha City PC DONRE, Member of WG-2
24. Ms. Do Thi Ni Tan Head of Analysis II, EMAC, Quang Ninh DONRE, Head of WG-1
25. Mr. Tran Thanh Tung Officer, Inspection division, Quang Ninh DONRE, Member of WG-1
26. Mr. Do Dinh Thach Officer, Environment Police, Quang Ninh Police, Member of WG-1
27. Ms. Nguyen Thi Thuy Hang Vice-head, Halong City PC DONRE, Member of WG-1
28. Mr. Yoichi Iwai Chief Advisor of JICA Expert Team
29. Mr. Tomoo Aoki Land Use Management Expert of JICA Expert Team
30. Mr. Go Kimura Tourism Expert of JICA Expert Team
31. Mr. Atsushi Minami Coordinator of JICA Expert Team
32. Mr. Nguyen Thanh Phuong Technical Assistant of JICA Expert Team
33. Ms. Duong Thi Nhuan Interpreter of JICA Expert Team
34. Ms. Bui Thi Cuong Interpreter of JICA Expert Team

## Attachment-2

### The Project for Environmental Protection in Halong Bay

#### Agenda for 3rd Workshop

#### - Coastal Environment Protection Corridor for Halong Bay -

#### 1. Objectives

- (1) Explaining on draft proposal of measures in the proposed Coastal Environment Protection Corridor for Halong Bay (CEPC), which have been examined by the Working Group-2 of the project, and
- (2) Receiving comments and opinions from the participants for further examination

#### 2. Participants

- a) Representatives from the following organizations in Quang Ninh Province
  - Dept. of Planning and Investment
  - Dept. of Finance
  - Dept. of Culture, Sport and Tourism
  - Dept. of Construction
  - Dept. of Transportation
  - Dept. of Industry and Trade
  - Dept. of Agriculture and Rural Development
  - Halong Bay Management Department
  - Halong City People's Committee
  - Hoanh Bo District People's Committee
  - Cam Pha City People's Committee
  - Quang Yen Town People's Committee and Mr. Thanh, Head of Economic Section of PC
  - Van Don District People's Committee
  - Leader of Hoang Tan Commune PC (Quang Yen Town),
  - Leader of Dai Yen Ward PC (Ha Long City),
  - Leader of Thong Nhat Commune PC (Hoanh Bo District),
  - Leader of Le Loi Commune PC (Hoanh Bo District).
- b) Project Management Board for the Project and Mr. Luong Y Duoc, Former Head of PMB
- c) Members of Working Group-1
- d) Members of Working Group-2
- e) JICA Expert Team

#### 3. Time and venue:

- Time: 9:00 am - 11:30 am on 24 October (Wed.), 2012 (tentative)
- Venue: Meeting Hall C of QN PPC

#### 4. Tentative agenda

Content	Person in Charge	Time
1. Reception	PMB and JET	8:30 - 9:00
2. Opening remarks	Dr. Hoang Danh Son, Head of PMB, (Deputy Director of QN DONRE)	9:00 - 9:05
3. Presentation on the proposed CEPC (1) Framework and definition of the CEPC (2) Boundary of the CEPC (3) Conceivable measures to be implemented in CEPC (4) Outline of Action Plan for the CEPC	Mr. Nguyen The Thuc, Head of WG-2, (Deputy Head, Division of Planning and Financing, DONRE)	9:05 - 9:55
4. Discussion	All the participants	9:55 - 11:20
5. Conclusion and closing remarks	Dr. Hoang Danh Son	11:20 - 11:30