



Summary of the 4th OECD Knowledge Sharing Workshop on Urban Green Growth in Dynamic Asia

25-27 June 2015, Hai Phong, Vietnam

The 4th OECD Knowledge Sharing Workshop on Urban Green Growth in Dynamic Asia was co-organised by the City of Hai Phong and the OECD, within the framework of the Urban Green Growth in Dynamic Asia Knowledge Sharing Platform. Its objective was to discuss green growth in port cities. Around 70 participants, including representative of the Asian cities of the project, other Asian and OECD cities, Asian national governments and key international organisations (development agencies, research institutes etc.), shared knowledge and expertise on this topic. The event was supported by the OECD Knowledge Sharing Alliance.

1. The knowledge sharing activity

The 4th OECD Knowledge Sharing Workshop was organised around two complementary activities: site visits (25 and 27 June) and roundtable discussions (26 June). The objective of having site visits on the first day was to give participants a visual understanding of the policy challenges and opportunities related to green growth in a port city such as Hai Phong, before engaging in informal discussions. The roundtable discussions consisted of six small roundtables of 8-9 persons each. The objective of this particular setup was to facilitate policy peer learning and lively interactions between participants of a same table. The discussions were organised around three sessions: boosting the competitiveness of Hai Phong port, greening Hai Phong port's activities and ensuring the resilience of Hai Phong port to disaster risk.

2. Key visits, discussion points and main findings

Site visits (25 and 27 June):

- On 25 June, an introductory session was organised at the City Hall Conference Centre, in presence of **Nguyen Xuan Binh, Vice-Chairman of Hai Phong People's Committee**. An interactive discussion between the guests and the City of Hai Phong took place, before Mr. Quan, Deputy Director of Hai Phong Department of Planning and Investment, presented the city's green growth challenges.
- Participants were then taken to **Hoang Dieu Terminal**, the first historical terminal of Hai Phong port, built more than 140 years ago. Detailed information on the length, depth, number of employees of the terminal, was provided to everyone.
- In the afternoon, the guests were then taken to **Tan Vu Terminal**, the main container port in Hai Phong. The participants could testify of the transport issues associated with the outflow and inflow of containers being unloaded and shipped at this terminal.

- Finally, participants were taken to the **Trang Ca solid waste treatment site**, which handle around 900 tonnes of waste every day. Explanations were given on the landfilling and composting methods used at this site.
- On 27 June, a site visit to Cat Ba Island took place. Cat Ba island is a large environmental reserve and touristic destination off the coast of Hai Phong, and administered by the City of Hai Phong itself. Participants could testify of the richness of the natural resources but also increasing pressure from tourism and the construction of the new international port of Lach Huyen nearby.

Roundtable discussions (26 June):

- The workshop was opened by **Mr. Do Trung Thoai** (Vice-Chairman, Hai Phong People's Committee), who welcomed all participants and expressed his wishes for a lively discussion. A panel discussion between the OECD, the Vice-Chairman, Iskandar Regional Development Authority and Mega Cebu Development Coordinating Board followed and set the scene for the roundtable discussions.
- Participants of the workshop discussed several ideas to boost the competitiveness of the port of Hai Phong, green its activities and enhance its resilience to natural disaster risk. The following observations and recommendations were made:
 - **To foster its competitiveness**, the port needs to build on its main asset which is location, as it is very close to the border with China and just some kilometres away from the country's capital, Hanoi. The productivity of the port, in particular, is low and should be increased. In this regard, institutional capacity needs to be reinforced (staff and financial resources), port authorities need to think 'big' and for the long term. Connectivity to the main inland urban centres needs to be improved, in particular in terms of rail and waterway connectivity, and constant planning (re-accommodation) conducted.
 - **Dr. Tran Dinh Lan**, Director General of the Institute of Marine Environment and Resources, presented **environmental issues faced by Hai Phong's port**, in particular air pollution, loss of biodiversity and sedimentation created by dredging activities. To green its activities, the port of Hai Phong and government authorities need to create and enforce environmental standards, such as air quality and vehicle standards to limit pollution created by the transport of containers. The same environmental rules should be applied to all ports of Vietnam to avoid unfair competition. Investment in the development of effective environmental monitoring system is needed to monitor the scope of environmental issues and take appropriate action.
 - **Mr. John Sanders** from Peace Winds America (Seattle) explained the collaboration on resilience engaged with Hai Phong. To ensure the **resilience of the port of Hai Phong to disaster risks**, the following measures were recommended: ensure that land-use infrastructure planning at the port takes into consideration future downscaled climate change projections, build climate-proof infrastructure, train emergency response staff and revise emergency response plan on an on-going basis to reflect changing threats, create contractual conditions to share and manage the risks between public authorities and port companies, and finally increasing the port's adaptive capacity.
 - **Governance issues** were often pointed out as obstacles to green growth in Hai Phong. For instance, several participants expressed their view that the local government should

have some authority over the port (currently, this authority is held by the national government) to make the right decisions.

3. Follow-up of the 4th OECD Knowledge Sharing Workshop

A discussion paper on green growth in port cities was prepared by the OECD before the workshop and distributed to all participants. The inputs of the workshop will be integrated by the OECD in this document after the workshop. The revised discussion paper will be sent for feedback a few weeks after the event, so that participants can further share knowledge on the topic. This will encourage policy dialogue through continuous exchange and learning loops. The paper will form a special chapter in the future OECD Hai Phong case study report.



Participants of the 4th OECD Knowledge Sharing Workshop on Urban Green Growth in Dynamic Asia



Site Visit at Tuan Vu Port, Hai Phong

List of participating organisations

	Organisation
1	City of Hai Phong, Viet Nam
2	Urban Development Agency, Ministry of Construction, Viet Nam
3	Viet Nam Maritime University
4	Seafood Research Institute, Viet Nam
5	Hai Phong Port Joint Stock Company
6	Hai Phong Television
7	Marine Environment Resources Institute, Viet Nam
8	Union of Science and Technology Association, Viet Nam
9	Bangkok Metropolitan Administration, Thailand
10	Iskandar Regional Development Authority, Malaysia
11	Carcar Municipality, Cebu, Philippines
12	City of Cebu, Philippines
13	Metro Cebu Development and Coordinating Board, Cebu, Philippines
14	Johor State Economic Planning Unit
15	Mahidol University, Thailand
16	City of Kitakyushu, Japan
17	City of Gothenburg, Sweden
18	Ministry of Environment, Cambodia
19	Ministry of Construction, Myanmar
20	UN-HABITAT Vietnam
21	Global Green Growth Institute
22	JICA Vietnam
23	GIZ
24	Peace Winds America
25	OECD