

The Network Newsletter Southeast Asia Summer School 2005 and beyond

SS2005 Newsletter No.3 June 2006 Issue

At the time of compiling this third edition of the news letter we received the dreadful news of the devastating earthquake in Yogyakarta Indonesia. At this time I am sure all of our thoughts are with the people of the affected area.

Our news letter features a paper on the East West Economic Corridor (EWEC) project which is now well advanced and which will bring with it both positive and negative implications for the north and northeast of Thailand. Next we have a number of abstracts which relate to the impact of the changing use of land here in Thailand.

Our second feature is an article describing the work of the Thai German Solar company (TGS) which produces solar powered lighting and pumps for household and garden applications which has created much needed employment for Khon Kaen in the northeast of Thailand.

Contents	Page
Editorial	1
Articles	
1. The East West Economic Corridor (EWEC) and its Impact on the Urban Development of Khon Kaen City	2
2. Thai German Solar – Creating Employment in Isaan	12
3. Guidelines for the revision of the land-use designation in the Bangkok land-use comprehensive plan: a case study of the eastern suburban area of Bangkok	14
4. Factors contributing to floods in Bangkok	15
5. An application of GIS for the Layout of Comprehensive Plan: A case study of Banphai District, Khon Kaen Province.	16
Personal Notes and Mail	
Summer School Letter	16
Tips for Seniors	25

The East West Economic Corridor (EWEC) and its Impact on the Urban Development of Khon Kaen City

By Sekson Yongvanit & Monsicha Bejrananda

Abstract

As the result of the ADB strategies plan of 1992, there is now cooperation between the countries of the Greater Mekong Sub-region (GMS). One of the proposed projects is the construction of an East-West Economic Corridor (EWEC) aiming to link four countries, Myanmar, Thailand, Lao PDR, and Vietnam, by four-lane highway. The development of the EWEC in accordance with the Thai National Social and Development Plan (NSDB) will initiate the growth of many small and medium-sized towns along the route. Khon Kaen, a major city on the course, is changing and transforming to be the new transport hub for the region. However, problems such as traffic congestion, urban sprawl, and environmental deterioration are anticipated.

Keywords: EWEC, urban development, transit city, economic corridor

East-West Economic Corridor (EWEC)

The East-West Economic Corridor (EWEC) has been created in response to the 1992 ADB strategic plan. It is one of the three strategic economic corridors of the region (see figure 1), North South Economic Corridor (NSEC), East West Economic Corridor (EWEC), and Southern Economic Corridor (SEC). The concept of the economic corridor is to provide a link between the economic centers of the six Mekong countries, Lao PDR, Myanmar, Thailand, Vietnam, Cambodia, and China and the world economic centers such as Japan, India, Arabia/Middle East, and the European countries and beyond to include the USA. Thailand has been developing the route of NSEC and EWEC since 1997. EWEC is expected to be completed in 2008. Although the transport links are the main focus of the plan, other strategies and policies have also been formulated.

Cross-border movement of goods and people should be facilitated whilst human resources should be developed within the transport sector. Related infrastructure projects should be explored in the region along with the development of an electrical power grid and promotion of regional energy co-operation arrangements, a telecommunications 'backbone' should be developed between the countries and tourism development should be actively promoted along with other economic corridor initiatives. Emphasis should be placed on the importance of private sector development and the need for co-operation between the regional chambers of commerce and industry.

In 2001, ADB financed a study and developed a framework for East-West Economic Corridor cooperation in five key areas: agro-industry, infrastructure, trade and investment, tourism, and industrial estates. Projects, program, policy, and institutional development initiatives in these areas were recommended and categorized into five components, namely: spatial planning, physical infrastructure development, policy and procedural reforms, programs, and institutional development.

The Thai government has set up a linkage of Thai economics to the world and neighboring countries under the motto “Local link-Global reach”. The aim is to be not only a trading partner with, but also a great investor, in these neighbors that should enable Thailand to increase its international competitive potential. The strategy is to promote Thailand to be the transport center via NSEC and EWEC with the intention to develop trading by means of partnership or fair trade. This could be done by supporting the private sector to move its production base to neighboring countries, with emphasis on labor-intensive industries and the use raw material in those countries for manufacturing.

In northeast Thailand, EWEC has noticeably improved the mobility of goods and services in the region. It provides the access to the ports for northeast Thailand and also provides great opportunities to many towns and cities in the region. According to EWEC plan, the road connecting Myawaddy and Da Nang should be completed by 2008. Roads within Vietnam have been now completed. In 2006, the Lao PDR section should be finished and motorways in Thailand have been widened to four-lanes. All road construction under the EWEC plan should be completed in 2008. Currently, a number of projects and works have been created to take the most advantage from the corridor, especially the improved physical infrastructure of those towns and cities along the routes.

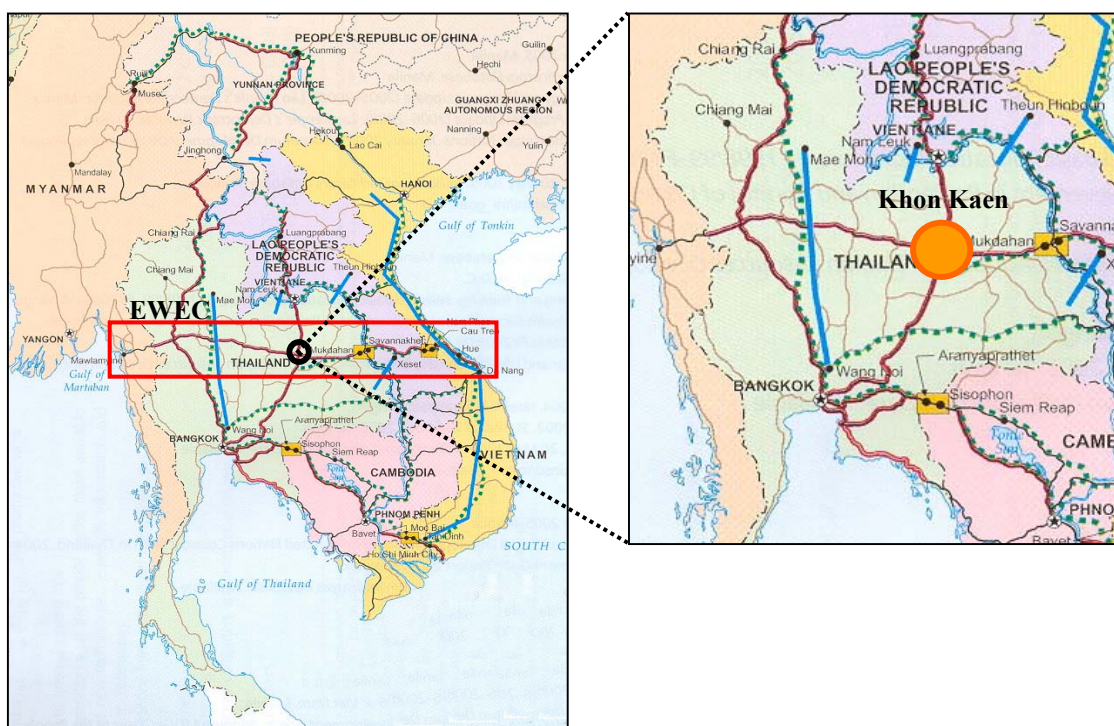


Figure 1: Khon Kaen province as the regional center of northeast Thailand
 Source: Asian Development Bank. 2005

EWEC and Khon Kaen Province

As shown in figure1, at the junction of north-south highway no.2 and EWEC is, Khon Kaen, a major city of northeast Thailand. It is situated in the poorest region of the country with 28.1% of poverty incidence (UNDP, 2003). The province is the center of transportation, education, financial, and commercial services. It occupies an area of 10,885 km² with 25 districts, 31 municipalities, 194 sub-districts (Tambon), and 2,155 villages. In 2002, the province had a total of 1,767,643 residents. It consists of approximately 431,502 households with an average household size of 4.1. The center of urbanization of the province is Khon Kaen city, one of the fastest growing cities in Thailand.

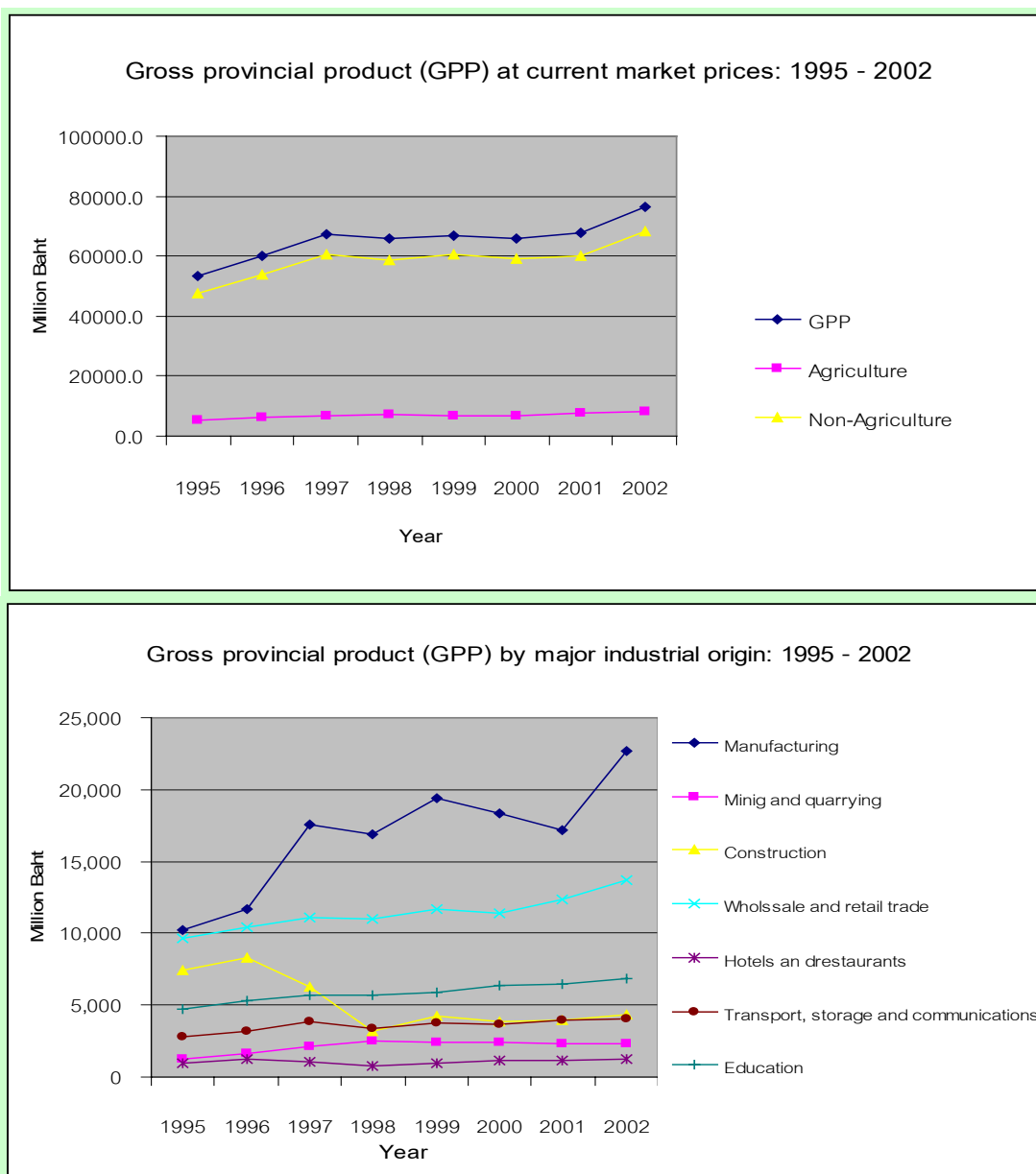


Figure 2: Gross provincial product (GPP) at current market price, 1995 - 2002

The economy of the province is highly dependant on the industry sector. According to the provincial statistical report, the non-agricultural sector accounts for 90% of gross provincial product (GPP). The manufacturing sector has grown rapidly in the last few years when compared with other major industrial sectors (see figure 3). In 2002, it produced almost 30% of GPP, and increased by 31% from the previous year. However, it is expected that when the second Thai-Lao Bridge in Mukdahan has been completed, making the link between Thailand, Lao PDR, and Vietnam more convenient., then the EWEC will play a vital role in the growth of the regions tourism sector, resulting in the growth and development of the tourism services sector including hotels and restaurants in those provinces along its route.

Overview of Khon Kaen City

Khon Kaen city was officially established in 1797. In 1935, Khon Kaen Municipality was founded with a city limit of 4.031 km² and was extended to 46 km² in 1971. Currently, the built up area of the city has extended beyond the municipal limit. The development of the city has been guided by a master plan¹ covering an area of approximately 228 km². The city has not only occupied the entire area of Khon Kaen Municipality but also has partially covered two other municipalities and 10 tambon administrations surrounding the city. Although having more than one local government administration within the city, Khon Kaen municipal administration is the main local government body, taking responsibility for providing fundamental infrastructure and public services to most of the city. According to the 7th National Economic and Social Development Plan (1992-1996), Khon Kaen was planned to be the central city of the region. Despite the changes of political and national policies, the city has been strengthened and continually developed over the years.

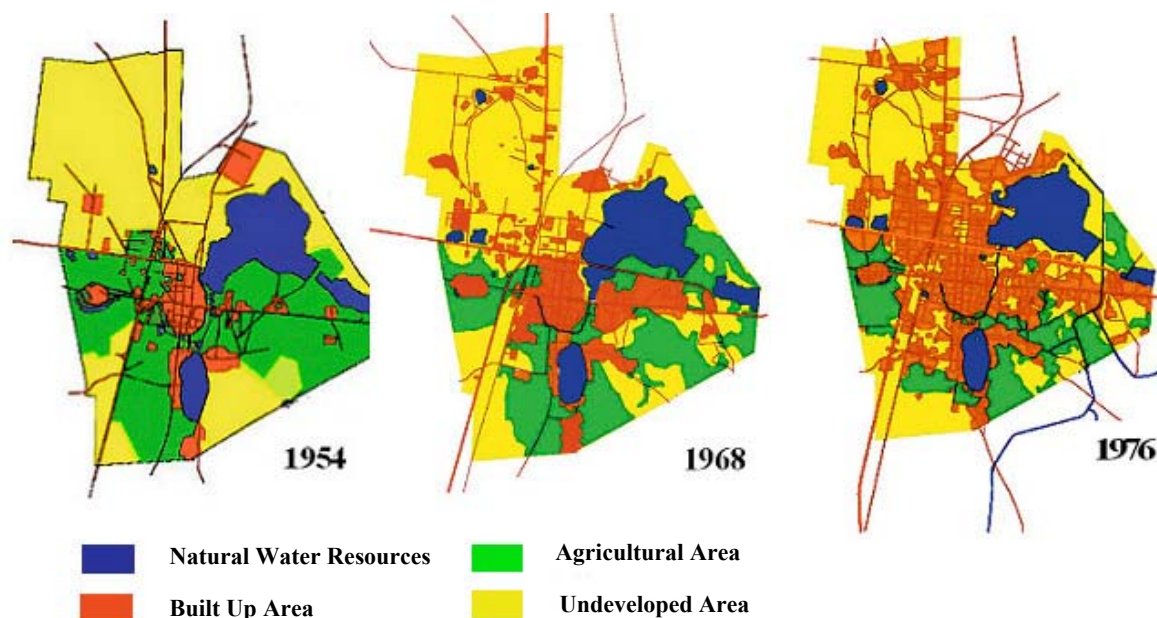


Figure 3: Urban development of Khon Kaen City during 1954 – 1976
Source: Hanpachoen, R. (2000).

According to the new government policy of decentralization in 1999, the municipality has authority to provide more public services for its residents. The political changes of administrative system of the country in accordance with the

change of social and economic structure are the fundamental for the driven force of city development. The center of the city was moved for many times during 200 years of the developing. However, the origins of modern Khon Kaen city, as we have known today, occurred in 1942 when the railroad track was built and linked the city to other parts of the country for the first time.

The mono-centric pattern of the city has characterized the land use structure in Khon Kaen. The whole city is divided into four quadrants by two major highways, Highway no.2, and no.12, passing through the city in north-south and east-west direction respectivelyⁱⁱ. The commercial and high-density residential area has concentrated in the inner city or in the downtown area, whereas the agricultural land and low density residential has been spread out around the outmost area of the city. The northwest quadrant is dominated by Khon Kaen University (KKU), airport, military base, and low-density residential area. The commercial area in this sections mostly located along Highway no. 12. In the southwest, most area is agricultural and low residential area. Also, there is one private university in the area and most commercial activities extend along Highway No.2.

The inner city is in the southeast and characterized by the grid pattern of street networks. This part of the city is identified as the downtown area with diversity of land uses such as commercial, educational, residential, and local government offices. Like all other inner city in most Asian cities, the commercial use is very dense along major streets in form of 3-4 stories commercial row houses. However, in case of Khon Kaen city, the areas behind these dense commercial uses are blind spots with very little connection to the street networks of the city. On the north side of downtown, the area is subjected to the government office district and low-density residential area. Prachasamosorn Rd., a part of east-west economic corridor, physically separates the district from the downtown. The suburbs outside the municipal limit especially on the east and west side of ring road mostly are rural, agricultural land, low-density residential area, and deserted land.

Urban Development and Consequences

During the last decade, especially after the economic crisis in 1997, although the city has experienced the lag of development, it continued to grow at slow pace and, finally, regain a momentum of urban growth once again in the last few years. Although the land use structure of the city has changed noticeably, the main characteristics of land use within the city remain high density of mixed uses between commercial and residential area. The commercial activities have increased mostly along the major highway resulting the ribbon development extended from the north to south along highway no.2. There are large-scale shopping and wholesale stores located very close to the heart of the city, mostly along highway no.2. These mega-stores somehow cause the weakening of local retails. To ease the problem of local business decline due to mega-stores development, the city planning department and Khon Kaen municipality have issued the regulation to limit the location for new mega-stores within 15 kilometers radius from the periphery of the master plan area.

The land use changes of the city during 2002 – 2005 has revealed the fast growing of residential land use in the southwest quadrant of the city. The built up area of Khon Kaen city has spilled over into adjacent districts and municipalities, somehow resulting the environmental concerns in these areacity has spilled over into adjacent districts and municipalities, which has resulted in environmental concerns for these areas.

Presently, after the completion of the highway upgrade between Khon Kaen city and Nong Rua, a small town to the west, new light industries have sprung up along highway no.12 (EWEC). The ribbon development has extended along the east-west corridor from Khon Kaen city through the adjacent built up area and on to Nong Rua and Chumpae (see figure 4). It is expected that this ribbon development may extend for more than 40 kilometers from Khon Kaen city to Nong Rua and Chumpae, and possibly may result in the urban sprawl of the future.

The area between Khon Kaen city and its neighboring towns in the west is a sparsely populated area and has been dominated by agricultural land. Prior to the

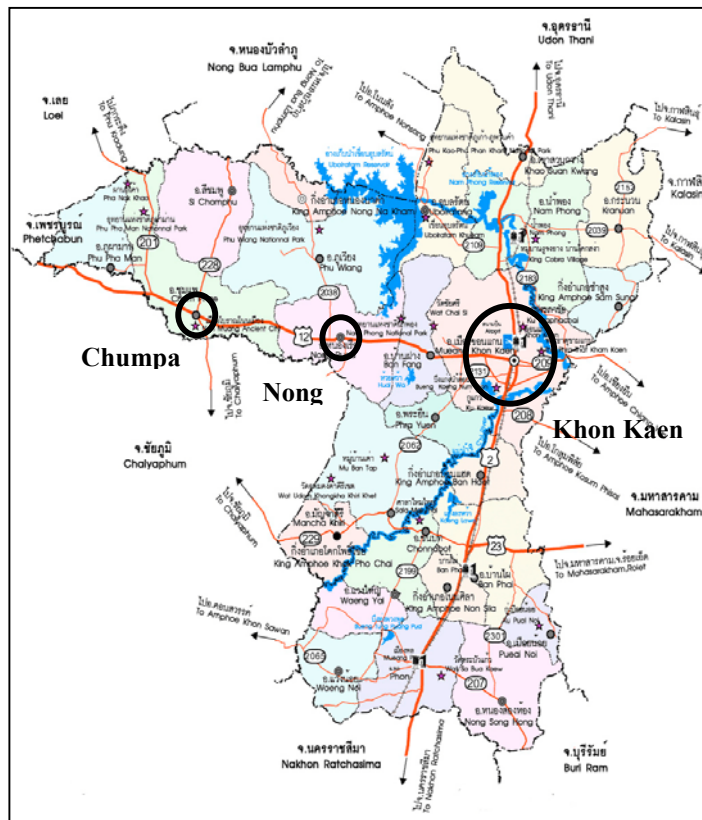


Figure 4: Khon Kaen City and neighbouring towns along EWEC

development of EWEC in northeast Thailand, town development in the remote area was very much determined by the impact of the streets and highway system linking them with other urban areas. The principal characteristic of dense settlement occurring along the highway is ribbon development of mixed-use building in the form of two-to four-storey houses. To accomplish the goal of the east west corridor, part of highway no.12 in Khon Kaen province was upgraded to a four-lane highway and became a part of EWEC project.

EWEC is categorized as a major highway connecting region to region across the country, thus it was designed to aid high speed traveling by vehicles with the lowest number of intersections as possible. Additionally, the ribbon development in these small towns has no land use plan to guide its development. As a result these towns are experiencing problems of fragmented and segregated space, inappropriate land use, and traffic accidents.

Khon Kaen Inland Container Depot (KICD)

The east-west corridor, though not yet completed, has affected the pattern of urban development of the city. To take the most advantage of EWEC and to comply with the national policy, Khon Kaen was proposed to be the transportation center for passengers and goods between the two main economic routes, EWEC and Highway No.2 linking Bangkok and Vientiane. The KICD project is a railway-based freight terminal that is intended to underpin Khon Kaen as the center for wholesale and retail trades and commodity distribution for the northeast of Thailand and for Indochina in the future. The city will act as an inland container depot with other functions such as a

truck-stop area, repair center for container-trucks, and a container manufacturing factory. The presence of KICD would allow the ease movement of commodities from northeast Thailand, especially the 12 provinces in the upper northeast, and Lao PDR to sea ports either in Vietnam or in Thailand. After the feasibility study of the KICD by KKU, a small suburban area named Tha Pra, located about 10 kilometers south of Khon Kaen city is the preferred location of the project. Though the assessment of the project determined no adverse impact on surrounding communities, the presence of regional facilities such as KICD will certainly bring changes to the urban development pattern of the city. Presently, there are many light industries, mega stores, and retail regional stores that have developed along highway no.2 between Khon Kaen city and Tha Pra, and the land price along the route within the city limit has slightly increased in the last few years.

Tha Pra is considered as the fringe settlement of Khon Kaen city. The railroad track passing through Tha Pra also passes through the inner city of Khon Kaen. At present only 8 daily trains connect Khon Kaen to the rest of the country. However, according to the study by KKU, after the completion of KICD, the capacity and volume of products transported by train at KICD is predicted to increase from 113,401 TEUⁱⁱⁱ in 2004 to 203,084 TEU, 363,692 TEU, and 651,318 TEU in 2014, 2024, and 2034 respectively. The adverse impact from the increase of trucks and

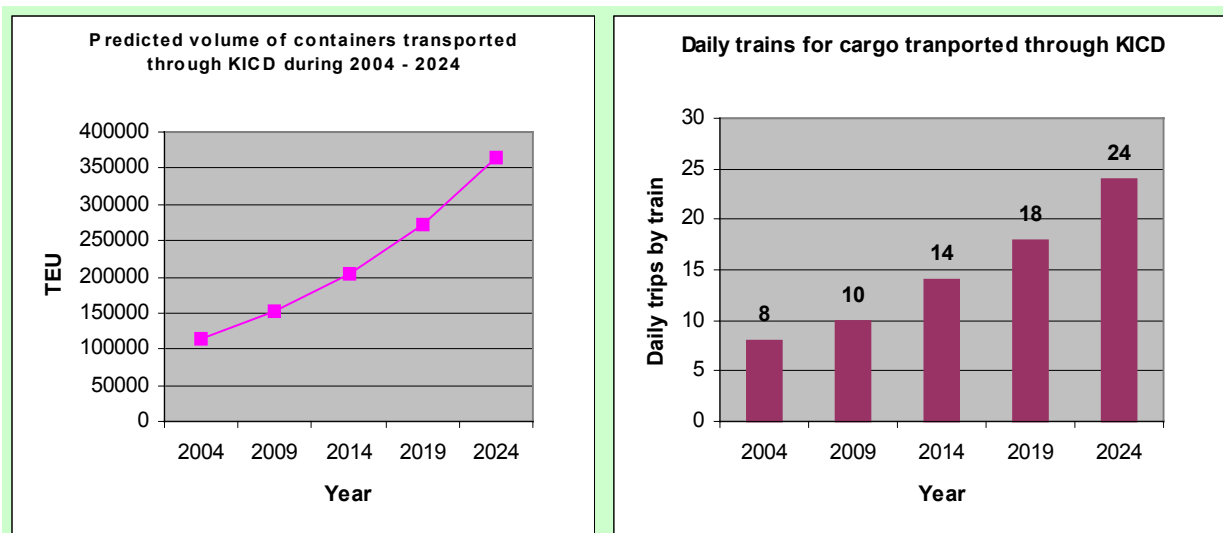


Figure 4: Predicted Carrying Capacity of KICD

Source: SIRDC, Final report of feasibility of KICD, 2005

trains passing through the city is inevitable.

Traffic condition

Because of the fast growth of the city after the period of economic crisis, traffic congestion has become a serious problem in the last few years. According to the record of registered vehicles for the year 2002, the most numerous vehicles in Khon Kaen city were motorcycles (72.8%). In 1998, the total vehicles in the city were 20,969 which increased to 25,284 in 2002 at a growth rate of 4.8% per year. From interviewing 2,497 households (SIRDC, 2004), 92.2% are vehicle-available households. Among these households, 84.6% owns bicycles and 46.1% owns private cars. According to the Traffic and Transport Plan for Khon Kaen (SIRDC, 2004), the number of trips per hour during morning rush hours has increased considerably. In 2002 and 2004, the numbers of trips per hour during morning rush hours are 12,958

and 13,366, and it is predicted to increase to 13,366, and 14,631 in 2007, and 2012 respectively.

Already, the city has experienced problems of heavy traffic by commuters across the city during the rush hours period. Traffic congestion has become a major problem in the city because of the rapid growth of vehicles within the city limit.

As shown in Table 1, the total number of new vehicle registered within the province from 1998 to 2002 has increased almost 19 %.

Table 1: Total number of registered vehicle in Khon Kaen city during 1998 -2002

Year	1998	1999	2000	2001	2002
Total number of new registered vehicle	20,969	19,175	22,423	23,544	24,977

Source: Provincial Statistic Office, 2002

The increase of vehicles in the city causes the intensifying of traffic congestion within the city limit, especially at weekends when a lot of people from neighboring areas come to the city to use its high-order services. Problems concerning the traffic are not only the congestion but also the impact on environment and quality of life as well. According to the study by the environmental research center at Khon Kaen University, more than 80% of the urban population agrees that the noise from vehicles is one of major nuisances in their community.

Due to its role as a regional center, Khon Kaen is a key junction of motorways and mass transportation. There are hundreds of long-distance buses departing and arriving at the city bus terminals. Other modes of transport include trains and airplanes. Nevertheless, the main mass transportation and the most affordable and convenient is traveling by small city bus. Unexpectedly, these small buses have caused traffic congestion in the city. These small city buses run not only within the city but also on routes between the city, the suburbs, and nearby districts. People who live in rural areas within 50 km have jobs in Khon Kaen city resulting in a vast number of daily commuters traveling between the suburbs and the city.

Although the transportation master plan for the city has recommended some measures to ease the traffic problem, Khon Kaen city has not yet implemented any concrete plans to manage the impact of a vast number of vehicles and trains passing through the heart of the city. Thus together with the development of EWEC and KICD and if nothing is done soon, the impact on traffic conditions in the city may be enormous and may cause the decline of trade within the city. Also, as the city has grown, the impact of its development on the urban environment and quality of life has increased.

Khon Kaen Municipality Plan

Khon Kaen municipality plays an essential role as the local administration providing city services and infrastructure. The scope of the municipality also includes the provision of social security (i.e., education, health care, food safety, woman and child welfare, senior citizen welfare, handicap welfare, job market service, pawnshop, etc.). According to the development plan of Khon Kaen municipality, the city aims to be a sustainable healthy city, a city with high quality of life and competitive economy. Its goal is to be a green city by the year of 2007. To develop a sustainable healthy city, the municipality has planned to accomplish the following strategies:

- Improve infrastructure (e.g., improve street network and drainage system)

- Increase green area to 15 m² per person
- Strengthen the civil society by supporting city council activities.
- Reduce urban poverty through short-course occupation training
- Conserve and maintain tradition, culture and indigenous knowledge
- Develop and promote the good governance and public participation

The municipal plan is considered and functioned as a short-term plan only. The issues of good governance and civil society have dominated its policies. From the yearly report, during 2001 – 2004 the municipality has conducted more than 180 public hearings. Though this number seems to be very small, it is considered a very important step towards good governance at local level in northeast Thailand. In terms of environment and quality of life, the proposed plan for recreation and the open space system are considered as the sole concrete policy to raise the livability of the city. According to the municipality's report for the year 2005, the city has total usable park area of 75.9 ha (including bodies of water), which is only 0.6 ha per 1,000 residents. The municipality aims to improve the proportion of green recreational space to 1.5 ha per 1,000 residents within the year 2007. As shown in Table 2, so far, the city has been able to increase urban park to almost 120 ha.

However, the municipal plan solely is not efficient enough to get the city ready for its new role as a transport hub or a logistic center in the near future. It has little to do with the city restructuring for the development at regional level. In addition, the present land use structure of the city is not planned and controlled directly by the local administration. The policies and strategies proposed by the municipality do not reveal the consequences for urban pattern and structure for the city in the long run.

During the last few years, Khon Kaen city and its suburbs have been developed rapidly. The impact on urban environment, traffic conditions, and land use structure is enormous, especially those districts in the vicinity of Khon Kaen city. These districts, though, have their own administration and are not able to cope with the fast growth of their communities. Their public services somewhat depend on the provision provided by Khon Kaen municipality. The situation becomes more problematical when each local administration attempts to urbanize their communities without considering the possibility of that development. Thus Khon Kaen municipality not only has to deal with limited ability in planning its own city but also the burden of problems due to urban sprawl in these adjacent districts.

To manage such a fast growing city as Khon Kaen, and to cope with the changes and transformation of the city in the near future the municipality must play a vital role as city manager. The city needs collaboration between the municipality and other local administrations in neighboring districts. The municipality may consider the restructuring of its own administration, especially emphasizing its new responsibility as a local planning unit responsible for the shaping of the city.

Conclusion

Historically, the city structure and urban form of Khon Kaen mostly depended on the presence of transport routes. The arrival of EWEC will certainly transform the city to a new stage. It is obvious that the city itself may not be ready for the changes. At present, though the impact of EWEC on the city may not be clearly identified, it is possible to anticipate its effects. The changes to the social and economic aspects have already initiated the growth of manufacturing, wholesale and retail trades in Khon Kaen province and this has led to the improvement of the regional street network.

EWEC and other related projects provide Khon Kaen city with the challenges for city planning in restructuring the urban forms and land use to cope with the foreseeable impact in the future. The city has become the regional hub connecting east and west, north and south. Requirements are made to improve both rail and street networks. EWEC will make it easier to travel across the country and cross border to the neighboring countries. The improvement of the transport connection has brought about the establishment of industries in Khon Kaen province. As the train-based KICD is on the way, soon distribution centers and transport-related facilities are expected to become established. The quality of life of people in Khon Kaen city is reduced due to the increase of traffic in the city as well as the unplanned ribbon development in neighboring towns. The recent policies and strategy proposed by the city may not be efficient enough to develop Khon Kaen city as a transport hub since they are limited to the physical aspects at local level only. Khon Kaen city is likely to have a new role as transit city that may require more supportive policies and a new outlook for urban planning.

References

- Asian development Bank (2005). *The Greater Mekong Sub region Beyond Borders: Regional Cooperation Strategy and Program Update, 2006-2008*. Philippines: Asian Development Bank
- Department of Plan and Policy Analysis (2005). *Three-Year Development Plan 2006-2008*. Draft final report prepared for Nakhon Khon Kaen Municipality. Khon Kaen: Nakhon Khon Kaen Municipality. (Thai)
- Hanpachoen, R. (2000). *The Potential of Public Open Space in the City of Khon Kaen*. Research report prepared for NRCT. Khon Kaen: Khon Kaen University Faculty of Architecture. (Thai)
- Khon Kaen Municipality (2003). *Development Plan for Khon Kaen Municipality*. Khon Kaen, Thailand. (Thai)
- Khon Kaen Municipality (2005). *Khon Kaen Municipality Guide Book*. Khon Kaen, Thailand. (Thai)
- Khon Kaen Province, (2005). *Khon Kaen Province Report 1994-2005*. Khon Kaen, Thailand. (Thai)
- National Economic and Social Development (2000). *50th Anniversary of National Economic and Social Development Office*. Nonthaburi, Thailand. (Thai)
- National Statistic Office (2004), *Yearly Statistic Report 2004*, Bangkok. (Thai)
- Sustainable Infrastructure Research and Development Center (2004). *Traffic and Transport Master Plan Study for Regional City: Khon Kaen*. Final report prepared for Office of Transport and Traffic Policy and Planning. Khon Kaen: Khon Kaen University, Faculty of Engineering. (Thai)
- Sustainable Infrastructure Research and Development Center (2004). *Inland Container Depot*. Final report prepared for Office of Transport and Traffic Policy and Planning. Khon Kaen: Khon Kaen University, Faculty of Engineering. (Thai)
- United Nations Development Programme. (2003). *Thailand Human Development Report 2003*. Bangkok: United Nations Development Program.

i Generally, the master plan of the city was prepared by Department of Town and Country Planning, Ministry of Interior. However, due to the policy of decentralization in 1999, the urban planning task has been transferred to local administrations such as municipality. However in case of Khon Kaen city, the municipality has not ready to prepare the urban planning and comprehensive plan.

ii Highway no.12 is a part of East West Economic Corridor.

iii TEU is the international standard measure of containers. 1TEU is equal to the space occupied by a standard 20-feet container.

Thai German Solar – Creating Employment in Isaan

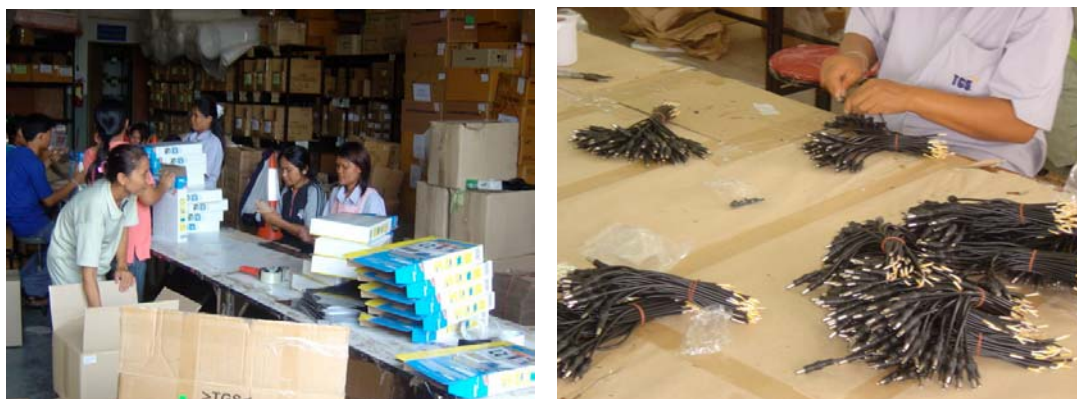
By Richard Gordon

When German Solar power expert Franz Roecker settled with his Thai wife in Khon Kaen he decided he would like to continue with his business interests and, as a consequence, also provide some much needed employment in the northeast of Thailand, the result was Thai-German Solar (TGS). It was initially envisaged that only one member of each local household would be employed by TGS in an effort to “spread” the benefit of regular employment across as many families as possible. This soon proved to be impractical and was abandoned. It is now company policy for good, conscientious workers to be invited to recommend friends or family for the new posts that become available at the site.

The company was founded in 1999 and its core business is the assembly of solar powered pumps and lighting for use around homes and gardens. From the start Franz decided that it would be quality and not price that would be the deciding factor in procuring the components including the solar panels that are the very heart of his business. With his considerable knowledge of the German solar industry he was able to source top quality units in the quantities he required to be delivered to his factory in Isaan, Northeast Thailand.

Now in its seventh year of operation, the factory employs up to 160 workers during its “high season” of production which falls during the northern hemisphere winter and continues on to June/July. The main product lines are fountains, lighting and ornamental garden items which are all powered by solar energy. These items are mostly retailed by the large “Home and Garden” centers in Britain and Europe where demand for these products is at its peak during the summer period. The high season for TGS manufacturing therefore falls during the winter months as the products have to be delivered and available in Europe in time for the summer. During the low season the workforce is reduced by as much as 30-40% but this figure is diminishing with the expansion of markets to the USA and Australia and the advent of cable TV and magazine promotion of TGS products. A huge advantage for TGS is that they are able to import the high value solar panels from Germany without incurring any tax penalties as the products are assembled and then exported from Thailand. Under the agreement no TGS products are available for sale within Thailand.

The period of lay off may appear on the face of it to be unfortunate for the employees concerned but this is far from the truth. Because most of the employees have land that they farm, the lay off period is welcomed as it falls at the busiest time of the year when the rice crop needs to be sown to take advantage of the fast approaching ‘rainy season’. This dovetailing of the two occupations makes TGS an even greater asset to the area providing income when other sources are not available and thus enabling family members to stay home rather than move to Bangkok or other cities in order to find employment. TGS can therefore be seen as a social as well as an economical benefactor to the area.



TGS offers its employees who qualify after a 3 months training and induction program a wage rate that is considerably in excess of the Thai minimum wage, plus the opportunity of regular overtime and a monthly bonus which in total will provide a take home pay of around double the average of the other ‘foreign’ employers in the area.

The employees who are laid off are always assured that there will be a job waiting for them when the new season is underway. They are happy with the situation that allows them the flexibility to continue farming whilst in the knowledge that they have a guaranteed income for the year. TGS is the only company in the area that provides this flexibility. The loyalty of its workers, (some have returned every year for 5 years or more) suggests that this method of operation is a sensible way to allow the farmers to maintain their livelihoods without being forced to become migrant workers.

The mix of male to female workers is in the region of 3-1 in favour of females. This is not a deliberate policy of TGS, it just happens that the majority of applicants for jobs are women, this is partly explained by the fact that the women will very often be looking after children at home whereas the male members of the family will be more likely to migrate in search of work.

As the business has developed and expanded some work has had to be moved away from the Khon Kaen factory, some processes now take place in Vietnam but it is not proposed to move the main production away from Isaan and indeed a new injection molding plant is currently being installed which will mean less outsourcing and provide more employment at the main factory.

Thai German Solar is an admirable company in many ways, it produces an environmentally friendly product in a factory that creates little or no pollution and provides work on a regular and seasonable basis for workers in one of the poorest areas of Thailand. With his “firm but fair” style of management, Franz Roecker has created a business that is viable, sustainable, and a valuable asset to Khon Kaen where a number of other jobs have been created and sustained at component suppliers.

The strategy of TGS is perhaps a blue print for others who would like to invest in the Northeast of Thailand rather than the more traditional industrial areas in the south of the country. The benefits to Isaan are not just financial, by providing regular income for families Franz has enabled them to stay together. In so many areas of Northeast Thailand children are raised by grandparents whilst their parents are away earning a living, it cannot be stressed too strongly that TGS provides not just economic but also real and tangible social benefits.

Guidelines for the revision of the land-use designation in the Bangkok land-use comprehensive plan (the first revised plan) : a case study of the eastern suburban area of Bangkok

Name: Sirivan Silapatcharanun

Chulalongkorn University, year 2544, thesis,

: http://thailis-db.car.chula.ac.th/CU_DC/september2004/thesis/Thin.pdf

The Bangkok Land-use Comprehensive Plan, (Ministerial Regulation No. 414) (1st Revision Plan), was enacted in 1999. According to the Town and Rural Planning Act, the Plan must be revised every five years in order to comply with the changing situation. Therefore, it is necessary to study and search for an appropriate land-use plan which concerns all related factors and projects which will impact on the land use of Bangkok. In addition, it is important to consider public opinions and suggestions, especially those from the landowners and stake-holders in the areas. Finally, the most appropriate Land-use Comprehensive Plan could be designed and enacted in order to solve existing urban problems and protect Bangkok from future problems. This thesis is applied research, which applied theories and concepts which relate to urban planning and analyzes the real situation. The case study is of the suburban area at the eastern side of Bangkok which covers 4 Districts; namely MinBuri, Khlong Samwa, Nong Chok, and Lat Krabang. These areas were designated as 'Conserved Agricultural Area' (Green-hatch Color) and 'Agricultural Area' (Green Color), which was called the "Green Belt" of Bangkok. In fact, the geographical features of these areas are suitable for agricultural activities rather than an urban settlement and development. However, it was because of the construction of some main roads and infrastructure projects in the area, which were to play a role as the positive or pull factors for the development, therefore an urban settlement and development has been expanded along those main roads. Result to the comparative of the land-use explanation in 1974-2000, in the past there were urban settlements along major canals and later they changed to be ribbon developments along major roads. The Bangkok population was dramatically increased during the last three decades, which has resulted in the invasion of urban land-use from the inner city to suburban agricultural areas of Bangkok. In addition, there are a large number of development projects and plans in these areas and the neighbours which have impacted on the land-use changes. Therefore, these constructions will play roles as the positive factors and high potential for land-use development in the Green Belt of Bangkok. In order to understand the existing implementation of the Bangkok Comprehensive Plan and Regulation, it was necessary to review public opinion records and the number of building constructions in the Green Belt. Some local people have applied to change the land-use designations in this area that will result in increasing numbers and types of building that could be built in the green areas. Results from the study were synthesized, analyzed and integrated into all relating data and information at all levels of the case study. The study areas were analyzed by sieve analysis technique in order to search for the

potential areas for major urban land-uses, such as residential, commercial and industrial areas. Finally, the appropriate land-use plan for the case study area was designed, as part of the Bangkok Comprehensive Plan. In addition, the regulations and mechanisms including the guidelines and development projects for this area are suggested. The results of study can be used in order to revise the Bangkok Land-use Comprehensive Plan by the relating authority.

Factors contributing to floods in Bangkok

Name: Srisaarkt Tankprasert

Chulalongkorn University, year 2005, Thesis

: [http://thailis-db.car.chula.ac.th/CU_DC/April2005/Research/Srisard\(flo\).pdf](http://thailis-db.car.chula.ac.th/CU_DC/April2005/Research/Srisard(flo).pdf)

This research is composed of 4 parts: the analysis of factors contributing to floods in Bangkok and the lower plain, the analysis of the capacity of the proposed Maharaj detention basin, socio-economic assessment of the impacts of flood storage and land use management in reduction of economic loss in the detention basin. Flooding in the lower plain is the result of the hydrology and geomorphology of the Chao Phraya basin and land uses. The main problem is the coincidence of the arrival of the floods from the upper basin and the timing of the depression storms in the lower plain. At present, construction of dykes along the Chao Phraya river in order to protect its vast agricultural land is one of the causes of the increase in the size of floods from the upper basin. The huge masses of water cannot drain into the sea during high tide and thus they occupy the available space. The potential for losses either in agricultural areas or in urban areas increases rapidly. Maharaj basin is an elongated lowland on the eastern bank of the Chao Phraya, with about 382,000 acres of agricultural land. This area has been used for emergency flood diversion through the Chainat Dam's spillway. The height of the existing flood dykes gives the Maharaj basin a storage capacity of about 4400 mcm enough to contain a flood mass of 3700 mcm-a flood level that occurs approximately once in every 25 years. Flood storage would not have impact on urban areas in the Maharaj area, because these are mostly located outside the flood dykes. Within the basin, houses are found in high areas and about 70% to 90% have floors at a height of at least 2 meters above the ground. The way of life in this area shows a good adjustment to consistent flooding. The basin residents are aware of serious flood losses incurred in Bangkok. Most do not object to the idea of flood detention, *if sufficient compensation is provided*. The storage of 25-year flood masses may damage wet-season rice worth about one billion baht. Beginning the wet-season rice growing period one month earlier is suggested as a way of preventing this loss.

An application of GIS for the Layout of Comprehensive Plan: A case study of Banphai District, Khon Kaen Province.

Name: Chiawut Uengsathitthawon..

Khon Kaen University. Year 2004 Thesis
[ISBN 974-659-207-6],

With the advent of new technology, city planning can be performed using GIS with the objective of developing a computer program for special decision support systems. The integration and components of the variables were studied and reviewed. The study area, Ban Phai District Khon Kaen province, covers an area of about 52.03 square kilometers. The variable components to be considered in the planning process include mainly land use, property use communications, transportation, public utilities, public services, environment population density, floor area ratio and building coverage, of which population density, floor area ratio and building coverage were the main issues to be used in the development of the program. Development of the computer program was performed using "Avenue Language" which was used to customize ArcView GIS. The methodology consists of three main tasks: 1) establishment of administrative boundaries, comprehensive urban plan boundaries, land use, building coverage, transportation network, electricity network, elevation contour and conservation area. 2) Development of the computer program to create the population density, floor area ratio and building coverage. 3) Application of the program developed. The result indicates that the decision support system include the thematic layers essential for the comprehensive planning and the program compatibility in creating the variable components. In addition, the reliability procedure of the program was evaluated.

Summer School Letter

Earthquake in Yogyakarta

27.05.2006

Dear summerschool friends,

today we received the horrible news that there has been an earthquake in Yogyakarta. The number of dead and injured people are increasing every hour.

Dear friends in Yogya, we know words are nothing but be assured our thoughts and feelings are with you.

Christine

28.05.2006

Dear all, especially our Indonesian friends and colleagues,

I just returned home from a field excursion and received the devastating news of the earthquake near Yogyakarta. And I, too, can only hope that nobody of our friends and their wider families was hurt, that the already severe sorrow, affliction and pain among the Indonesian families in the region will not further grow with this unbearable pace and that there will be enough help and support from friends and other people who are with you from nearby, national and worldwide.

I commiserate with and send deep feelings of sympathy to you.

All best wishes and regards!

Frauke Kraas

Dear all,

We had national holiday on 25-26 May. All people happy to have a long week end, may be they plan to do something special or something extraordinary party. Since a month ago all people in Yogyakarta prepare for the explosion of Merapi Mountain which show signs to explode. But, God have his own plan ! Saturday morning at 5.57 AM devastating earthquake has hit the region. For us it is a kind of attack from the back which we have never anticipated at all. Now one realised that it is not form the volcano mountain, it is tectonic earthquake. Till now more than 3000 has died who are many of them baby, kids and elderly people and many more were injured. Most of the victims come from the southern part of the region, District of Bantul. Many victims also come from the District of Klaten, the province of Central Java.

On sunday I made a trip to Klaten in which most of my relatives live to find out their condition. We did not have any contact soon after the erathquake because the communication was broken down. I am happy becauce they save eventhough their property was deavastated.

To day everything is normal again. Soem of my staffs are not working yet especially those who live in Bantul. But I am sure the situation will be fine soon. So you don't have to worry about the next conference. I will wellcome you !

Thank you very much for all attention !

all the best

Sukamdi

My self, Umi, Joko, Hartono, Rini who live in Sleman Regency, nothern part of Yogyakarta are all save. I met them already. I have not heard from Roni yet. He stay in the city. I will try to call him as soon as possible.

Dear all.

My thoughts are with our Indonesian friends. Each and every one of their faces come to my mind - Umi, Joko, Hero, Sukamdi, Rini, Hartono,Roni, Baharuddin... (Adi too). I hope they are safe and have not suffered any loses.

Boon-Thong

Dear all

friends and a colleagues from our summer school event. I hope the all of you and all your relatives, close friends and university colleagues are not became victims or suffered anyhow of the terrible earthquake this weekend in Java. All my best wishes are with you and your relatives.

Jan-Peter

2nd Newsletter

Dear friends of the Philippine-Group

(Ms. Imelda Barrios Baleta, Ms. Imma Rae Gatuslao, Mr Horacio Factura, Dr.Robert Holmer, and Dr. Anselmo Mercado)

I could not find another better words than CONGRATULATIONS for the second Newsletter!! It was a really well done and a great job that all of you carried out! No doubt you prepared the Newsletter with lot of efforts and much joy. For me both articles, news and "entertainment" parts are really informative and amusing. Thank you very much indeed!

As you mentioned in the "Editorial" I also look very forward to the third Newsletter in June!

PS. The more I read about Cagayan de Oro City with her allotment gardens and the ecosan toilet, the more I am curious to "meet" her personally. Well, I wish that one day I can visit her. Since I visited Cologne, I have fallen in love with her. Who knows with the Cagayan de Oro City as well...?

I wish you all the best,

(Adi)yanti Sutandyo-Buchholz

Boy,

That is certainly an excellent newsletter. Now Sekson has a tough job to match the standard! All the best Sekson!

Boon

Thank you my dear GREAT friend from the GREAT University of Malaya. It's certainly GREAT to hear from you and to get those GREAT (you said excellent) newsletter that we from the GREAT Philippine group put out. We just wanted to keep our GREAT network and partnership going. We stared GREAT and we want to keep it up. I know Sekson will do a GREATER job. It's always that standard of "MAJIS" (to be the best that one can be, "to reach for the stars", to "aim high and hit high"). Let's keep in touch!. Take care my friend and don't work too hard. "All work and no play makes one a dull boy" (right professor?).

BoyM

4th Newsletter

27.04.2006

Dear colleagues,

I am very happy to know that Prof. Sekson is organizing the 3th newsletter. Neighboring country like Cambodia should turn up this opportunity, I think it is my turn. I will be responsible for the 4th newsletter which is issued in September this year. Looking forward to receiving your article soon.

Best, Sithan

Dear Sithan, friends and colleagues

First of all I would like to thank the Cambodian-team so much for their willingness to prepare the 4th Newsletter. It is my great pleasure, dear Sithan, that on behalf of Cambodia, you answered my "nasty question" (see e-mail of 25 April) very fast and with a positive feedback as well! Is there any topic already for the 4th Newsletter?

Know I am not only looking forward to get the 3rd Newsletter in June, but also the 4th one from Cambodia in September!!

Well, well... I am thinking, whether I should roll further my "nasty question" about which country is eager to take care of the 5th Newsletter to be issued in December.

The countries having the chance to anchor the 5th. One (in alphabetical order):

Germany, Malaysia, Vietnam.

What do you think dear friends and colleagues?

Let us think about it! And, please contribute your articles, news, etc. for the 3rd. and 4th. Newsletter.

Warm regards,

(Adi)yanti Sutandyo-Buchholz

SS publication and Seminar at Yogyakarta

23.04.2006

Dear friends and colleagues,

I hope everyone of you is doing well and the first months of the year has been good and fruitful for you and your work.

A few weeks before we sent you the Summerschool publication and the CD. Did everyone of you receive it? Please send us a short confirmation note.

Today I have two important messages for you.

As you all know, in order to get funding for our future networking we planned to send a proposal for a three years networking with at least two meetings per year to the DAAD.

Unfortunately the DAAD had cancelled the 15th of April- deadline that they announced before. This year there will only be one official deadline: the 15th of October. And since the "proposal check" takes time, it means that the regular funding will not start before 2007.

I guess that all of you agree that it would be important for the future of our net to meet earlier as 2007. Therefore I contacted the DAAD once more and I am very happy to inform you that I have got the opportunity to explain the DAAD that it would be really very important for us to meet already this year in order to start with the concrete networking and last but not least to discuss the big proposal for October.

I told them that we will try to keep this pre-meeting as cheap as possible and I asked them in case if everybody of us is willing to support this meeting as much as he/she can- if it would be possible to get a small additional budget by the DAAD.

And even if they can not promise anything (it is not yet clear if there will be any additional money left this year) they understood that it would be really good for the future networking to have a second meeting this year. We have sent them a detailed report of the Summerschool, the book and the CD and since they are very impressed of our team they offered us to send a short additional proposal for 2006 (beside the big proposal for three years networking 2007-2010). But it should be there as soon as possible. Until the end of April(!). And if there is any opportunity they will try to support us as much as they can!

In order to elaborate this proposal (until end of April!) I urgently need some information, help and confirmation from your side:

1. Proposal

First of all I need to know if you are still interested to meet in 2006 and if you want me to send a proposal for low-budget meeting.

2. Budget

Would there be any chance for you to get some extra money from your organisation for flights or accommodation?

3. Date

Due to several organisational reasons it would be good to have the seminar in August or September. It should last 5-7 days. Which date would be the best for you?

4. Ideas for a Seminar in Asia

To minimize the costs this meeting should be in Asia. Please send us ideas, expectations and suggestions for the meeting and the schedule.

I would like to ask the Yogyakarta participants if it would be eventually possible for them to host a meeting at their faculty.

I am willing to set up the proposal together with you and I hope that by the cooperation of all of us we can realise the meeting for this year! I am looking very much forward to it!

Waiting for your reply, I am open for any suggestion and ideas! Warm regards to all of you! Christine

Christine Knie

Dear friends and colleagues

First of all I have received the Summer School publication and the CD for several weeks ago. I enjoy reading both of them. Thank you so much once again, dear Christine! I hope you, friends and colleagues, also got them already and enjoyed it as well. What a great job Christine did as an editor and her effort to prepare the CD. Some of you who already wrote, edited or published a book know better, how much time, energy and fund one needs to do this kind of work. Amazing for me personally that Christine did it in the middle of her doctoral degree which also demand much time and energy.

More important in my opinion, she did not do this effort for her own profit. On the contrary she accomplished the publication and the CD to our benefit indeed! And... Christine's work is not for nothing at all. Now, beside the nice memory of the Summer School 2005 that we can enjoy from the CD, we have the scientific publication with ISBN-No. as well. Furthermore DAAD got a very good impression of both the report, the publication and the CD that Christine prepared. The implication, DAAD still pays any attention to our networking. Yet to convince the DAAD and to get a fund from them, all of us should work hard! It is not just the work and the responsibility of Christine alone!

Now to answer Christine's questions:

the Proposal for "low-budget" meeting: I am interested to meet in this year for preparing a "three-year-big-proposal" (2007-2010).

the Budget: If the meeting should take place inside Southeast Asia maybe each country can get a cheap flight through making a seat reservation earlier. Is it possible if there is a "colaborating fund" of some universities and/or institutions' participants in each country, so that each country can finance itself as much as possible? Please remember that DAAD can not promise us anything yet.

the Date: It depends on in which country the meeting will take place and the readiness of this country to prepare it. But please to note that we need some time between post meeting and writing the result down as a final proposal.

Ideas: There was a discussion among the Indonesian-team about a proposed topic for the next summer school. Otherwise there was also a suggested topic from the discussion in PUDSEA-Meeting in Cambodia in the last March.

The topics are:

- a) Decentralisation in developing countries (and its effect on empowering government and society in local level),
- b) Strengthening urban peri urban linkages. Of course we need to discuss all of the proposed topics. A topic selected must answer the interest and the need of all participant countries.

Related to the No.4 - Some questions and ideas for our networking:

Should we need to determine a certain framework of the networking? For example a networking orientated to development of urban and peri-urban in Southeast/Asia (?).

Substances of our networking should not only consist of seminars, workshops and excursions but also

- 1) cooperation activities among universities, i.e. exchange lecturers in interdisciplinary knowledges,
- 2) concrete projects between universities - (local) governments - communities either in urban or periurban areas, i.e. allotment garden projects in the Philippines,
- 3) difference backgrounds of the participants beside the academics and the local administrators, i.e. local communities, NGOs, or if it is necessary private sectors as well.

I did not quite understand about the sentence "... in order to get funding ... with at least two meetings per year to the DAAD...". Why two meetings annually? I am also looking forward to get feedbacks from all of you.

Warm regards
(Adi)yanti

Dear colleagues,

thank you very much for your immediate answers.
 All responses about our short proposal concerning a "seminar-meeting" this year - that I received by now - has been positive.

Until today I have got answers from:

Philippines (Dr. Boy and Ms. Imelda),
 Indonesia (Mr. Sukamdi, Dr. Adiyanti),
 Thailand (Dr. Sekson),
 Malaysia (Dr. Lee),
 Cambodia (Mr. Sithan)
 Vietnam (not yet)

Especially I like to thank the Indonesians for their hospitality and their great offer to provide the accommodation for this first "follow up" seminar. Special thanks to Adi and Pak Sukamdi for their efforts, enthusiasm and support.

Today I informed Mr. Etzold from the DAAD about the progress of the discussion and informed him, that we will definitely send the proposal for an "International Seminar" until end of next week.

****Flight Prices****

In order to make the financial planning it would be good that everyone from outside Indonesia send us a short information about the flight prices of your country to Jakarta. I hope that we can arrange cheap flights from Jakarta to Yogyakarta, directly in Indonesia with a ticket- deposit at the airport in Jakarta.

****Participants****

Concerning the number of participants - I hope that, -approximately- the flights for 3 persons from every partner country can be born by the DAAD. By that we will have the chance to invite 18-20 persons from outside Indonesia.

It would be good to have different participating experts from university, organisations/institutions and communities - local (Indonesian) as well as experts from the partner countries.

****Date****

Dear Indonesians, what is the preferable date of the local organisers?

****Draft Proposal****

Topics/Special foci

Suggestions from Indonesian side

a) Decentralisation in developing countries (and its effect on empowering government and society in local level)

b) Strengthening urban peri urban linkages.

Any additional ideas, suggestions from your side?

Until the weekend I will collect contributions and work out a draft proposal by the help of Sukamdi and Adi. Every contribution is warmly welcome. On Sunday evening I would like to send the draft version for discussion to the group.

For your information - attached you will find the DAAD "Information sheet 2006".

Best regards, Christine

Dear all Colleagues,

Some provinces in Cambodia are not yet finished to celebrate New Year (Happy Khmer New Year). I am very happy to hear good news from you even it is not 100% yet. I hope we can develop the news proposal/news network together to enhance our cooperation in the future.

I am interested to meet you all again, in this year, and if possible, I want to get a copy of a proposal for low-budget as well. Please send me a copy! As you know, Cambodia is a very poor country in the world, including my institution. I can say there is no chance to get support extra budget from my institution. Maybe I can look for other sources to get through to the meeting.

For me, the best is at the last week of September 2006. I prefer especially in the SEA countries, which presented in Summer School last year, if possible.

Warm Regards,

Sithan (Cambodia)

Dear Christine:

This is such good news and coming from you at Easter time! Happy Easter!

Thank you for the copies of our publication and the CD given through

Robert Holmer. Well done and very nicely printed. Congratulations to you as the editor par excellence.

Regarding the proposals, I agree our group should have one meeting this year. For me, September will be a good month. By all means, please submit the short proposal to DAAD. As for contribution to travel costs and accommodation (should it be in Jogya), I am sorry but our organization does not have the funds for the travel and related expenses. SEARSOLIN has been on its own now since MISEREOR has phased out completely last year. As for the long term proposal for 2007 and beyond, perhaps we can get a copy of the proposal by the time we meet in Jogya and we can finalize it there before the deadline on October 15.

I just sent out the Second Newsletter today. I hope you were able to get it and successfully download it. I am not sure where her everyone will get it and download it because the email I sent to some of our partners bounced back to me.

This is all for now. Cheers and best wishes.

BoyM

On April 25, 2006

Dear Christine:

Thank you for all the planning and advanced ideas you have shared with us on the possible 2nd Meeting of the SS 2006 in Jogja this year. It would be nice to be there and meet the group again, but, please if the budget is limited for participants, count me out and give priorities to those who are focusing on Urban-Periurban Development. In XU, we have the group of Dr Holmer and of the course the City government representative and Imelda in Manila. Don't worry about me and SEARSOLIN, I fully understand the situation. I can still keep in touch and in spirit I will be there. Just let me know its development so that in whatever way I can contribute something I would be happy to.

All the best! Cheers.

BoyM

No Boy, No fun

Oh ! 3 old men group

sawatdee

sekson

No boy, No fun! That's it - definitely! Thank you, Dr.Sekson!

ok 😊 have a nice week and best regards

Christine

Dear amigos, my three-beloved-professors!

Boy, I am right, aren't I? At least Christine and Sekson have the same opinion as mine! No way out! No Boy, no fun! YESS!!! It is indeed!!

So... it is so pity, that we push you to attendance the next meeting! 😊

Thank you Sekson! You are really a good motivater! The three-"old"-charming guys must be at the meeting!

Dear Lee, please... say, I mean, write something! We also need your support to convince Boy!

See you soon in my beautiful country with many beautiful charming eyes! I guarantee you this! 😊

Dear Boy, Lee and Sekson! I reiterate what Christine wrote and warn you expressly: NONE OF YOU STAYS AT HOME DURING OUR MEETING IN JOGJAKARTA!!!

Dear Dr. Boy, dear colleagues and friends,

yea, let us move on! thank you Dr. Boy for the wonderful poem!

We have got a positive response of every participant

Nobody wants to stay at home 😊

and today we sent the proposal to the DAAD (see attachment) asking for financial support for EVERY Asian colleague who joined the summerschool 2005.

The Indonesian partners will also ask for support by the Gadjah Mada University.

The DAAD told us, we will get the response in June.

All the best to all of you, I am really happy with our wonderful team! Dr. Boy would say: let's meet again and change the world!

See you, Christine

TIPS FOR SENIORS

1. Put on your glasses. Double check that your partner is actually in bed with you.
2. Set timer for 3 minutes, in case you doze off in the middle.
3. Set the mood with lighting. Turn them ALL OFF!
4. Make sure you put 911 on your speed dial before you begin.
5. Write partner's name on your hand in case you can't remember it.
6. Keep extra polygrip close by so your teeth don't end up under the bed or between the thighs.
7. Have Tylenol ready in case you actually complete the act.
8. Make all the noise you want. The neighbors are deaf too.
9. If it works, call everyone you know with the good news.
10. Don't even think about trying it twice.

BoyM