

## The Project Partners

### ■ ASEAN Secretariat and AWGESC

The ASEAN Member States of the Association are Brunei Darussalam, Cambodia, Indonesia, Lao P.D.R, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam. In 2003, the ASEAN Senior Officials on the Environment (ASOEN) established the ASEAN Working Group on Environmentally Sustainable Cities (AWGESC). Its aim is to share experiences, develop strategies and action plans to drive the ASEAN Initiative on Environmentally Sustainable Cities (AIESC).

### ■ GIZ

Established on 1 January 2011, the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH brings together the expertise of the Deutscher Entwicklungsdienst (DED) gGmbH (German Development Service), the Deutsche Gesellschaft für Technische Zusammenarbeit (GTZ) GmbH (German Technical Cooperation) and InWent – Capacity Building International, Germany. As a federally owned organisation, GIZ supports the German Government in achieving its objectives in the field of international cooperation for sustainable development. GIZ is also engaged in international education work. It operates in more than 130 countries and employs approximately 17,000 staff members worldwide. Most of GIZ's activities are commissioned by the German Federal Ministry for Economic Cooperation and Development (BMZ). GIZ also works for other clients such as other German federal ministries, federal states and municipalities, Governments of other countries as well as public and private sector clients both in Germany and abroad.

### ■ Other important partners:

- National and international city associations
- National implementation agencies
- Clean Air Initiative for Asian Cities
- Cities' Alliance of World Bank
- City Development Initiative for Asia
- World Bank, Kreditanstalt für Wiederaufbau (KfW), European Union and other donors.

## Input

The German Government provides international and regional long-term personnel, national/local experts for the management of clean air plans, international, regional and local short-term experts and funds to organise local, national and regional workshops as well as trainings for the dissemination of experiences.

The ASEAN Secretariat facilitates the coordination and implementation of the project, takes active part in the Steering Committee and further support the AWGESC and its Chairperson in promoting sustainable urban development in the ASEAN Region.

National and city governments provide sufficient counterpart personnel to set-up and implement clean air plans in the participating cities, provide funds as agreed in the Clean Air Plans and contribute on a cost-sharing basis to the project implementation. The national level, in particular, supports the cities in facilitating the implementation of plans, through legislation and provision of budget.

commissioned by



Federal Ministry  
for Economic Cooperation  
and Development

### Contact for further information:

#### Mr. Roland Haas

Project Director

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

Telephone: +66 (2) 298 2020

E-mail: [roland.haas@giz.de](mailto:roland.haas@giz.de)

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

## ASEAN-German Technical Cooperation



# giz

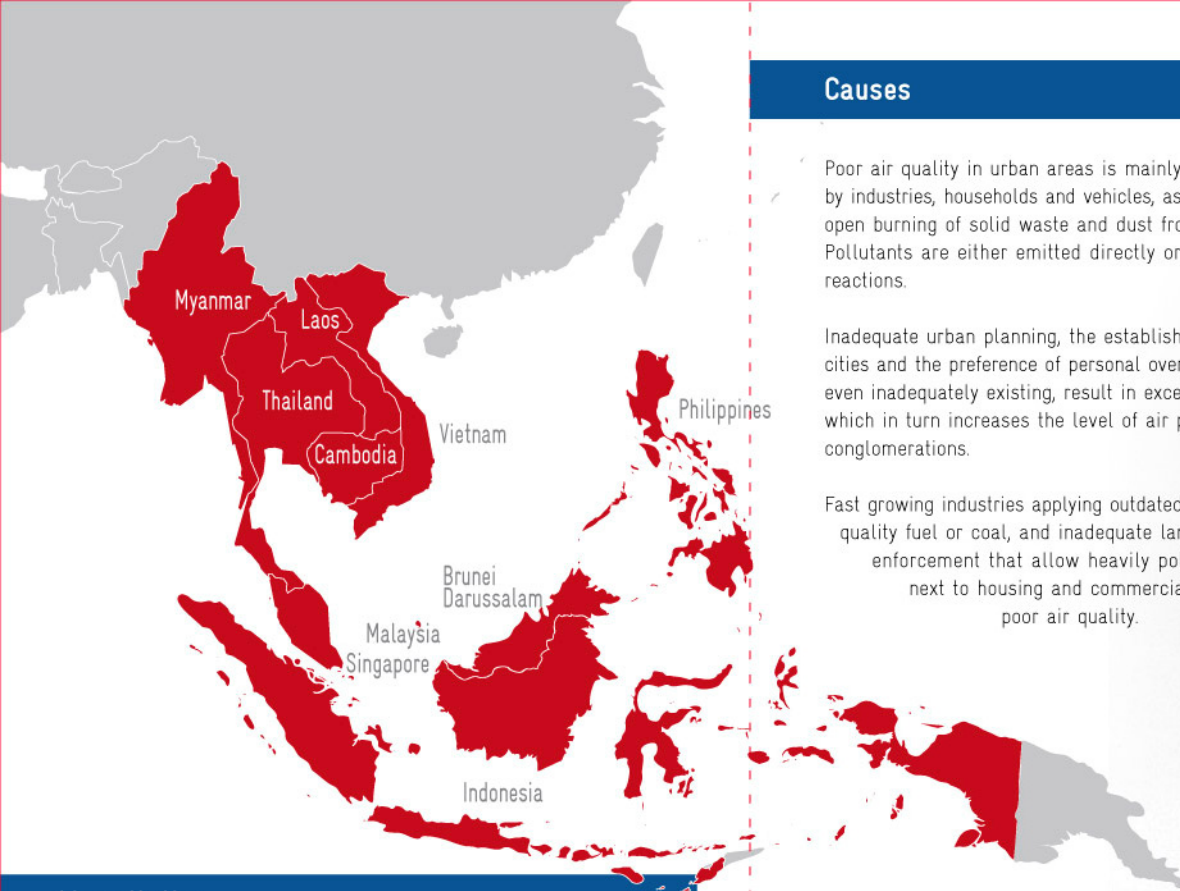


## Clean Air for Smaller Cities in the ASEAN Region

The issue & project in brief



Printed on Recycled Paper with Soy Ink



## Air pollution

Clean air is a prerequisite for a good quality of life. In many cities of the world, however, inhabitants and visitors should be reminded with warning signs:

Air pollution levels in many urban areas worldwide attain concentrations that provoke a wide range of negative health effects such as lung and heart malfunction, bronchitis or asthma as well as an increased risk of cancer. Bad air also adversely affects animals, plants and soil and damages buildings and other infrastructure.



**This programme takes care of some of the major problems of smaller cities!**

## Causes

Poor air quality in urban areas is mainly caused by fuel combustion by industries, households and vehicles, as well as through forest fires, open burning of solid waste and dust from various sources. Pollutants are either emitted directly or are the result of chemical reactions.

Inadequate urban planning, the establishment of far flung satellite cities and the preference of personal over public transport, frequently even inadequately existing, result in excessive motor vehicle mileage which in turn increases the level of air pollution in urban conglomerations.

Fast growing industries applying outdated technology, the use of poor quality fuel or coal, and inadequate land-use planning and enforcement that allow heavily polluting factories to co-exist next to housing and commercial areas also contribute to poor air quality.

## Challenge

If air pollution combat takes place at all, it is in metropolitan areas. Smaller cities are rarely considered. Although, they play a vital role in a country's development, they are rather neglected in development planning as well as by national and international funding. They may suffer from extensive environmental degradation, the extent of which is often not even known.

Smaller cities lack the capacity to generate adequate local revenue and often have weak capabilities for utilising available resources to address the air pollution challenge. Strong and effective administrative structures are rare.

This technical cooperation programme therefore explicitly aims at smaller cities with a population between 150,000 – 1.5 million.

## Objective and output

The overall programme objective is to empower smaller cities to develop and implement "Clean Air Plans" with the participation of civil society and the private sector.

In its initial phase, up to twelve cities are to be supported in the development and implementation of Clean Air Plans. Advisory services for baseline condition assessments and for mobilising financial assistance through Development Banks and other donors are also to be provided.

## Co-benefits

Measures towards better air quality not just improve living conditions but also contribute to climate change mitigation. For example, lower fuel consumption through less driving and better maintained engines and boilers, achieved through actions to address air pollution, also reduce greenhouse gas emissions.

Substantial funds aimed at reducing greenhouse gas emissions are expected to be mobilised from various sources through project activities.

## Approach

National workshops are held in the Member States of Association of Southeast Asian Nations (ASEAN) that are participating in the programme: Cambodia, Indonesia, Lao P.D.R, Malaysia, Philippines, Thailand and Viet Nam. The aim is to increase awareness of clean air issues. One to two cities are selected in each country in close co-operation with national partners. These cities receive support in detailed planning and implementation towards cleaner air.

As far as possible, civil society, private sectors and other stakeholders are involved in the development and execution of clean air measures. This helps in creating public awareness and triggers the motivation of the public to support these measures.

Training for public and private sector personnel as well as for NGO's will be organised at regional, national and local levels. A standardised modular training programme is developed by a team of international and national professionals.

Wherever necessary, national level agencies are involved to support cities with the relevant legal and institutional framework.

To foster knowledge exchange, international conferences at ASEAN level are organised, preferably back-to-back with other events.