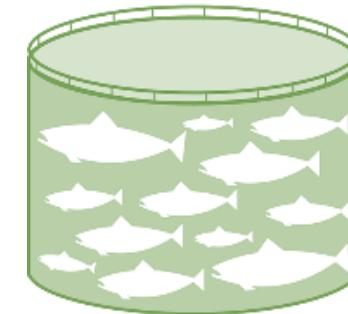
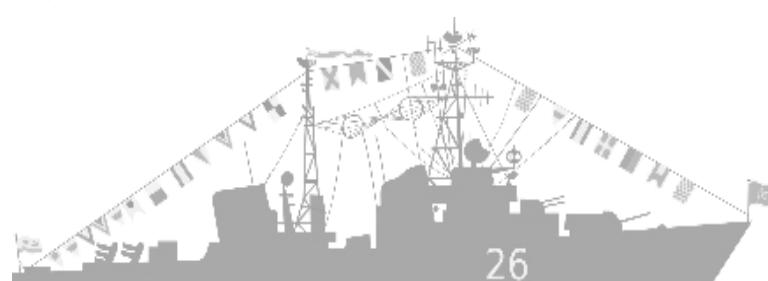


A STUDY REPORT
on
Implications of Blue Economy in Thailand



RESEARCH TEAM
GANDIMATHI, JESU RETHINAM, JONES SPARTEGUS & SRIDHAR RAO



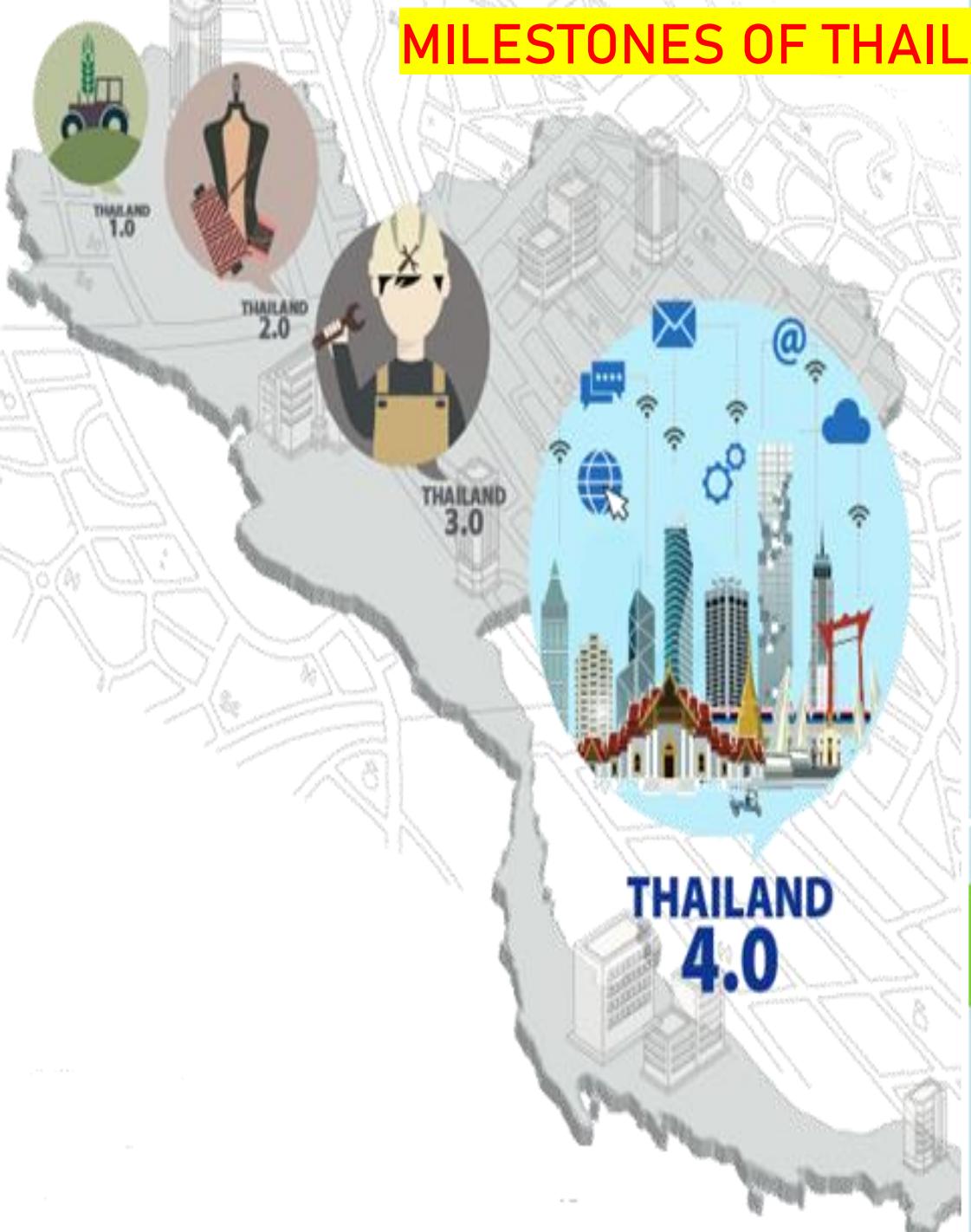
What is Blue Economy in Thailand

The Ecosystems of the Ocean and Coast to be opened up by coastal nations to private investors in sustainable way through ecosystem integrity to fulfil food security, decent livelihoods and economic growth.

Our Assumptions

- ❖ **Ecological Externalities** such as Loss of Biodiversity as an inevitable consequence of exploitation of coastal and marine resources.
- ❖ **Exclusion of Marine and Coastal Communities** from their habitats, governance and User Rights on Marine and Coastal Commons, and resulting in loss of livelihoods by allowing oceans and coasts as open access systems.
- ❖ **Enforcement of Maritime Security** as a deliberate Strategy of Blue Economy towards increasing global governance.

MILESTONES OF THAILAND 'S DEVELOPMENT AGENDA



Thailand 4.0

(Smart Industry + Smart City + Smart People)



Thailand 1.0

Thailand 2.0

Thailand 3.0

Thailand 4.0

Agriculture

Light Industry
Low wages

Heavy Industry
Advanced Machine

Creativity + Innovation
Smart Thailand

ADOPTION OF BLUE ECONOMY – THAILAND

Thailand's Vision (2037)

"a developed country with security, prosperity and sustainability in accordance with the Sufficiency Economy Philosophy"



Security

- The nation enjoys solidarity and is resilient to both internal and external threats and changes, with established social, economic, environmental, and political security.
- National sovereignty is secured.
- People live in harmony and unity. Their lives are secured in terms of occupations, income, housing, as well as safety of life and property.
- The country has food, energy, and water resources security.



Prosperity

- The country enjoys constant economic growth and becomes a high-income economy with decreased development disparity. Citizens benefit from development on an equal basis.
- The country has considerable economic competitive capacity and develops its economy and society of the future to promote regional connectivity in terms of transport and logistics, production, trading, and investment.
- The country has all of the necessary capital for continuous development including human capital, intellectual capital, financial capital, and so forth.



Sustainability

- Development should promote constant growth in terms of people's income and quality of life in an eco-friendly manner without exploitation of natural resources.
- Production and consumption are conducted on an environmentally-friendly basis and in line with regulations recognized by the global community.
- People embrace social responsibility with a focus on sustainable public interest. All sectors uphold and follow the Sufficiency Economy Philosophy.



Dongying Declaration on Building a “Blue Economy” through Integrated Coastal Management

2011 PEMSEA Network of Local Governments
for Sustainable Coastal Development Forum

Dongying City, People's Republic of China
26 July



Changwon Declaration Toward an Ocean-based Blue Economy: Moving Ahead with the Sustainable Development Strategy for the Seas of East Asia

The Fourth Ministerial Forum on
the Sustainable Development Strategy
for the Seas of East Asia
Changwon City, RO Korea
12 July 2012

2011

- PEMSEA - ***Building a “Blue Economy”***-Dongying Declaration

2012

- PEMSEA - ***Towards Blue Economy*** - Changwon Declaration

2014

- Abu Dhabi Declaration adopting Blue Economy

2014

- Asia Pacific Economic Cooperation - Xiamen Declaration
- ***Formal Adoption of Blue Economy*** – Thai Government

2015

- Indian Ocean Rim Association - Mauritius Declaration
- Thai cooperation to BE activities in Indian Ocean

2015

- Marine Fisheries Management Plan

2017

- 12th Five Year Plan, Thailand 4.0

BE COMPONENTS	THAI GOVERNMENT'S INITIATIVES
Fisheries	<ul style="list-style-type: none"> ➔ Marine Fisheries Management and Anti-IUU Plan ➔ Mariculture and Intensive Aquaculture - Gulf of Thailand
Maritime Trade and Transport	<ul style="list-style-type: none"> ➔ Eastern Economic Corridor (EEC) ➔ Songkhla Lake -Land Bridge Project ➔ Kra Canal (Thai Canal)
Coastal Tourism	<ul style="list-style-type: none"> ➔ UNESCO Satun GeoPark ➔ Thai Riviera Project - Ranong to Phetchaburi (4 Provinces)
Energy	<ul style="list-style-type: none"> ➔ Songkhla Energy Hub Project (Oil & Gas and Hydrocarbon) ➔ Thermal Power Complex - Krabi (Andaman Sea)
Sea Mining	<ul style="list-style-type: none"> ➔ Mining in nearshore waters (Northern Andaman Sea)
Blue Carbon Initiatives	<ul style="list-style-type: none"> ➔ Mangrove Plantations, Seagrass Cultivation -Trang Province



**Coastal shoreline
in 23 provinces
= 3,151 km.**

**Maritime zone covers
= 323,488.40 km²**

**Valuation of coastal and
marine ecosystems**



**US\$36
billion**

**Marine protected areas (% of
total maritime zone)**

5.6%

**ICM under the SDS-SEA
program (% of coastline)**

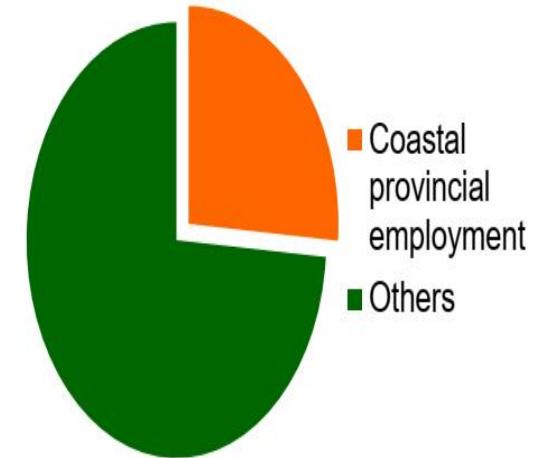
5.46%
(will extend
to 11.3% in
the future)

Ocean economy

Year: 2015

Sectors	Outputs (USD billions)
Fisheries and aquaculture	3.17
Ports and shipping	279.19
Marine tourism	24.49
Offshore oil and gas	15.87
Marine manufacturing	6.48
Marine construction	0.03
Marine services	0.15
Marine research and education	0.10
Government	1.99
TOTAL	331.47

Employment



**Share of
coastal provincial employment
to total employment (26.23%)**

BE Marine and Coastal Polices Reforms



**National Policy for Marine
Fisheries Management, 2015**
**(includes the National Plan of Action to
prevent IUU Fishing)**



National Fisheries Act, 2015

Goals:

- Reducing Fishing Capacity and effort, to prevent overfishing. Minimising IUU fishing of marine resources through effective compliance and enforcement.
 - Resolving conflicts between Artisanal Fishing Boats and Commercial Fishing Vessels
 - Improving Fisheries Data and strengthening Fisheries Management capacity .
- ### **Strategies:**

- Thai Fishing Vessels are classified into two broad categories – Artisanal and Commercial.
- Coastal Fishery Zone for Artisanal Fishers (below 10 GT)
- Place a CAP on the number of Fishing Boats, and remove Unregistered Commercial Fishing Boats.
- Granting and Renewal of Annual Fishing Licenses to Commercial Boats above 30 GT entirely based on Mean Sustainable Yield and Total Allowable Catch calculations.
- Individual Transferable Quotas (ITQ) & Vessel Monitoring Systems
- Establish a Command Centre for Combating Illegal Fishing (CCIF) under Royal Thai Navy.
- Financial Assistance and Subsidies to be cut for IUU Fishing Boats (Anti-IUU Plan).
- Ban on Low Mesh Size Nets, Seasonal Fishing Bans

BE Marine and Coastal Policies Reforms

Eastern Economic Corridor Development Plan (2017)

Target

Combined Public and Private Investments at least

1.5 Trillion baht (\$43Billion USD) in the first 5 years



- Eastern Special Development Zone Act, 2018
- Section-44 of the NCPO Act

Goals:

- To revitalise and enhancing of the well-known Eastern Seaboard Development Program that had supported Thailand as a powerhouse for industrial production in Thailand for the next 30 years to achieve 12% growth and create jobs.

STRATEGIES:

- Single Window Clearance, Dilutions of Labour and Environmental Regulations, bypassing of more than 7 existing legislations, increased FDI allowance, discontinuing the EIA process for projects designated as EEC, takeover of land and resource governance powers of local authorities to the central government for EEC.
- The Government also issues several orders for EEC areas under NCPO Act, by which areas designated under EEC become exempt from local rules and monitoring from authorities, and is completely under Central authorities.



BE Marine and Coastal Polices Reforms

Coastal and Marine Resource Management Master Plan 2017-2036

- Value of ecosystem services: USD 9,532 million

1. Indirect use value

1.1 Mangrove

- Carbon sequestration
- Coastal protection
- Nursery

1.2 Coral

- Coral restoration
- Coastal protection

1.3 Seagrass

- Carbon sequestration



2. Non-use value

2.1 Mangrove

2.2 Coral

2.3 Seagrass

2.4 Endanger species

- Sea turtle
- Irrawaddy dolphin
- Manta ray
- Whale shark

Strategies

Na Bangchang, 2014



The Coastal and Marine Resources Management Act, 2015

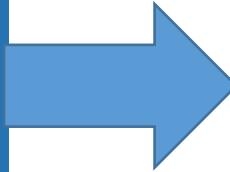
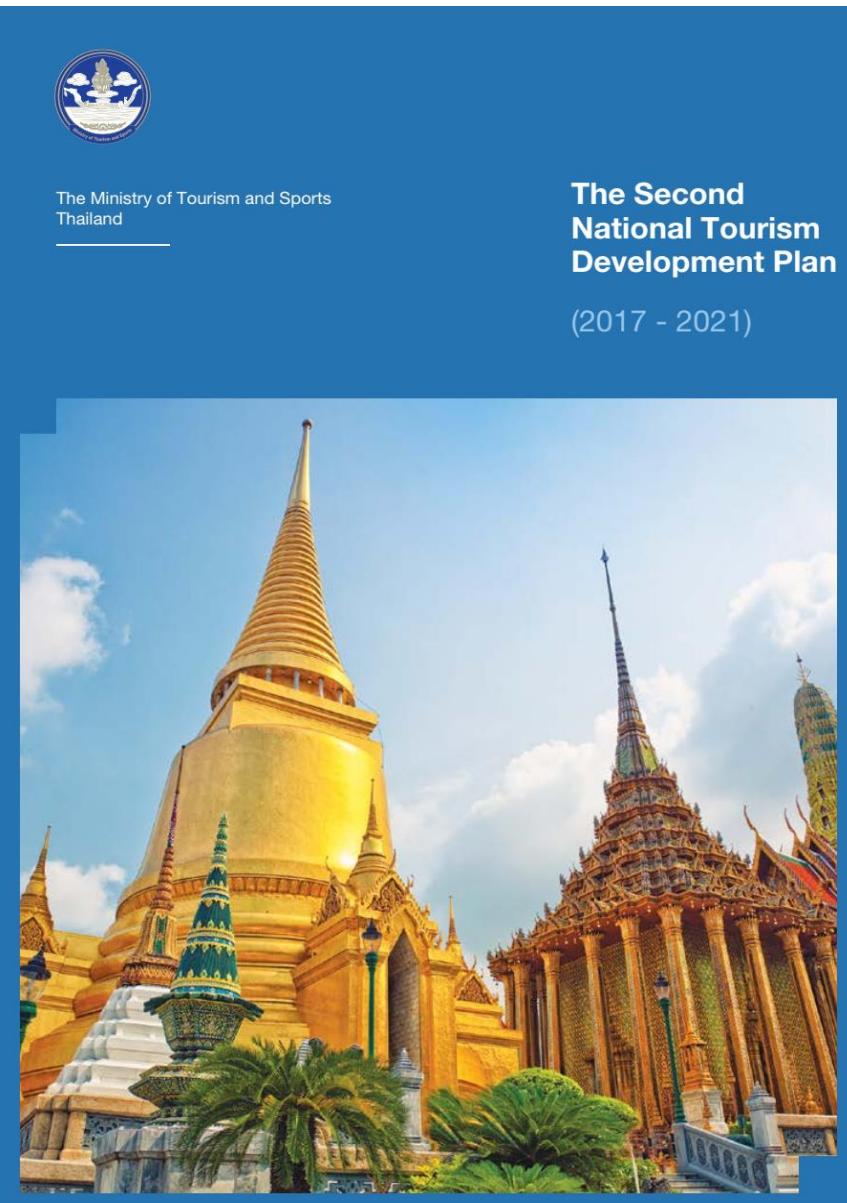
Goals:

- >To improve National Planning on Conservation Measures, and improve involvement of Local Community in Conservation
- Mitigation measures to prevent erosion and coastal pollution.



- Formation of a National Coastal and Marine Resources Committee headed by the PM consisting of several departmental heads and also 11 representatives of coastal communities.
- Provincial Coastal and Marine Resources Committees headed by the provincial Governor consisting of several provincial departments and also 8 representatives of coastal communities in all 23 coastal provinces.

BE Marine and Coastal Polices Reforms



- Development of Tourism Segments
- Development of High-end exclusive Beaches with Premium Products and Services
- Thai Rivera Project to develop 528 kms of coastline in the southern coastal Thailand
 - 25 National Parks and Water Parks,
 - 37 Beaches, 10 Bays, and 25 Islands,
 - 70 Royal Projects and Royal Initiative,
 - 6 Community-Based Tourism projects.

The Thailand Riviera (aka. Royal Coast) as the heart of the Southern Economic Corridor



GLOBAL TRADE AGREEMENTS



BELT AND ROAD

Thailand and China sign delayed deal on Belt and Road rail line

\$1.6bn contract adds another piece to Beijing's vision for Asian network



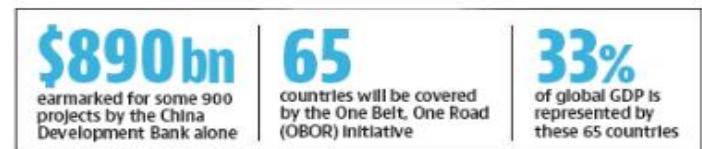
Thai Prime Minister Prayuth Chan-ocha, top center, attends the signing ceremony for a Chinese-backed high-speed rail project. (Photo courtesy of the Office of the Prime Minister)

MARIMI KISHIMOTO, Nikkei staff writer
October 29, 2020 00:25 JST

- MoU between Thailand and China on Marine Cooperation
- Plan of Action to Implement the Joint Declaration on ASEAN-China Strategic Partnership
- Investments from China's Belt and Road Initiative
- ASEAN-China Agreement on Maritime Transport
- Regional Comprehensive Economic Partnership (RCEP) Agreement negotiations of ASEAN with India, China, Korea, Japan, Australia and New Zealand

GEOPOLITICS

- Historically, Thailand remains among the few countries not to be colonised by a western power.
- Although it is a parliamentary monarchy, the coup of 2014 has made Thailand a de-facto military rule with a nominal monarchy, with the ruling regime known as the National Council for Peace and Order (NCPO).
- Kra Canal project is part of China's Belt and Road Initiative, and is being touted as a new gateway to China's 21st century Maritime Silk Road.
- Kra canal project envisages a canal cutting across Thailand, and connecting the Gulf of Thailand to the Andaman Sea and Thailand dependency on China
- Geo-politically, the project will negatively affect the economies of Singapore and Malaysia
- Like Colombo Port City , this project is also apart of **China's Debt Diplomacy** , which would finally lead China to take control over the Kara Canal



FIELD SITES

- ❖ **Laem Chabong Deepsea Transhipment Port Expansion :**
Interactions with Port Authorities, Shipping and Petrochemical company representatives, academicians, fisherfolk and civil society.
- ❖ **FGDs on Thai Canal and Land Bridge (*Satun – Songkhla*)**
 - ❖ **Pak Bara Deepsea Port** : Interactions with Forest officials, sub-district elected officials, fisherfolk, civil society groups
 - ❖ **Songkhla Lake Deepsea Port** : FGD with lake dependent communities and Interaction Fishers Associations of Songkhla lake
 - ❖ **Satun National Park and Geo Park**: Interface with government officials of Department of Marine and Coastal Resources, Ministry of Natural Resources and Environment, Department of Fisheries, Ministry of Agriculture and Cooperation
- ❖ Discussion with FisherFolk Federation of Thailand on **Fisheries Management Laws**



Laem Chabang Port Deep sea port, Gateway of SE Asia

Located in eastern part of Thailand with total areas 2,500 acres.

⊖ BASIN 1

- Capacity 4.3 millions T.E.U.s

- 11 Berths A0-A5 and B1-B5

- Leased out to private companies to manage and operate

⊖ BASIN 2

- Capacity 6.8 millions T.E.U.s

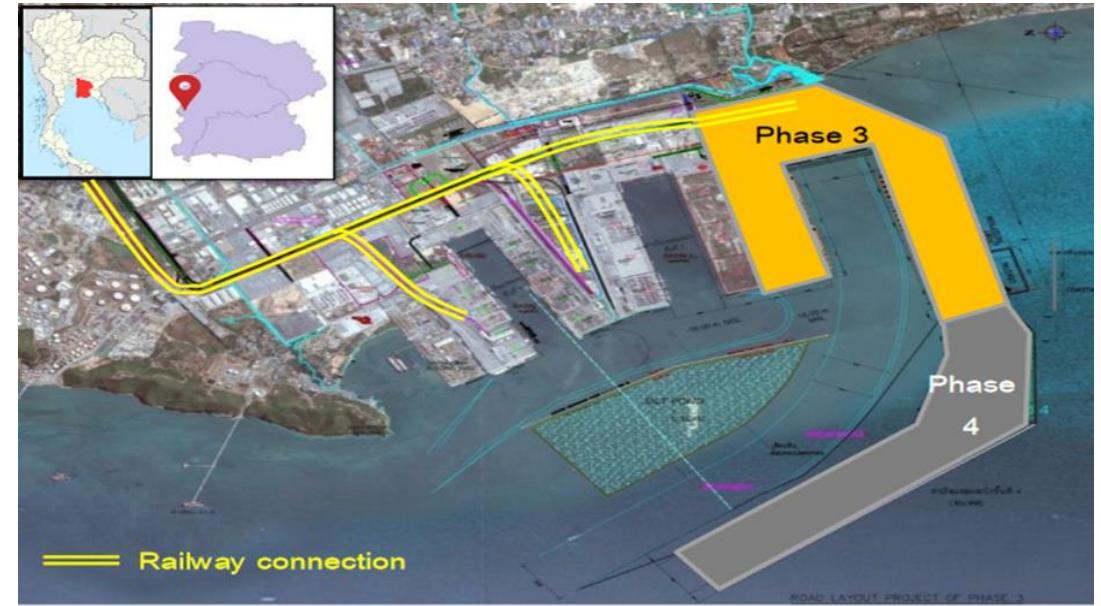
- 7 Berths, 5 Quaysides; C3, C0,

- C1-C2, D1

- While D2-D3 expected to be operations within 2024

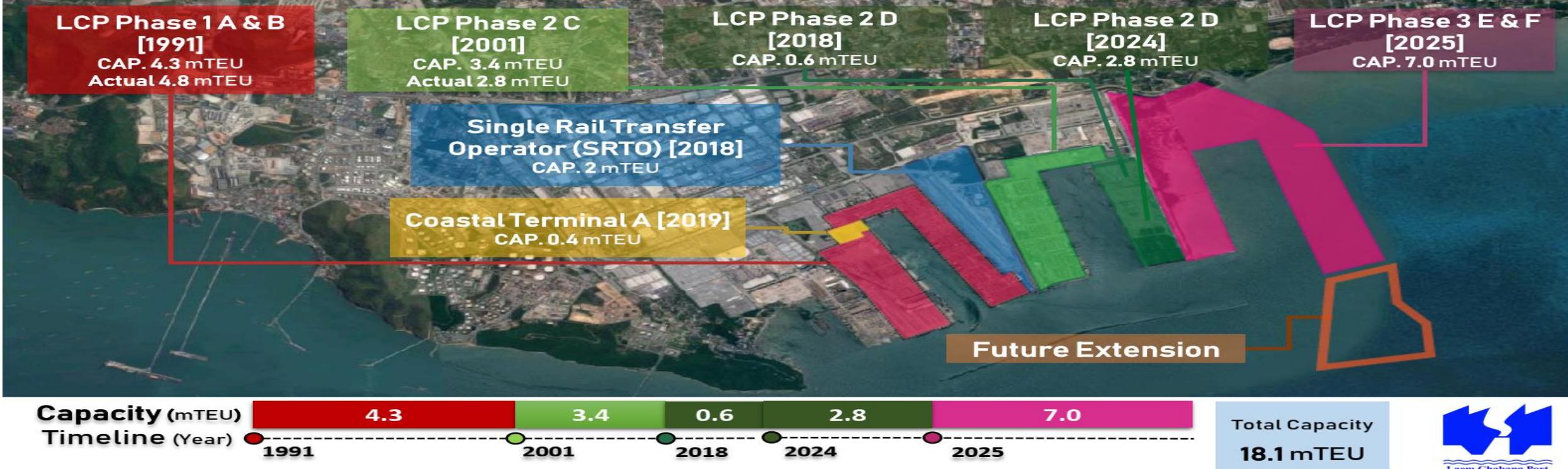
CAPACITY 11.1 Millions T.E.U.S
when Basin 1 and Basin 2 are fully operated

Laem Chabang, privatized and managed by private operators. Deep draft and main line destination, but diversion from main trade lanes.





Laem Chabang Port Development



Phase I : Fishers Relocated for Port Construction began in late 70s.

Phase II: Developed to Deepsea Port

Impacts: Heavy Pollution, Damage to Fishing Grounds, Rapid Decline in fishery Resources

Phase 3 : Construction Started, Deepsea Port Expansion is to increase the Capacity to attain World Class Port with Excellent Logistics Services for Sustainable Growth in 2030 and also **Phase 4** Expansion is proposed in upcoming years.



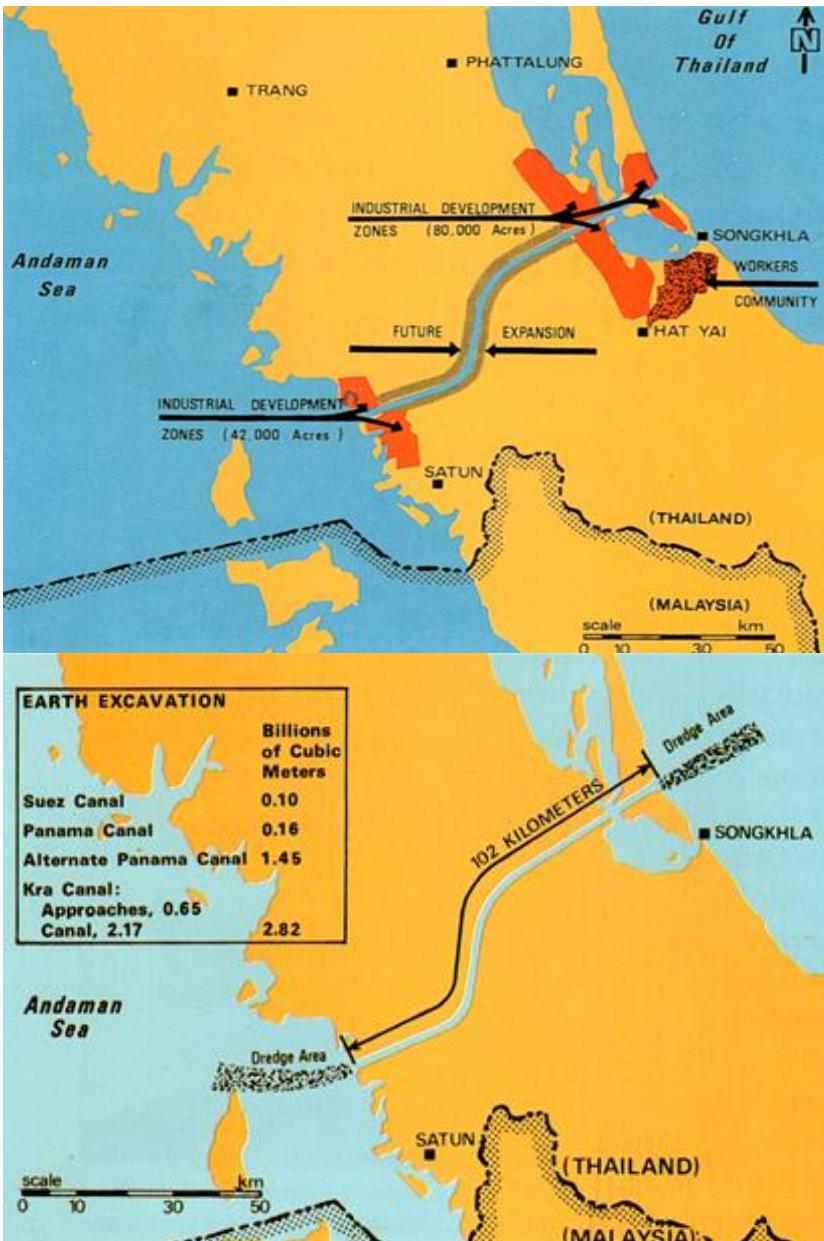


Pak Bara Deep Sea Port Project

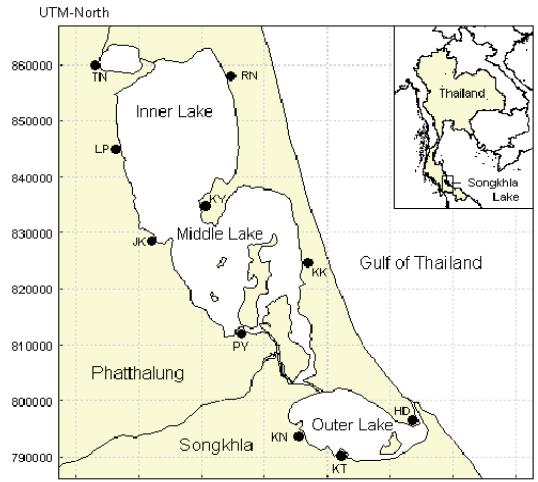


VISIONARY PROJECT OF THAI - KRA CANAL

Threat to Security, Prosperity, Sustainability and Ecological Integrity

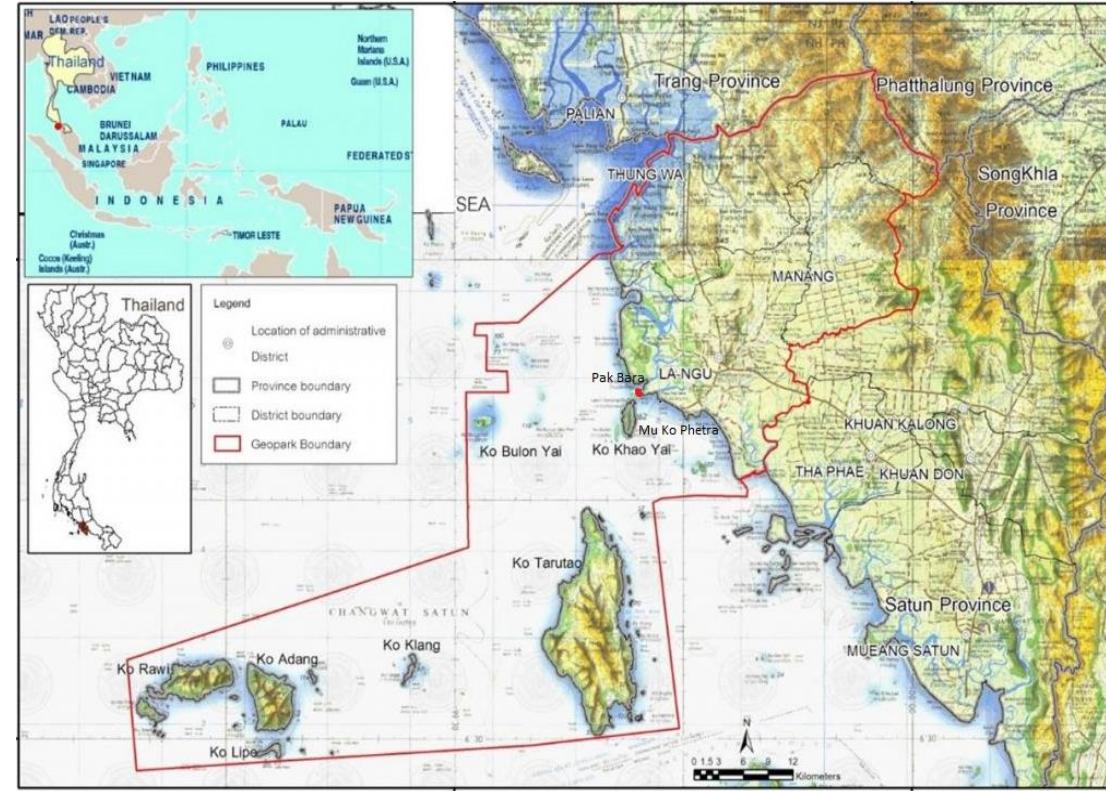


Songkhla Deep-Sea Port Expansion



PAK BARA - Satun Geo Park & Taru Tao and Mu Ko Phetra National Parks

- UNESCO declared Satun Geo Park
- Taru Tao and Mu Ko Phetra National Parks declared in 80s. Regulations on fishing activity and Community accepted conserving and protecting the area.
- Community diversifying into extensive mariculture, and ecotourism
- Project Opposed by communities, by Local Elected Representatives, and National Park officials.



FINDINGS - Socio-Economic Implications

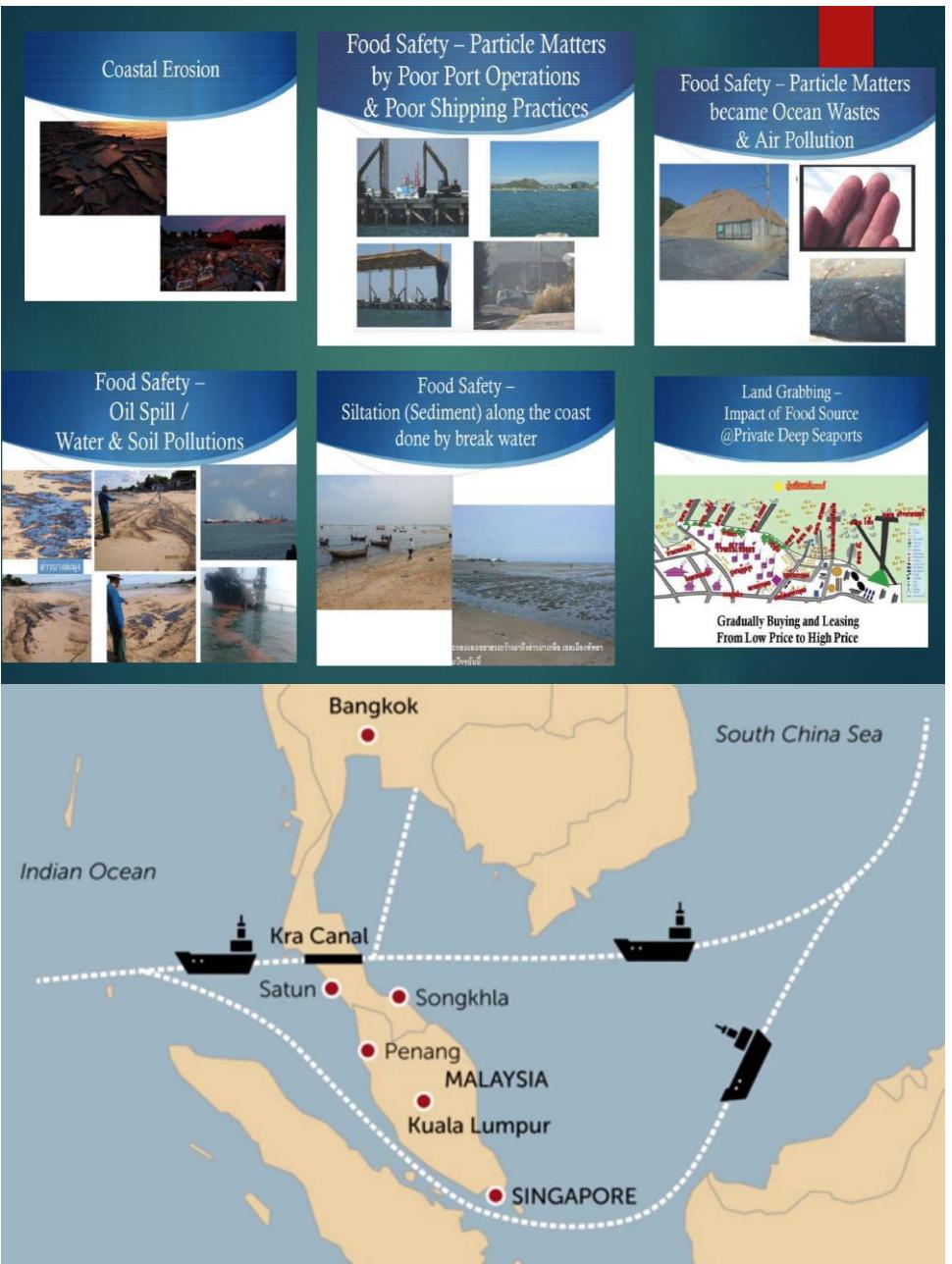
- BE Reform Policies and Acts are Legitimising the dispossession of customary rights of the traditional SSF and women over coastal and ocean commons.
- Ocean and Land Grab for Development: Fishing rights not recognised, Fisher identity is under threat and they are being employed in non-fishing occupations.
- Government is legally opting for rehabilitating the coastal communities into new settlements
- The significant role of Women is in Fisheries Based Micro-enterprises and in informal sector.

Destruction of local economy will lead to casualisation of labour and violence.



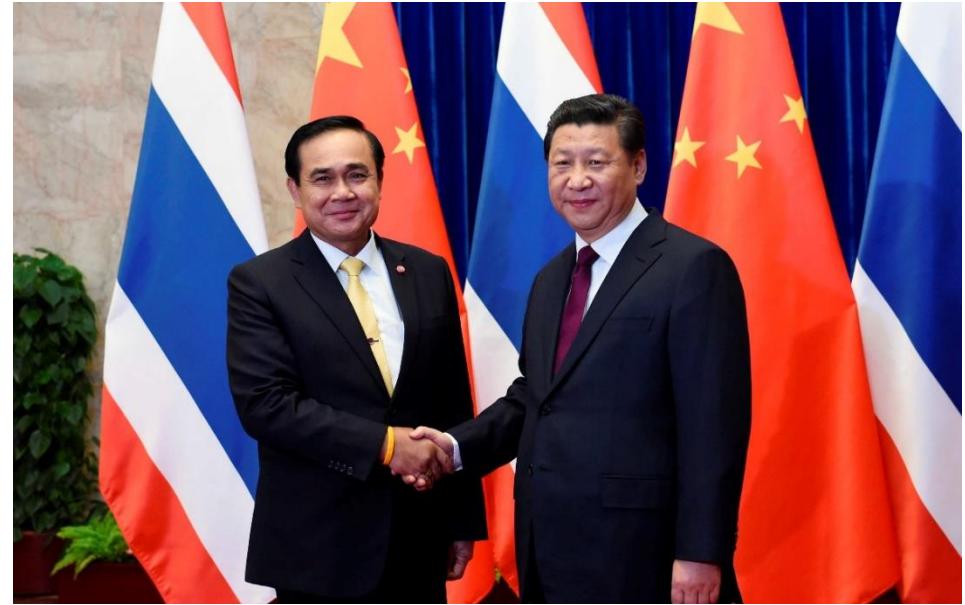
FINDINGS - Ecological Implications

- Expansion of the Laem Chabang Deepsea Transhipment Port resulted in
 - ☛ Degradation of the Marine and Coastal Ecosystems
 - ☛ Incurred huge Shift in Ocean Currents resulting in Habitat and Livelihood loss for Fishing communities
 - ☛ Located close to the Ranong Seismic Fault Zone.
- **Thai Kra Canal** execution will split the country in two, massive destruction from Pak Bara to Songkhla, including Island ecosystem of Koh Lipe and Tarutao, and Lagoon ecosystem of Songkhla lake.
 - ☛ Threat to Security, Prosperity, Sustainability and Ecological Integrity
 - ☛ Major Environmental Issues for Thailand, and would negatively affect Marine Ecology and Tourist Sites (over 20 per cent of Thailand's GDP is based on tourism)
 - ☛ Forcibly dispossess and evict millions of coastal communities dependent on the ecosystems
 - ☛ Viability of the Project will be at stake over a period of time as it needs maintenance dredging at regular intervals.



FINDINGS - Political Implications

- Legalising Multi-stakeholderism through coastal and marine resources committee
- Centralisation of Powers: Local and Provincial governments increasingly powerless.
- Deregulation of Environmental Laws and Dilutions of Legislations related to Land Rights and Property Rights to promote Foreign Direct Investment for BE projects
- A nation with a history of never being colonised is now influenced by the global powers - China's BRI , EU Trade Ban , etc



Adisorn Promthe (Fisheries Dept): European "yellow card" was net benefit for Thailand



CONCLUSION

- Thailand's ambitious and visionary project of Kra canal supporting the Maritime silk route of China will lead to undefined magnitudes of disastrous consequences on the entire humanity and biosphere
- The Financialisation and Commodification of coastal and ocean commons in the name of BE will not only eliminate the marginalised sectors, but wipe out the entire ecological integrity of the oceans resulting in Climate Change and extreme weather patterns affecting the human and flora and fauna of the entire ocean ecosystem over a period of time.
- It is Ironical, to note that Thailand is one of the vey few countries in Asia where ocean resources are converted into financial capital with the claim that country is protecting the natural capital which worth of some much of financial value or natural capital and eliminating the ecological services



RECOMMENDATIONS

- Deregulating laws such as the EEC Act and Section 44 of the NCPO Act need to be reviewed and redrafted, as it violates fundamental human rights of the affected communities.
- The prevailing customary rights for SSF must be recognised though registration of boats under the Marine Fisheries Management Policy 2015 must be redefined, and welfare entitlements as guaranteed by the UNCLOS must be ensured through legislative measures.
- Current moves towards centralisation of powers needs to be democratised. Devolution of powers to Sub-district and local self-governments should be restored. And their ratification should be mandatory for permitting any proposed projects.



Protesters celebrate as public hearing on proposed Pak Bara seaport is cancelled

Mar 16, 2017

