

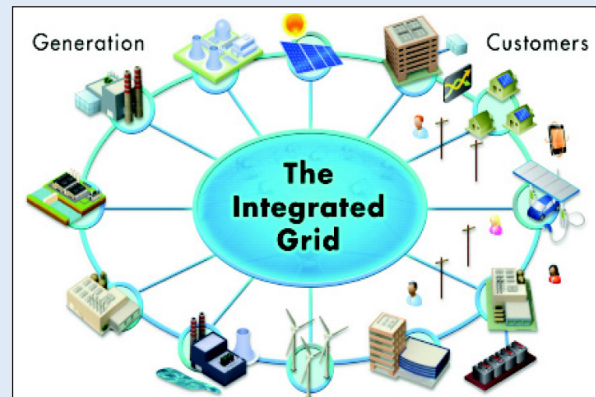
## 1. ISO Approves US Standard to Integrate Technologies into the Grid

It was recently announced that the International Organisation for Standardisation (ISO) had approved ANSI/ASHRAE/NEMA Standard 201-2016, Facility Smart Grid Information Model (FSGIM), which helps electrical energy consumers participate in smart grid networks.

The standard, published in early 2016 by the American National Standards Institute (ANSI), the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) and the National Electrical Manufacturers Association (NEMA), provides a common basis for consumers to describe, manage, and communicate about electrical energy consumptions and forecast. This basis facilitates information exchange between control systems and end-use devices, thereby supporting two-way flow of electricity. And facilities such as single-family houses, commercial buildings, and industrial buildings need that exchange to participate in smart grids.

The ISO/TC 205, Building environment design, unanimously approved the FSGIM standard with a draft international standard ballot. Without any negative votes or comments to resolve, the standard will move directly to publication. ISO will soon publish the standard as ISO 17800.

<https://www.environmental-expert.com/news/international-organization-for-standardization-approves-standard-that-integrates-control-technologie-686112>



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## 2. Indonesia to Review Ferry Service Standardisation

The Indonesian Consumers Institution (YLKI) has urged the Ministry of Transportation to review safety standards and licencing of ferries operating in the country.



The Jakarta Transportation Service does not provide adequate means of public transportation to cater the mobility of the Thousand Islands residents. What is available is a large number of taxi boats with minimum safety standards, managed by individuals (not by a corporate body).

The owner of the taxi ferries are only grouped as a cooperative, just like the mikrolet minibus cooperatives, while the Ministry of Transportation has the responsibility of certifying them and supervising their operations.

The Transportation Ministry plans to implement a ferry service to Thousand Islands using vessels owned by state-owned ship operators PT Pelayaran Nasional Indonesia

(Pelni) and ASDP Indonesia Ferry in response to the accident involving the KM Zahro Express.

<http://www.antaranews.com/en/news/108704/ministry-asked-to-review-ferry-service-standardization>

### 3. Vietnam to Export Dragon Fruit to Australia

The country, already a major coffee and rice exporter, is now turning fruit and vegetables into a key source of revenue.

Vietnamese dragon fruit growers have long sought to enter the Australian market and now the door is almost open.

Australia sent a working team to Vietnam in June last year to review biosecurity import requirements for fresh dragon fruit. Australian agricultural officials have recently released the final report on the quality of fresh dragon fruit from Vietnam, the Australian embassy in Hanoi said in press release on January 13, 2017.

“The Australian government will continue working with Vietnamese counterparts in the next steps to give market access for fresh dragon fruit imports from Vietnam,” said Ambassador Craig Chittick.

<http://e.vnexpress.net/news/business/vietnam-set-to-export-dragon-fruit-to-australia-soon-3528434.html>



### 4. Europe's Biggest Retailer Shuts Door on Vietnamese Catfish

Europe's biggest retailer Carrefour has decided to stop importing catfish from Vietnam, according to Vo Thi Thu Huong from the National Catfish Association.

Local media outlet, the *SaigonTimes*, quoted Huong as saying that the organisation had been informed by Carrefour that the giant has declared a halt on sales of Vietnamese catfish in its retail chains in Spain, Italy, France and some other countries.



Experts are worried that excessive levels of antibiotics in catfish products may be the cause of the problem.

In 2016, Vietnam detected banned antibiotics and pathogenic microorganisms in 134 batches of catfish bound for overseas markets, but the exact volume and value of the shipments were not announced.

In early November, Brazil also prohibited one Vietnamese company from exporting catfish to the country due to food safety violations, and placed others on a watchlist.

<https://www.vcsc.com.vn/tin-chi-tiet/europes-biggest-retailer-shuts-door-on-vietnamese-catfish/124694>

### 5. ECOWAS Pushes for Standards Among Member States

The Economic Community of West African States (ECOWAS) has commenced the standardisation of some electronic appliances to harmonise trading activities among member countries. The countries include Benin, Burkina Faso, Cape Verde, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, and Togo.

The standardisation which focusses on air conditions and refrigerators will see to the easy import and export of these gadgets within the fifteen ECOWAS member countries.

The move is also aimed at curbing the energy crisis facing member countries as the standard also focusses on low energy consuming gadgets.

Ghana has in recent times faced periods of load shedding due to insufficient energy supply. The use of gadgets which consume high amounts of energy has also been blamed for the development. The situation led to the collapse of numerous businesses.

<https://citifmonline.com/2017/02/20/ecowas-pushes-for-standards-among-member-states/>



## 6. Japan, Germany Join Forces on Standardising IOT innovations

Japan and Germany agreed on March 20, 2017 to coordinate on international standards for the 'internet of things' and artificial intelligence in a collaboration that could benefit Japanese technology companies.

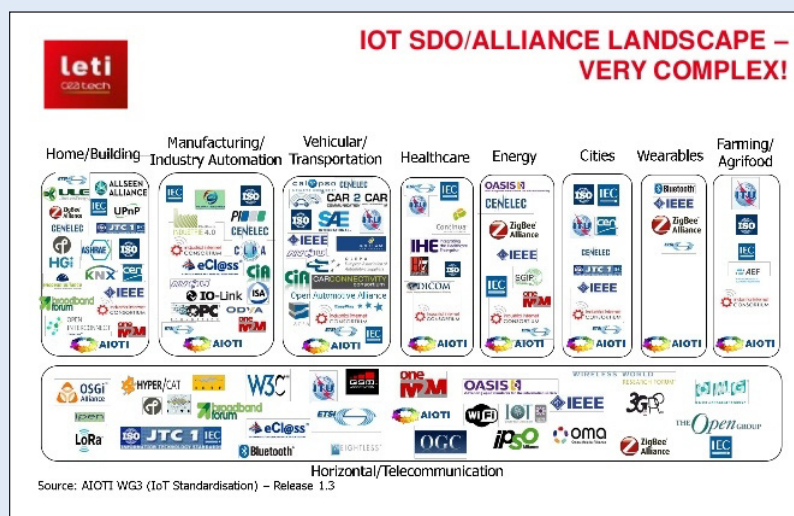
The ISO, the International Electrotechnical Commission (IEC) and similar organisations determine the global standards. Because exports of goods and services are at stake, countries compete to win standards that are favourable to their domestic corporations.

Germany is traditionally highly influential in this area. By joining forces with Germany, Japan would be in an advantageous position to advance the technology specifications it favors.

On automobiles, the two countries will coordinate on developing quick-charge electric vehicles, as well as 3-D maps for use in self-driving vehicles. The two sides also reaffirmed public-private partnerships, which include a technological tie-up between the European map company Here and Japanese joint venture Dynamic Map Planning.

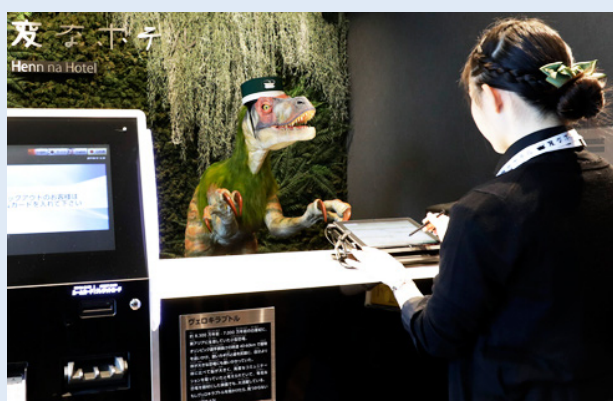
The two nations are also collaborating on upgrading cybersecurity at manufacturing sites. And Japan's National Institute of Information and Communications Technology is joining with a German research center on artificial intelligence.

<http://asia.nikkei.com/Politics-Economy/International-Relations/Japan-Germany-join-forces-on-standardizing-IoT-innovations>



## 7. China to Manage Big Data through Standardisation

Chinese authorities will strengthen the design of big data standards to better use such data.



Big data can help develop the new economy and foster growth, but it is hard to fully use the data due to the low-level sharing of resources, according to the Ministry of Industry and Information Technology (MIIT).

The key to solving the problem is to establish industry standards and specifications, according to the ministry.

China is aiming to more than triple the scale of its big data industry by 2020 to foster new economic drivers, according to a plan released by the MIIT in 2017.

[http://www.chinadaily.com.cn/business/tech/2017-03/20/content\\_28616754.htm](http://www.chinadaily.com.cn/business/tech/2017-03/20/content_28616754.htm)



## 8. Vietnam's Roadmap on Emission Control

In September 2011, the Vietnamese Prime Minister issued the Decision No. 49/2011/QĐ-TTg (Decision 49) on the roadmap for application of emission standards for assembled and imported automobiles and motorcycles. Accordingly, newly manufactured, assembled and imported automobiles must comply with emission standards at level 4 from 1st January 2017. Newly manufactured, assembled and imported motorcycles must comply with emission standards at level 3 from 1st January 2017.

In November 2016, at a meeting chaired by the Deputy Prime Minister, Trinh Dinh Dung with Ministries, State agencies in the field of petroleum businesses and the Vietnam Automobile Manufacturers Association (VAMA), it was however noted that State agencies and enterprises in the country have not been implementing Decision 49 effectively.

The meeting thus concluded, "Gasoline engines for automobiles, as prescribed in Decision 49; tourist cars and diesel-powered buses, shall comply with emission standards at level 4 from January 01, 2018 and diesel-powered trucks will comply with emission standard level 4 from 2022". Under this new roadmap, Ministries in Vietnam would still have a series of tasks to do.



Besides, on January 05, 2017, the Ministry of Transport issued a document to consult Ministries on the amendment of Decision 49 and postponement in the application of emission standards at level 4 for a number of vehicles. According to the Ministry of Transport, in order to meet emission standards at level 4, there is a need for modern technology and high cost, which is only commensurate with advanced countries. Therefore, the Ministry of Transport has proposed to postpone the application of emission standards at level 4 for a number of diesel-powered vehicles.

On December 23, 2016, the Vietnam Automobile Manufacturers' Association (VAMA) also reported to the Prime Minister to postpone the application of emission standards at level 4 for a number of diesel-powered vehicles because there has not been enough fuel for vehicles to comply with emission standards at level 4.

Currently, petroleum in Vietnam is supplied by Dung Quat Oil Refinery and by imports. According to a report of the Vietnam National Oil and Gas Group, Dung Quat Oil Refinery can produce 2.48 million tons of petroleum and 2.33 million tons of diesel each year (accounting for 30 percent of the market) but these products cannot meet the applicable Vietnam technical regulation QCVN4: 2015/BKHCN (Euro 4). Nghi Son petrochemical complex can also nearly produce 4 million tons of diesel and oil but these products cannot meet the requirements of QCVN4: 2015/BKHCN either.

Not until 2021-2022, when the Dung Quat Refinery is upgraded and expanded, can it supply fuel equivalent to Euro 4.

In fact, in many countries, fuel standards are often released before emission standards. In Vietnam, unfortunately it is the other way round. The Vietnam market is mainly trading in petroleum and oil with emission standard at level 2.

<http://customsnews.vn/roapmad-on-emission-control-difficult-due-to-lack-of-initiatives-3011.html>

## 9. Vietnam Needs Legal Framework for Organic Farms

Vietnam will soon complete policies, mechanisms and a national standard system to develop organic farming in the future, Minister of Agriculture and Rural Development, Nguyen Xuan Cuong said. It is also one of the new directions for Vietnamese agriculture, the Minister affirmed at a conference discussing measures to promote the production and consumption of organic agricultural products, held in Hanoi in March 2017.

Demand for organic farm produce has increased significantly both in Vietnam and globally. The early promotion of organic farming will play an important role in the restructuring of the agricultural sector, responding to the general trend of domestic consumption and export, Cuong said.

According to statistics from the Organic Agriculture Institute, in Vietnam, organic agriculture was performed on around 76,000 hectares of land in 2015, an increase of 3.6 times compared with 2010. Organic farming took place in Hanoi, Hoa Binh, Lao Cai, Ha Giang, ha Nam, lam Dong and Ca Mau provinces, and some organic products have been consumed in the domestic market and exported to Japan, Germany, the UK, the US, South Korea, Russia and Singapore.

There are some successful organic models such as Hoa Sua Foods organic rice brand by Ca Mau-based Vien Phu Organic and Healthy Foods Joint Stock Corporation, vegetable production by Organik Da Lat, a unique thick-skinned orange in Ham Yen, Tuyen Quang Province, and others. However, only 30 out of 63 provinces across the country have implemented an organic farming model, according to the Ministry of Agriculture and Rural Development (MARD).

There are 3,000ha of coconut in Ben Tre province and 448ha of grape, apple and vegetables in Ninh Thuan province, and some other organic farms in Hoa Binh, Hanoi, Lao Cai and Tuyen Quang province, the ministry said.

Delegates at the seminar agreed that most farmers do not want to switch to organic farming due to rigorous production processes, significant time for land reclamation, high production

costs and unstable markets. Additionally, the standards for certifying produce as organic are not clear, said ha Phuc Mich, chairman of Vietnam Organic Agriculture Association.

Vietnam still lacks a national standards system and a comprehensive legal framework for production, certification and quality control of organic agricultural products while trust of organic products among consumers remains low, said Deputy Minister Tran Thanh Nam.

The system of standards, production, processing and quality certification should be completed soon, he said. At the same time, the work on inspection and supervision of organic agriculture production should be done regularly to help consumers gain peace of mind in using organic food which have been certified and qualified, Nam added.

The MARD will collect shortcomings and propose that the Government issues resolutions on organic farming produce, Minister Cuong said. At the same time, it will also work with related ministries of science and technology and natural resources and environment to complete the standards system and remove difficulties related to land policy for enterprises, he said.

<http://annx.asianews.network/content/vietnam-needs-legal-framework-organic-farms-42762>



## 10. A Step Towards Financial Inclusion for All with New ISO Standards

Mobile banking not only makes our life easier, it gives access to banking services to those that have none. A new series of standards just published will provide the platform for this technology to expand and grow, bringing robust and secure banking services to more people than ever before.

According to the World Bank, around two billion people worldwide are ‘unbanked’, meaning they have no access to a bank account. Cash is king and that can bring with it its own problems. However, more and more people, particularly in developing countries, have a mobile device, whose functionality in the financial world is growing daily, offering more and more services and transactions.



The ability of mobile devices to execute transactions between the large number of platforms and financial institutions is due to a robust interface and effective operability. A new series comprising International Standards and technical specifications has just been published. ISO 12812, *Core banking – Mobile financial services*, defines common terms and requirements for greater interoperability. It specifies the technical components and their interfaces and the role of the various parties so that everyone is on the same page.

Patrice Hertzog, Chair of ISO/TC 68/SC 7, the ISO technical subcommittee that developed the series, said that with more people having mobile phones than bank accounts in the world, developing this technology will bring secure financial services to a wider audience.

Financial access has many benefits, allowing people and businesses to plan their lives and also invest in things like education and health, and access insurance. The World Bank has a goal of universal financial access by 2020, and these standards will help contribute to that.

“In addition, through supporting the development and implementation of technology in this area, the standards will provide a catalyst for refining and improving the experience of the end user by complementing other standards in the sector such as ISO 20022 for financial messaging,” he said.

The series was developed by working group WG 10 of ISO/TC 68/SC 7, whose secretariat is held by AFNOR, ISO’s member for France. WG 10 included experts from a wide range of countries and sectors, including liaison organizations from industry, such as the European Payments Council and Swift, and consumer representatives like Consumers International.

<https://www.iso.org/news/Ref2175.html>