

**Greater Mekong Subregion (GMS)  
Fifth Meeting of the GMS Urban Development Task Force  
25–26 August 2016, Bangkok, Thailand**

**Summary Proceedings**

**I. Introduction**

1. The Fifth Meeting of the GMS Urban Development Task Force was held in Bangkok from 25–26 August 2016. The objectives of the meeting were to (i) update the GMS Regional Investment Framework and progress of the regional and national urban projects included in the GMS Urban Development Strategic Framework 2015–2022; (ii) discuss the concept and applicability of “Urban Green Growth” through knowledge sharing on OECD’s Urban Green Growth in Dynamic Asia project, in particular case studies on Bangkok; and (iii) discuss and agree on the next steps including upgrading of the Urban Task Force to the Urban Working Group and preparation of the next regional meeting. The Bangkok Metropolitan Administration (BMA) also organized site visits for the participants to the Dingdaeng wastewater plant and the BMA flood control center. The meeting agenda is provided in **Appendix 1**.

2. The meeting was chaired by Ms. Sumitra Pooltong, Strategic Planning Expert, Office of the National Economic and Social Development Board, Thailand. The Meeting was co-chaired by Ms. Tatiana Gallego-Lizon, Director, Urban Development and Water Division (SEUW), Southeast Asia Department (SERD), Asian Development Bank (ADB). GMS Urban Development Task Force members from Cambodia, People’s Republic of China (PRC), Lao People’s Democratic Republic (PDR), Myanmar, Thailand and Viet Nam and ADB, and representatives from the Organisation for Economic Cooperation and Development (OECD) and the Bangkok Municipal Authority (BMA), participated in the event. The list of meeting participants is provided in **Appendix 2**.

**II. Opening Session**

3. Ms. Sumitra Pooltong, Chair, formally opened the meeting by welcoming all participants to Thailand. She noted that the Eighth Economic Corridors Forum, held in Phnom Penh, Cambodia, in early August demonstrated the continuing success of the GMS to gather concerned stakeholders for substantive and fruitful discussions on the GMS program, particularly in terms of urban development and planning, including the vital role of the Special Economic Zones in transforming the GMS Transport Corridors into Economic Corridors. She shared Thailand’s approach to urban development in the draft 12th National Economic and Social Development Plan, to be launched in October 2016, which focused on upgrading living standards for all. The core principles of urban development in Thailand will focus on upgrading the living standard for all. We adhere to the concept of inclusive growth, emphasize on biological safety, environmental friendliness, high quality and easy-access of infrastructural facilities as well as value the community identity, variety and people participation. Thailand will also promote Area-Based developments on each area of Thailand; including, east-west-north-south areas, border areas, and eastern coast areas, with respects to its unique characteristics and existing activities. She expressed her confidence that the efforts today would lead to a successful and smooth 21th GMS Ministerial Conference in November in Chiang Rai, and looked forward to a dynamic and productive meeting of the Task Force.

4. In her opening statement, the Co-Chair welcomed participants and gave a brief overview of discussions and conclusions from the fourth GMS task force meeting. She conveyed her deepest sympathies to the people to Myanmar on the earthquake in Myanmar. She also thanked the government of Thailand for hosting the meeting, and the Thailand resident mission

for sharing the venue for the meeting. She recapped the key takings from the 4th GMS Task Force Meeting in Nay Piy Taw, which aimed to gain a better understanding of the role that ‘competitive cities’ can play in enhancing subregional cooperation and connectivity, particularly in the border areas. These included (i) discussing the applicability of ‘city competitiveness’ as a cross-cutting theme in the GMS, illustrating the concept using the border area of Myawaddy (in Myanmar) and Mae Sot (in Thailand); (ii) discussing the study on Cross-border Economic Zones (CBEZs), which has subsequently been finalized; and (iii) endorsing the GMS Urban Development Strategic Framework prior to its presentation at the 20th GMS Ministerial Conference. The agenda for the 5th meeting was structured to expand on the concept of competitiveness, by (i) establishing links to green growth development, and (ii) by exploring strategic approaches to bolster competitiveness across the corridors. The agenda would also cover country reports and updates on the GMS RIF-IP and discussions on the future direction of the task force.

5. The Country Director, ADB Thailand Resident Mission welcomed all participants to the resident mission. In the past, urban development and green growth used to be considered conflicting ideas. It is now increasingly clearer that green growth in fact contributes to urban development, and that measures such as reducing pollution and climate change adaptation and measures are increasingly important, given explosive population increases in many urban areas. ADB is privileged to be a long-term partner for urban development in the GMS countries.

6. The Chair requested head delegates from each country to provide brief statements. Dr. Bunnarith Meng of Cambodia expressed that Cambodia looked forward to learning from other GMS countries’ project experiences, and to seeing on how to translate ongoing discussions and exchanges into future projects. Mr. Yongge Zhao of PRC expressed appreciation for the hard work and impressive results of the GMS urban development agenda to date. Noting the PRC’s focus on a new, people-centric approach to development that emphasizes green growth, he emphasized that PRC is open to sharing its experience and learning with all GMS countries. Mr. Phouthasenh Arkhavong of Lao PDR thanked meeting participants, noting that Lao PDR looked forward to learning from, and contributing to, the discussions on urban green growth. Mr. Tun Tun Naing of Myanmar expressed appreciation to the government of Thailand for organizing the meeting. He noted that the previous task force meeting allowed countries to advance their understanding of city competitive and approve the GMS investment framework, and looked forward to implementing and taking forward the projects identified in the framework. Ms. Sumitra Pooltong of Thailand referred to the Eighth Economic Corridors Forum as a demonstration of the success of program in bringing together different stakeholders on transforming transport corridors and economic corridors. She noted that the next national development plan includes a focus on area-based development in Thailand, including along key economic corridors, border areas and seaboard areas. Mr. Duong Hung Cuong of Viet Nam encouraged all GMS countries to continue efforts to work together on the GMS regional cooperation agenda and economic corridors, noting that urban development is an important part of this agenda. GMS countries must continue to pull together efforts to work together on the GMS regional cooperation agenda and economic corridors, noting that the urban development is an important part of this. Mr. Tadashi Matsumoto from OECD noted that green growth is a relatively new area for OECD, and noted that urban issues are becoming increasingly important for economic development

### **III. Session 1: Recent Developments and Other Linkages with the GMS Program**

7. Ms. Pinsuda Alexander, Economist, Regional Cooperation and Operations Coordination Division (SERC), SERD, ADB presented updates from GMS meetings and other program developments, and presented on the 3rd progress report for the GMS regional investment framework implementation plan (RIF-IP) and midterm review. She presented a summary of recent GMS meetings, including the Eighth Economic Corridors Forum (ECF-8) held on 4

August 2016 in Phnom Penh, where a key outcome was a reconfiguration of how the GMS economic corridors are defined (which now includes Vientiane and extends corridors further into Myanmar, among other changes). She also shared progress on the regional investment framework implementation plan, including key developments as highlight in recent progress reports. She presented on the upcoming mid-term review, including key objectives of the review and the criteria to be used for determining high priority projects. A copy of Ms. Alexander's presentation is provided in **Appendix 3**.

#### **IV. Session 2: Country Reports on Progress of National Projects in the Urban Sector – Presentations by member country representatives**

8. The Chair invited member country representatives to present a report on the progress of national urban projects in their respective countries.

##### **Cambodia**

9. H.E. Dr. Bunnarith Meng, Deputy Director General, Land Management and Urban Planning of Cambodia presented Cambodia's urbanization and needs, highlighting recent research and analysis. His presentation covered present development conditions in Cambodia, development infrastructure, indicators and patterns of change, economic establishments in Cambodia, and policy gaps and commitments. He noted that the urban task force meetings should balance urban planning and development. He also noted the Prime Minister's direction to balance urban development across the country, including around the Tonle Sap Lake and the country's border zones. A copy of Cambodia's presentation is provided in **Appendix 4**.

##### **PRC**

10. Mr. Yongge Zhao, Director, Department of Urban and Rural Planning, Ministry of Housing and Urban Rural Development at PRC spoke about urbanization progress in PRC broadly, progress in Guangxi and Yunnan provinces on the GMS urban development agenda, and presented suggestions for cooperation in the future. He noted the Prime Minister's comments that urbanisation is the route to realize modernization, representing the largest potential of domestic demand and the driving force for further development of PRC. He presented key dimensions of city competitiveness and spatial planning Guangxi and Yunnan, highlighted progress and plans in different initiatives, including on transport connectivity and special and border economic zones, and shared some suggestions for future cooperation. A copy of PRC's presentation is provided in **Appendix 5**.

##### **Lao PDR**

11. Mr. Phouthasenh Arkhavong, Deputy Director General, Department of Housing and Urban Planning, Ministry of Public Works and Transport of Lao PDR highlighted progress in key projects in Lao PDR under the GMS regional investment framework implementation plan (RIF-IP), including the first, second and fourth GMS corridor towns development projects. He also highlighted some key challenges and constraints relating to project implementation, including projected versus actual disbursement, ownership and operations and maintenance of solid waste equipment and landfill sites, and recent collection to sustain infrastructure operation and urban services. A copy of Lao PDR's presentation is provided in **Appendix 6**.

##### **Myanmar**

12. Ms. Hlaing Maw Oo, Secretary, Yangon City Development Committee, from Myanmar presented status and progress on key ongoing projects in the country, including on pro-poor

community infrastructure and basic services, urban management, urban services improvement in Mandalay, and ongoing master and development planning initiatives in Yangon. She highlighted progress on the national spatial development framework plan, which adopted a concept of bi-polar development in Yangon and Mandalay while also practicing decentralization and balanced development. She also highlighted key lessons learned, including on the importance of community participation, human resource and time management, and the importance of land acquisition. A copy of Myanmar's presentation is presented in **Appendix 7**.

## **Thailand**

13. Ms. Sansanee Srisukri, Expert on City Planning Analysis, Department of Public Works and Town & Country Planning, Ministry of Interior gave the presentation for the delegation of Thailand. She noted that Thailand had limited projects under the GMS urban development strategic framework and investment program, with one investment technical assistance (TA) on cross border economic zone development, and seven pipeline projects (two investments and five TAs). She highlighted the role of urban development in Thailand's current economic policy and vision, include the demarcation of the outer ring, comprising border SEZs, and the inner zone, comprising cluster SEZs and the eastern economic corridor (EEC). With respect to the EEC, located near Bangkok, this area is planned to be developed as an industrial base for the region. She highlighted key success factors, including law and regulations, infrastructure, incentive packages, human resource development focus sectors, technology and logistics that would make this possible. A copy of Thailand's presentation is presented in **Appendix 8**.

## **Viet Nam**

14. Mr. Duong Hung Cuong, Director of GMS Program, Foreign Economic Relations Department, Ministry of Planning and Investment from Viet Nam focused his presentation on progress under the second GMS corridor towns development project and the broader corridor towns development agenda. He highlighted key objectives, achievements and challenges under the project, and also opportunities, constraints and lessons learned. Key lessons highlighted included the need to continuously update the RIF framework in line with actual implementation, the need to improve criteria for selection of provinces and high priority investments, and how to utilize financing effectively in light of Vietnam's graduation from concessional financing in the near future. A copy of Vietnam's presentation is presented in **Appendix 9**.

## **Discussions**

15. The Co-Chair requested member countries to raise any questions or clarifications from the morning session. Myanmar asked about the status of the fourth GMS corridor towns development project and inclusion of Myanmar in the project. The Co-Chair noted that the project, whose concept note is due for approval in September this year, currently included Cambodia and Lao PDR. She also noted that the project is not currently included in Myanmar's Country Operations Business Plan (COBP). PRC requested Lao PDR to elaborate on some of the difficulties noted in Lao PDR's presentations in terms of challenges associated with cross-border economic zones and corridors. Lao PDR clarified that it had limited experience on what steps were needed to position itself to derive sustainable benefits from the project, and requested meeting participants to continue to share their feedback and lessons learned in this regard. Cambodia requested an update on the status of capacity development TA on economic zones and urban management in border areas, which also focuses on spatial planning. Ms. Eri Honda, Principal Urban Development Specialist, Urban Development and Water Division, ADB said that the selection process for recruiting consultants for this TA is ongoing, with consultant activities expected to commence in early 2017. With regards to implementation arrangements, the GMS focal points in respective countries would be asked to nominate the relevant Ministries

who would be involved with implementation of the TA. Thailand noted that the TA focused on capacity building and training, presented earlier as part of Thailand's country program, required implementation arrangements that cut across different sectors both in the respective GMS countries and at the ADB, and that, with coordination across these different parties, project implementation could begin.

## **V. Session 3**

### **Session 3a. Presentation of Urban Green Growth and Climate Change Resilience in Bangkok**

16. Mr. Jarupong Pengglieng, Chief of Vehicular Emission Control Sub-division, Department of Environment, Bangkok Metropolitan Administration (BMA) presented green growth and climate change resilience initiatives in Bangkok, including a 12-month green growth project in Bangkok which sought to assess the impact of urban green growth and sustainability policies on economic performance and environmental quality. He highlighted the potential, and challenges, associated with green growth in the Bangkok metropolitan region, including with respect to improving public transport through land use policies, fostering renewable energy use and energy efficiency, improving efficiency of water distribution and wastewater treatment, improving solid waste management and resilience to floods. He also highlighted BMA's mitigation and adaptation strategies and plans. A copy of BMA's presentation is presented in **Appendix 10**. Subsequent discussions on the presentation included a discussion on the source of resources for implementation of BMA's program, the impact of houses along canals on flooding, and the city's bicycle program.

### **Session 3b. Presentation on OECD's Urban Green Growth and Climate Change Resilience in Bangkok**

17. Mr. Tadashi Matsumoto, Project Manager, Green Growth/Knowledge Southeast Asia, Organisation for Economic Cooperation and Development (OECD) presented on OECD's project on urban green growth in Dynamic Asia, including the project framework, key findings, and next steps. The project explored how green growth could be promoted in fast-growing cities in Asia, including through developing a conceptual framework, 5 city-based case studies, knowledge sharing workshops and a synthesis report. The presentation noted that cities are focal points for growth but also for environmental externalities and vulnerabilities, highlighting issues such as air quality, solid waste management, and resilience to floods. He noted that cities can and should pursue policies that maximize policy complementarities, such as green infrastructure, waste-to-energy facility economic and social co-benefits and land use. He also noted the use of demand-side policies, including through tariffs and fees, to influence people's behaviour; and the need to mainstream urban resilience. A copy of OECD's presentation is presented in **Appendix 11**. Subsequent discussion on the presentation included how OECD could engage with cities on urban development strategies and building codes, on the challenges on applying these green growth principles to smaller cities and towns, and on how the partnership between OECD, GMS countries and the ADB could be further developed.

## **VI. Session 4**

### **Session 4a Presentation of ADB on Competitive Cities and GMS Corridor Towns Development Approach**

18. Ms. Eri Honda, Principal Urban Development Specialist, Urban Development and Water Division, SERD made a presentation about the current versus potential approaches for developing corridor towns in the GMS. She noted that current projects are providing much

needed urban infrastructure mainly focused in “along corridor” towns, but not yet on “border towns” or economies of urban areas and their hinterlands which are critical areas for countries. She highlighted the need for a more comprehensive approach through an integrated multi-level institutional framework. She presented two case studies that adopted alternative approaches to the approach taken in the GMS, namely (i) a supra-national model adopted by the Maputo Corridor Company (MCC) in South Africa and Mozambique and (ii) a national collaboration model adopted by the Initiative for the Integration of Regional Infrastructure in South America (IIRSA), covering Argentina, Uruguay, Paraguay, Brazil, and Venezuela. She highlighted three key areas for capacity development, namely strengthening of diagnostics to identify priority infrastructure, strengthening skills and systems for national funding agencies and implementing organizations, and catalytic resourcing of financing through different funding channels including development agencies, climate funds and the private sector. A copy of the presentation is included in **Appendix 12**.

19. The Co-Chair invited different participants to share their views on the presentation, particularly with regard to some of the questions posed, including on which models seemed most appropriate for coordinating corridor development across GMS countries (i.e. a supra-national model like MCC or a national collaboration model like IIRSA), on how countries should coordinate corridor activities and financing internally, how the institutional framework for corridor implementation should be upgraded, and which partners could support such activities. The Co-Chair noted that a copy of the paper was provided as part of the meeting agenda, and requested participants to share any detailed comments in the coming weeks.

20. Thailand requested more information on criteria for the selection of infrastructure and cities and towns moving forward, as the cities and town selected in the different countries are of different sizes with different characteristics. Thailand also highlighted ongoing initiatives between Thailand-Cambodia and Thailand-Myanmar, and noted that a joint committee had been established to streamline the necessary transport infrastructure linkage across borders and special economic zones. With respect to selection criteria, Ms. Honda, ADB, noted that the projects done under the GMS corridor towns projects at present appeared to be focusing mostly on localized needs of towns within countries, and less so on regional infrastructure and broader economic development per se. Developing appropriate criteria for selection of towns was a key motivation for the study.

21. The Viet Nam delegation noted that a model with multiple countries (like IIRSA) may be more appropriate than a model for just two countries (like MCC). PRC shared their experience in putting together a “blue book” assessing the competitiveness of different Chinese cities. They noted the importance of research and measurement as a key to understanding competitiveness, and suggested that perhaps similar metrics and criteria could be developed to assess cities across the GMS. Cambodia suggested that development along economic corridors should be better distributed along the corridor, rather than being overly focused on discrete points or nodes along the corridor, where benefits may be too concentrated. On this point, Ms. Alexander, ADB, noted that a number of GMS interventions in other sectors and areas, such as in transport, agricultural value chains and social and human resource development, served to complement the urban investments in the corridor towns.

22. The Co-Chair invited PRC and Lao PDR to share their experience on the cross-border development zones, and particularly the engagement of the private concessionaire. PRC noted that the model in along the border with Lao PDR was a PPP model that was similar to the MCC model. The key to success in these projects was to understand how the private sector could minimize risks and maximize benefits from such initiatives. Lao PDR noted that importance of linking the economic corridor towns to the border towns. At present, it is not clear how these projects would impact other areas along the road, as in some cases the roads have already

deteriorate. Lao PDR also noted the importance of harmonizing policies and regulations on both sides of the border.

#### **Session 4b: Next Steps**

23. Ms. Pinsuda Alexander, Economist, SERC, SERD, ADB reminded meeting participants of the evolution of the urban task force since 2012 and the terms of reference of the task force. She posed the question as to whether (and when) the task force should be upgraded to a working group, and how the composition of such a working group may be decided. She also sought feedback on the process and timing on when such an upgrade could take place. She noted that the task force is currently funded through a broader GMS TA, and that financing under this TA was becoming more limited.

24. The Chair noted that a key aspect in making this decision was to better define the deliverables of such a working group. The Co-Chair noted that concrete projects and investments would help to justify upgrading the task force to a working group. With regards to the composition of the task force or working group, this would depend on the future scope of work, and would need to be decided by each country.

25. Myanmar noted that a “task force” implies that there is a task for a discrete period of time which would cease to exist once the task is completed. A “working group” may have a different signal in terms of longer-term engagement. Viet Nam shared their view that it was not immediately clear if there would be a very different function of the task force versus the working group, but that the working group may be a more sustainable. They also noted that new deliverables for the upcoming Ministerial meeting was unlikely, given other priorities and the limited amount of time between now and the Ministerial meeting.

26. On composition of the task force or the future working group, Cambodia noted that a discussion was needed within the national GMS Secretariat to ensure the correct Ministries were represented. As an example, it was noted that the Ministry of Public Works and Transport in Cambodia was responsible for the urban infrastructure for GMS projects, but were not represented in Cambodia’s delegation for the Task Force. Myanmar noted that GMS National Coordinators had already been nominated to participate in the urban task force meetings, and that these focal points should coordinate across relevant line Ministries and implementing agencies to ensure participation and/or inputs of the relevant agencies. PRC concurred that members should be allowed to come from different Ministries, depending on the topics and terms of reference for the working group. Thailand noted that ensuring participation of the relevant implementing agencies, for example those involved with implementation of Thailand-Cambodia and Thailand-Myanmar projects, in addition to planning agencies was very important for the future, particularly as the upstream planning and thinking around turning transportation corridors into economic corridors took place. Lao PDR noted that further internal consultations would be needed on this issue in Lao PDR.

27. Ms. Alexander noted that the urban task force was viewed as being an active group with some good achievements, in contrast to some other sectorial working groups that had been less active. As such, the issue of upgrading the task force to a working group, and confirmation of terms of reference for such a group, could be raised at a future Ministerial meeting for endorsement. In terms of next steps, views on the creation of such a working group could be sought between now and the next GMS Senior Officials Meeting, and, if consensus is reached, a proposal could be taken forward at the GMS Ministerial Conference. The Chair noted that, as the host of this year’s meetings, Thailand can put forward this issue for deliberations as part of the GMS Senior Officials Meetings.

28. The Co-Chair confirmed that there were no objections to including border economic zones within the mandate of the task force (and/or a subsequent working group).

## VII. Site Visits - Dindaeng Wastewater Plant and BMA Flood Control Center

29. The Bangkok Metropolitan Administration (BMA) organized site visits for the participants to the Dingdaeng wastewater plant and the BMA flood control center. It was the first time to conduct site visits as part of the GMS Urban TF meeting. Meeting participants learned about the application of advanced technologies to wastewater management and flood control in Bangkok, and active discussions were held during the Q&A sessions. The site visits also provided an opportunity for participants to interact in a more relaxed atmosphere.

## VIII. Closing Session

30. In closing and on behalf of the Chair, the Co-Chair presented a summary of the proceedings. The meeting discussed concepts including urban green growth, economic competitiveness and corridor development, and how these apply and link together in the GMS, including through presentations by the BMA and OECD. The meeting discussed the current status and updates to the RIF-IP, including updates from each of the six GMS countries and recommendations on how to update the RIF-IP moving forward. The ADB presented a paper on GMS competitive cities and the corridor town development approach, and on steps towards institutionalizing and coordinating development of infrastructure amongst multiple countries, with subsequent discussions. Potential outputs for the urban task force for the year were discussed. The possibility of upgrading the task force to a working group was also discussed.

31. In terms of next steps and timelines:

- i) The paper on GMS competitive cities and the corridor town development approach, titled *Fostering Competitive Cities and Urban Areas in the GMS—building inclusive economic clusters sustainably*, will be circulated by ADB for final comments. Once finalized, it can be considered as an output of the urban task force, and published for the 21st Ministerial Conference to be held December 1, 2016 in Chiang Rai, Thailand.
- ii) Follow-up work to refine the GMS corridor towns development approach to strengthen the linkage between GMS corridor towns development projects and overall GMS economic growth can be undertaken under the ongoing ADB *CDTA 8989-REG: GMS Capacity Development for Economic Zones in Border Areas*.
- iii) The technical note on *Special Economic Zones in the GMS* will be published for the 21st Ministerial Conference, as an additional output of the urban task force.
- iv) The proposal to upgrade the task force for urban development to a working group requires further consultations at different levels for each country. Thailand, as host, can put forward this issue for deliberations during upcoming GMS Senior Officials meetings.
- v) The possibility of developing more structured, 3-year rolling work plans, in addition to the RIF-IP, will be further discussed. Border economic zones will be considered part of the scope of the task force moving forward.
- vi) The date, time and location of the next Urban Task Force meeting next year, to be held in Viet Nam, will be confirmed.



32. The Co-Chair concluded closing remarks by requesting final feedback and comments from country delegations.

33. **Cambodia** noted that, with regard to upgrading the task force, further internal discussions were needed, including to determine the most appropriate stakeholders to contribute to the forum in the future. Cambodia was supportive of including cross-border economic zones. Moving ahead, Cambodia recommended the inclusion of further policy and planning studies in the RIF-IP.

34. **PRC** expressed appreciation for the platform provided by the urban task force. For the work plan moving forward, more focused activities on the two themes, city competitiveness and green growth, could be considered. For example, more in-depth local case studies, perhaps from the host country hosting the meeting, could be considered.

35. **Lao PDR** welcomed the opportunity to learn from discussions on how green growth can be achieved alongside urban development. The scale of urbanization is different in Lao PDR, given the smaller size of the country, and that bringing access, electricity, water supply, sanitation and other services to rural areas remained a priority. Regarding the Special Economic Zone in Lao PDR, it was noted that this is under the mandate of the Prime Minister's Office, but that the Ministry of Public Works and Transport would help to support and coordinate any necessary discussions. Moving forward, Lao PDR will have further internal consultations on the possibility of, and composition of, a working group.

36. **Myanmar** expressed appreciation to the government of Thailand and to the ADB for organizing the meeting. Myanmar looks forward to taking some of the themes discussed forward, including through a project on green growth, in partnership with the Rockefeller Foundation, in Mandalay. In terms of corridor development, there was good work underway, but also still many missing links in Myanmar to ensure connectivity of the border towns. Myanmar will continue to develop corridor towns, and develop these missing links, moving forward.

37. **Thailand** appreciated the informal, open and collaborative discussions during the task force. On the issue of competitiveness and green growth, Thailand agrees and supports the inclusion of cross border towns as part of the urban program. Moving forward, Thailand recommended bundling TA and investment components of future projects.

38. **Viet Nam** appreciated the meaningful discussions on how to integrate climate resilience and urban green growth into traditional infrastructure development programs. Viet Nam would be honored to host the next meeting of the task force, and looked forward to further discussions to finalize the key topics and agenda for the meeting.

39. **ADB** confirmed that it will prepare and circulate draft proceedings from the meeting for comments, also requested countries to share any remaining comments for the finalization of the competitiveness paper.

40. The Co-Chair thanked all participants for their sincere and engaged participation, and looked forward to the Sixth meeting of the task force next year.



25–26 August 2016, Bangkok, Thailand

**PROVISIONAL AGENDA**  
*(as of 18 August 2016)*

<b>Meeting Objectives</b>	
<ul style="list-style-type: none"> <li>• Update the GMS Regional Investment Framework and progress of the regional and national urban projects included in the GMS Urban Development Strategic Framework 2015–2022.</li> <li>• Discuss the concept and applicability of “Urban Green Growth” through knowledge sharing on OECD’s Urban Green Growth in Dynamic Asia project, in particular case studies on Bangkok and Hai Phong.</li> <li>• Discuss and agree on the next steps including upgrading of the Urban Task Force to the Urban Working Group and preparation of the next regional meeting.</li> </ul>	
<b>Chair:</b>	Khun Sumitra Pooltong, GMS National Focal, Strategic Planning Expert, Office of the National Economic and Social Development Board (NESDB), Thailand
<b>Co-Chair:</b>	Ms. Tatiana Gallego Lizon, Director, Urban Development and Water Division (SEUW), Southeast Asia Department (SERD), Asian Development Bank (ADB)

<b>DAY 1: 25 August 2016, Thursday</b>	
0830-0900	<b>Registration</b>
0900-0930 (30 mins)	<b>Opening Session</b> <ul style="list-style-type: none"> <li>• Welcome Remarks by Chair</li> <li>• Introductory Remarks and Recap of 4<sup>th</sup> GMS Task Force Meeting on Urban Development by Co-Chair</li> <li>• Brief statements of Heads of Country Delegations and Mr. Yasushi Negishi, Country Director, ADB Resident Mission in Thailand</li> </ul> <p>Group Photo</p>
0930-0945	<b>Coffee, Tea Break</b>

<b>DAY 1: 25 August 2016, Thursday</b>	
0945-1000 (15 mins)	<b>Session 1. Recent Developments and Other Linkages with the GMS Program</b> <b>1. Updates from GMS meetings and Other Program Developments</b> <b>2. Presentation of the 3<sup>rd</sup> Progress Report for the GMS Regional Investment Framework Implementation Plan (RIF-IP) and Midterm Review</b> <ul style="list-style-type: none"> <li>Ms. Pinsuda Alexander, Economist (Regional Cooperation), Regional Cooperation and Operations Coordination Division (SERC), SERD, ADB</li> </ul>
1000-1200 (15 mins per country)	<b>Session 2: Country Report on Progress of National Projects in the Urban Sector – Presentations by member country representatives</b> Country Presentations of: <ul style="list-style-type: none"> <li>Cambodia</li> <li>People’s Republic of China</li> <li>Lao People’s Democratic Republic</li> <li>Myanmar</li> <li>Thailand</li> <li>Viet Nam</li> <li>Questions and Answers (30 mins)</li> </ul>
1200-1330	<b>Lunch</b> Venue: Red Sky, Centara Grand at Central World, 55 <sup>th</sup> Floor
1330-1400 (30 mins)	<b>Session 3a: Presentation on OECD’s Urban Green Growth in Dynamic Asia project</b> <ul style="list-style-type: none"> <li>Mr. Tadashi Matsumoto, OECD</li> </ul>
1400-1430 (30 mins)	<b>Session 3b: Presentation on Urban Green Growth and Climate Change Resilience in Bangkok</b> <ul style="list-style-type: none"> <li>Mr. Jarupong Pengglieng, Bangkok Metropolitan Administration</li> </ul>
1430-1500 (30 mins)	<b>Session 3c: Discussion on Approaches to Achieve Green Growth</b>
1500-1530	<b>Coffee, Tea Break</b>
1530-1600 (30 mins)	<b>Session 4a: Presentation of ADB on Competitive Cities and GMS Corridor Towns Development Approach</b> <ul style="list-style-type: none"> <li>Ms. Eri Honda, Principal Urban Development Specialist, Urban Development and Water Division, SERD, ADB</li> </ul>
1600-1700 (60 mins)	<b>Session 4b: Next Steps</b> <ul style="list-style-type: none"> <li>GMS Corridor Towns Development Approach towards Competitive</li> </ul>

<b>DAY 1: 25 August 2016, Thursday</b>	
	<p>Cities</p> <ul style="list-style-type: none"> <li>• Upgrading the Urban Task Force to the Urban Working Group</li> <li>• Next meeting (6<sup>th</sup> Urban TF Meeting or 1<sup>st</sup> Urban WG Meeting? Date, host, venue, theme)</li> <li>• Other matters</li> </ul>
1830-2000	<p><b>Dinner</b> hosted by Thailand Venue: Intercontinental Hotel</p>
<b>DAY 2: 26 August 2016, Friday</b>	
0830-1200 (half day)	<p><b>Site Visit</b></p> <ul style="list-style-type: none"> <li>• Dindaeng Wastewater Plant and BMA Flood Control Center, BMA Hall</li> </ul>
1200-1330	<p><b>Lunch</b> Venue: The World, Centara Grand at Central World, 24<sup>th</sup> Floor</p>
1330-1400 (30 mins)	<p><b>Closing Session</b></p> <ul style="list-style-type: none"> <li>• Wrap-up by Co-Chair</li> <li>• Concluding Remarks by Chair</li> </ul>



## LIST OF PARTICIPANTS

*(as of 25 August 2016)*

### CAMBODIA

- |   |                    |             |   |  |
|---|--------------------|-------------|---|--|
| 1 | Dr. Bunnarith Meng | Designation | : | Deputy Director General                                      |
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FIFTH MEETING

# GMS Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand

# Session I: Recent Developments and Other Linkages with the GMS Program

***Ms. Pinsuda Alexander***  
***Regional Cooperation and Operations***  
***Coordination Division, Southeast Asia***  
***Department, ADB***

# Outline of the Presentation

## **Part I: Updates from GMS Meetings and Other GMS Developments**

- GMS Meetings
- GMS Projects and Other Initiatives

## **Part II: RIF-IP 3<sup>rd</sup> Progress Report**

- Background --- RIF: The Long List ; RIF-IP: The Shortlist ; RIF-IP First and Second Progress Reports
- RIF-IP Table 7: Urban Development Priority List of Projects
- RIF-IP Table 10: Other Multisector/BEZs Priority List of Projects
- Proposed 3<sup>rd</sup> Progress Report: Urban Development
- Proposed 3<sup>rd</sup> Progress Report: Other Multisector/BEZs

# Outline of the Presentation

## Part III: Midterm Review (MTR) of the GMS Regional Investment Framework Implementation Plan (RIF-IP): Urban Development and Other Multisector/BEZs

- MTR Objectives
- Criteria for Determining High Priority Projects
- Proposed RIF-IP, 2014-2020: Urban Development
- Proposed RIF-IP, 2014-2020: Other Multisector/BEZs

# PART I

## Updates from GMS Meetings and Other GMS Developments

# GMS Meetings

## CBTA JC Retreat and NTFC Senior Officials' Meeting 14-15 July 2016, Bangkok, Thailand

**Outcome:** CBTA implementation getting started. Among others, it was agreed that the GMS Road Transport Permit will be launched by January 2017.

## GMS Senior Officials' Meeting 3 August 2016, Phnom Penh, Cambodia

**Outcome:** Will there be any proposed 21st MC deliverable from the Urban Development Sector? Is the Urban Task Force ready to be upgraded into a Working Group?



# GMS Meetings

## **Eighth Economic Corridors Forum (ECF-8) 4 August 2016, Phnom Penh, Cambodia**

**Outcomes:** Among others, (i)GMS Economic Corridors getting reconfigured; (ii) lessons learned from first SSI to be applied in all the 15 border crossing points ; (iii) UNCDF, a new development partner in cross border area infrastructure ; (iv) SEZs confirmed to attract private sector investments and a tool for economic corridor development.

### **Upcoming Meetings**

**21st Ministerial Conference, 1 Dec 2016, Chiang Rai, Thailand  
6th Summit, 1st Qtr 2018**

Any proposed 21st MC deliverable from the Urban Development Sector? Is the Urban Task Force ready to be upgraded into a Working Group?

# GMS Projects and Other Initiatives

- Ha Noi –Lang Son Expressway
- CBTA implementation (GMS Road Transport Permit)
- GMS Tourism Infrastructure for Inclusive Growth
- Support to Border Areas Development (VN, CLV-DTA)

# PART II

## The 3<sup>rd</sup> Progress Report of the GMS Regional Investment Framework Implementation Plan (RIF-IP): Urban Development and Other Multisector/Border Economic Zones (BEZs)

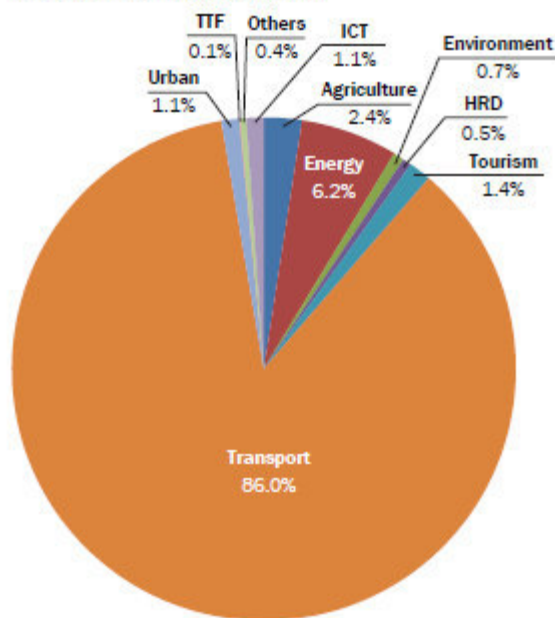
# Background: Regional Investment Framework (RIF) 2013-2022

## The Long List



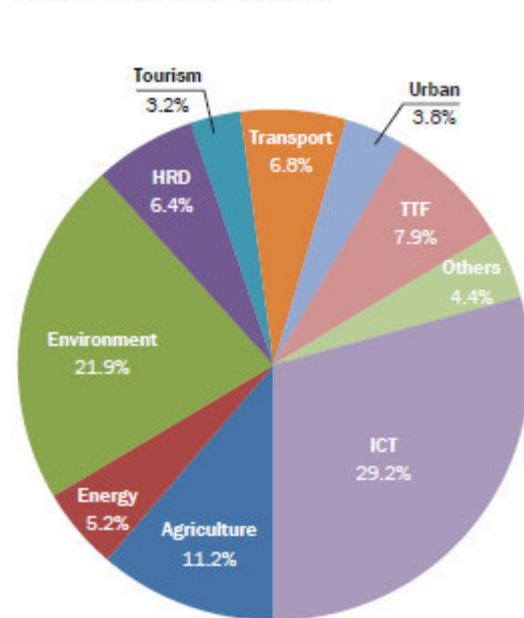
The RIF includes more than 200 projects across 10 sectors with a total investment cost of \$ 50 billion.

Figure 1: Sectoral Distribution of RIF Investment Projects, Based on Estimated Total Cost



HRD = human resource development, ICT = information and communications technology, TTF = transport and trade facilitation.  
Source: ADB estimates

Figure 2: Sectoral Distribution of RIF TA Projects, Based on Estimated Total Cost



ICT = information and communications technology, TTF = transport and trade facilitation.  
Source: ADB estimates

FIFTH MEETING

**GMS** Urban Development Task Force

25-26 August 2016 • Bangkok, Thailand

<http://www.adb.org/countries/gms/strategy>



# Background: Regional Investment Framework (RIF) 2013-2022

## The Long List



**Urban TF is proposed to cover also Other Multisector/BEZs projects** given similarity in nature of projects and UDSF identifies development of border zones as an element of Strategic Pillar 2- Planning and Development of Border Areas.

### RIF Sectors/Categories:

- Transport
- Energy
- Agriculture
- Environment
- Human Resource Development
- **Urban Development**
- Tourism
- Transport and Trade Facilitation
- Information and Communication Technology
- **Other Multisector/Border Economic Zones**

FIFTH MEETING

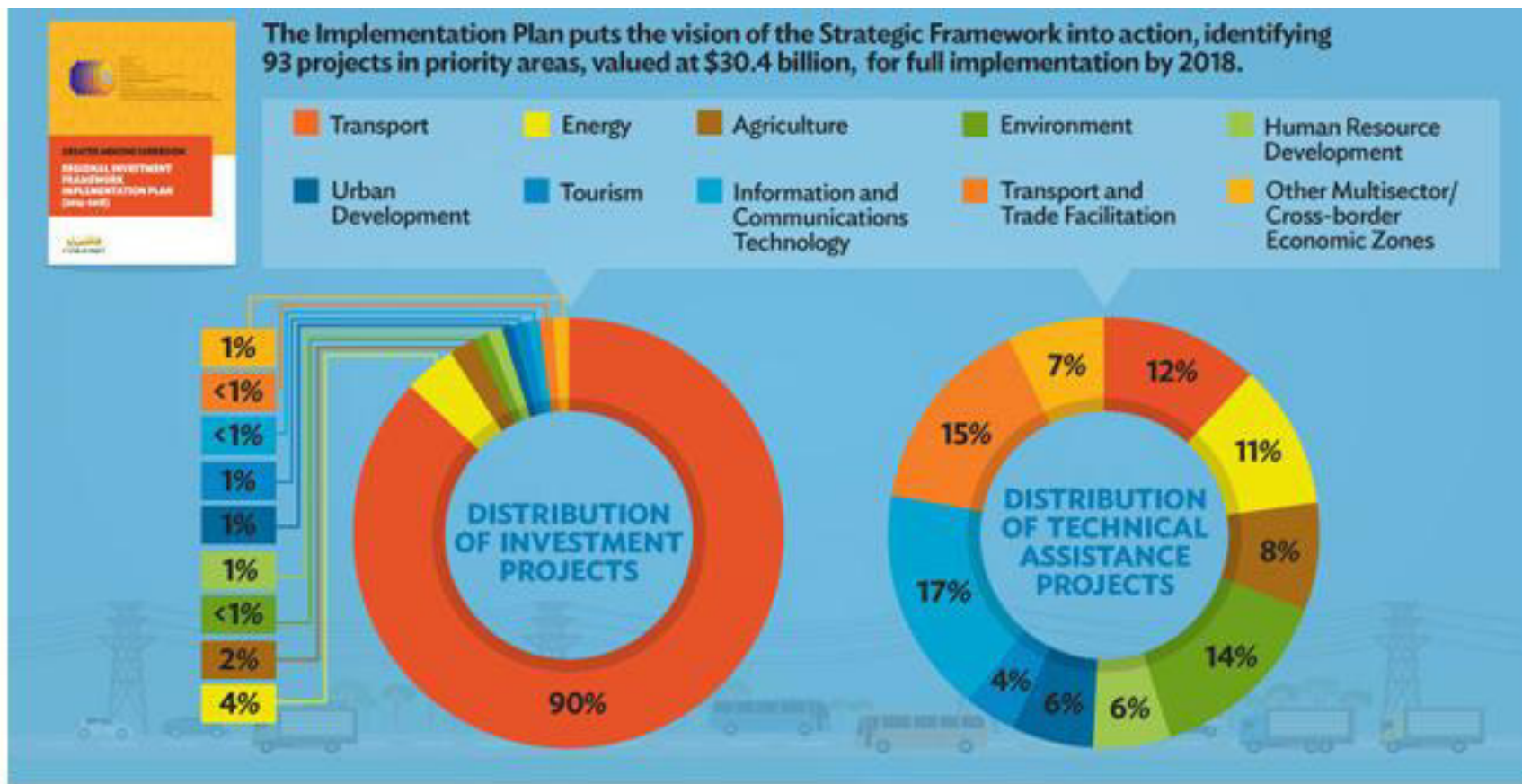
**GMS** Urban Development  
Task Force

25-26 August 2016 • Bangkok, Thailand

<http://www.adb.org/countries/gms/strategy>

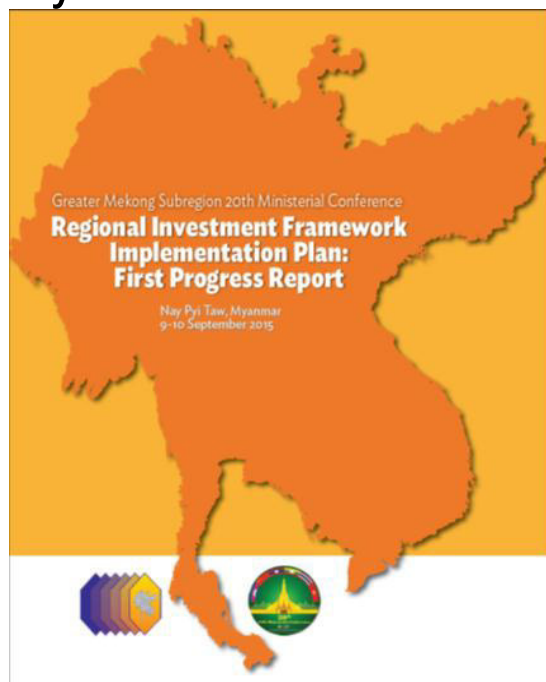


# Background: Regional Investment Framework Implementation Plan (RIF-IP) 2014-2018, The Short List



# Background: RIF-IP First Progress Report Summary( 30 June 2015)

## Investment Projects by Sector



**\* Review also other sector projects.**

Sector	Number of projects				
	In RIF-IP	Dropped	FS Commenced	Financing available <sup>(1)</sup>	Implementation commenced
Transport	42	1	28	20	8
Energy	4	2	2	2	0
Agriculture	2	0	1	1	0
Environment	2	0	1	1	1
Human Resource Development	2	0	0	0	0
Urban Development	2	0	2	2	0
Tourism	3	0	1	1	1
Transport and Trade Facilitation	1	0	0	1	0
Information and Communication Technology	1	1	0	0	0
Other/Cross Border Economic Zones	2	0	0	0	0
<b>Total</b>	<b>61</b>	<b>4</b>	<b>35</b>	<b>28</b>	<b>10</b>

Note (1): Financing either approved or included for future financing in a country program or equivalent.

# Background: RIF-IP Second Progress Report Summary (31 December 2015)

## Technical Assistance Projects by Sector



Sector	In RIF-IP	Dropped	Added	Financing available (1)	Implementation commenced
Transport	10	0		6	3
Energy	4	1		2	1
Agriculture	2	0	2	2	1
Environment	2	0		1	1
HRD*	2	0		1	1
Urban Development	2	0	2	4	2
Tourism	3	1		3	2
TTF*	4	1		3	2
ICT*	1	0		0	0
Other/ BEZs*	2	0		1	0
<b>Total</b>	<b>32</b>	<b>3</b>	<b>4</b>	<b>23</b>	<b>13</b>

HRD: Human Resource Development. TTF: Transport and Trade Facilitation. ICT: Information and Communication Technology. BEZ: Border Economic Zone

Note (1): Financing either approved or included for future financing in a country program or equivalent



# RIF-IP Table 7: Urban Development Priority Projects

**Table 7: Urban Development Priority Projects**

	Name of Project	Country Coverage	Cost Estimate (US\$ million)
<b>Investment Projects</b>			
1	Corridor Towns Development Project II	Cambodia, Lao PDR, Viet Nam	250.0–300.0
2	Corridor Towns Development Project III	Myanmar	80.0
<b>TA Projects</b>			
1	PPTA for Corridor Towns Development Project II	Cambodia, Lao PDR, Viet Nam	2.0
2	PPTA for Corridor Towns Development Project III	Myanmar	1.5

Lao PDR = Lao People's Democratic Republic, PPTA = project preparatory technical assistance.

Source: GMS Secretariat's compilation.

# RIF-IP Table 10: Other Multisector/BEZs Priority Projects

**Table 10: Other Multisector/Cross-Border Economic Zone Priority Projects**

	Name of Project	Country Coverage	Cost Estimate (US\$ million)
<b>Investment Projects</b>			
1	Joint PRC—Viet Nam Cross-Border Economic Zones	PRC and Viet Nam	150.0
2	Construction of a Phnom Penh New Port Special Economic Zone	Cambodia	60.0
<b>TA Projects</b>			
1	Capacity Building for Cross-Border Economic Zones	PRC, Lao PDR, Myanmar	2.0
2	PPTA for Joint Feasibility Study on Cross-Border Economic Zones in the PRC and Viet Nam	PRC and Viet Nam	2.0

Lao PDR = Lao People's Democratic Republic, PPTA = project preparatory technical assistance, PRC = People's Republic of China.  
Source: GMS Secretariat's compilation.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Urban Development RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Investment Projects</b>			
REG- URB-01	CAM, LAO, VIE: Corridor Towns Development Project II	CAM- 38.1 LAO- 52.0 VIE- 121.67	ADB project financing for Cambodia and Lao PDR was approved on 13 Nov 2015 and on 1 Dec 2015 for Viet Nam. Implementation has commenced. Recruitment of implementation consultants is ongoing.
REG- URB-02	MYA: Corridor Towns Development Project III	80.0 ADB (NEDA, TICA Thailand)	The proposed ADB loan is programmed for 2017 approval. ADB is in discussions with NEDA and TICA of Thailand for co-financing of the project. Loan fact-finding is scheduled in June 2016.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Urban Development RIF-IP 2014-2020

Cod	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Proposed Investment Projects not yet included in the approved RIF-IP</b>			
REG-URB -TA-04	CAM, LAO, VIE, (MYA) : Corridor Towns Development Project IV		<b>Proposed to be added:</b> The TA to prepare the investment project is proposed for ADB funding in 2016.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Urban Development RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Technical Assistance Projects</b>			
REG-URB -TA-01	CAM, LAO, VIE: Corridor Towns Development Project II	2.385 ADB	The TA commenced in January 2014 and is scheduled for completion on 31 December 2016.
REG- URB-TA- 02	MYA: Corridor Towns Development Project III	1.35 ADB	The TA commenced in February 2015 and will be completed in December 2016.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Urban Development RIF-IP 2014-2020

Cod	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Proposed TA Projects not yet included in the approved RIF-IP</b>			
REG-URB -TA-03	All GMS Countries: Greater Mekong Subregion: Capacity Development for Economic Zones in Border Areas	0.9 ADB Regional Cooperation & Poverty Reduction	<b>Proposed to be added:</b> The Capacity Development Technical Assistance effective as of 12 Nov 2015; all 6 DMCs gave no objection; major change in scope is underway.
REG-URB -TA-04	CAM, LAO, VIE, (MYA) : Corridor Towns Development Project IV	2.0 ADB	<b>Proposed to be added:</b> The TA is proposed for ADB funding in 2016.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Other Multisector/BEZs RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Investment Projects</b>			
REG-OTH-01	PRC, VIE: Joint PRC-Viet Nam Cross-Border Economic Zones	300.0 ADB	<p>The project has been included in the ADB 2016-2018 lending program upon request by PRC for \$300 million funding. Project preparation in Guangxi Province is ongoing.</p> <p>In Jan 2016, the PRC Ministry of Finance has approved US\$ 40,000 grant to Guangxi Zhuang Autonomous Region to support Dongxing’s development capacity building project which is ADB’s follow up project to facilitate the Sino-Vietnamese CBEZ program at Dongxing-Mong Cai. The project proposal is under preparation by Guangxi Province.</p>

# Proposed 3<sup>rd</sup> Progress Report and MTR: Other Multisector/BEZs RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Investment Projects</b>			
REG-OTH-02	CAM: Construction of a Phnom Penh New Port Special Economic Zone	60.0	No status information available since the last two progress reports. <b>Propose for Deletion ?</b>
<b>Proposed Investment Projects not yet included in the approved RIF-IP</b>			
REG-OTH-03	PRC: Yunnan Lincang Cross-border Economic Zone Infrastructure Development Project		While this is not in RIF-IP nor RIF, a project loan is in ADB firm pipeline for 2018 but Stand by 2017 as the Lincang Govt. is ready to process the project. ADB Reconnaissance mission is scheduled for 1 <sup>st</sup> week of August 2016 and the Project Preparatory TA is scheduled for ADB approval Sep 2016.



# The Proposed Progress Report and MTR: Other Multisector/BEZs RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Technical Assistance Projects</b>			
REG-OTH-TA-01	PRC, LAO, MYA: Capacity Building for Cross-Border Economic Zones	2.0	<p>The 1<sup>st</sup> joint working group meeting for coordinating Muse-Ruili Cross Border Economic Zone was held in Ruili, Yunnan Province on 14 December 2015. Myanmar Ministry of Commerce propose to include study visits of Senior officials to CBEZ in other GMS Countries.</p> <p>There is a similar capacity building TA on Economic Zones in Border Areas under the Urban Development RIF that was approved and effective in November 2015.</p> <p><b>Consider dropping and include under TA 8989.</b></p>

# The Proposed Progress Report and MTR: Other Multisector/BEZs RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Technical Assistance Projects</b>			
REG-OTH- TA-02	PRC, VIE- PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs	2.0	Preparatory work is ongoing (as reported by PRC on 20 Jan 2016). ADB is preparing a regional TA project to help improve coordination between the two countries and finalize the joint master plans. Viet Nam also requested ADB's financial support for the CBEZs in Viet Nam.

# Proposed 3<sup>rd</sup> Progress Report and MTR: Other Multisector/BEZs RIF-IP 2014-2020

Code	Project	Cost, US \$ M & Available Financing	Status – Third Progress Report As of 30 June 2016
<b>Proposed Technical Assistance Projects not yet included in RIF-IP or RIF</b>			
REG-OTH- TA-03	PRC, MYA: Project Preparatory Technical Assistance for Yunnan Lincang Cross-border Economic Zone Infrastructure Development Project	500.0  ADB and PRC Govt.	<b>Proposed to be added:</b> TA is not currently in RIF nor RIF-IP but is scheduled for ADB financing approval in Q3 2016.

# PART III

## **The Mid-term Review of the GMS Regional Investment Framework Implementation Plan (RIF-IP): Urban Development and Other Multisector/Border Economic Zones (BEZs)**

# RIF-IP 3rd Progress Report and Mid-term Review (MTR)

- Refresh the RIF-IP and review its relevance with emerging needs and developments of the GMS countries
- MTR will result to a new expanded RIF-IP that rolls on to cover 2014-2020
- MTR will also feed into the review of the RIF itself and of the overall GMS Strategic Framework, which will be initiated at the 21st GMS Ministerial Conference in 30 November-1 December 2016
- Identify non-performing projects in the RIF-IP; consider taking out of RIF-IP but retain in the RIF pool
- Consider adding projects to RIF-IP (from RIF) or any new projects outside RIF, subject to endorsement of the Urban TF

# Criteria for Determining High Priority Projects

- **Subregional development benefits and impacts.** The project has a strong subregional rationale. The expected benefits and impacts include improved connectivity and competitiveness; and strengthened approaches to health, education, and environmental issues.
- **Economic and social viability.** The project is likely to be economically viable and, where relevant, financially viable and/or likely to produce social benefits.
- **Implementation schedule.** Implementation of the project will commence by 31 December 2020.
- **Availability of financing.** The project has identified financing sources, including potential funding from ADB, development partners, and the private sector.
- **Status of preparation.** Technical, social, and environmental impact assessments for the project have been initiated or completed.
- **National priorities.** The project is aligned with a national development plan or economic development strategy, and/or is included as a priority project in the national investment program.

**Thank You**  
**[www.adb.org/gms](http://www.adb.org/gms)**





# Cambodia Urbanization and needs

## Cambodian participants:

- 1- **H.E. Dr. Meng Bunnarith,**  
Deputy Director General, Land Management and Urban Planning
- 2- **Mr. Tou Sothou**  
Director, Dept. of Economic Development and Interational Cooperation
- 3- **Ms. Song Rany**  
Official, Cambodia's GMS National Secretariat

Presented to 5<sup>th</sup> GMS's Urban Development Task Force  
Bangkok, Thailand, 25-26 August 2016

# Contents

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**Present development conditions**

**Development infrastructure**

**Indicators and patterns of change**

**Economic establishments in Cambodia**

**Policy gap and commitment**

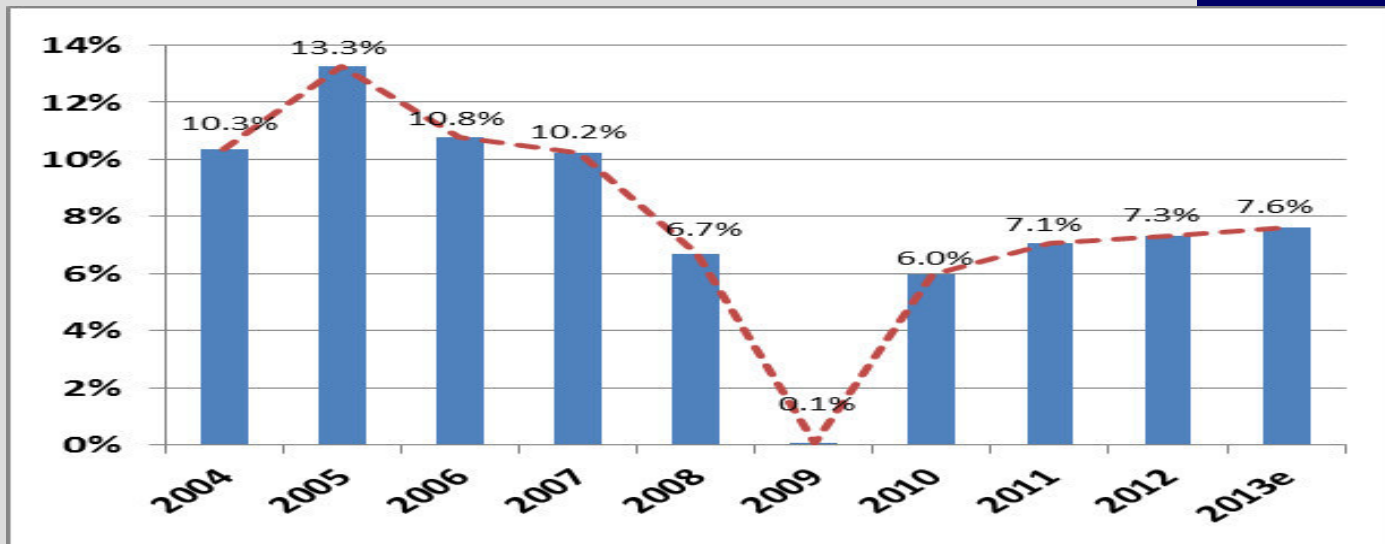
# Present Development Conditions

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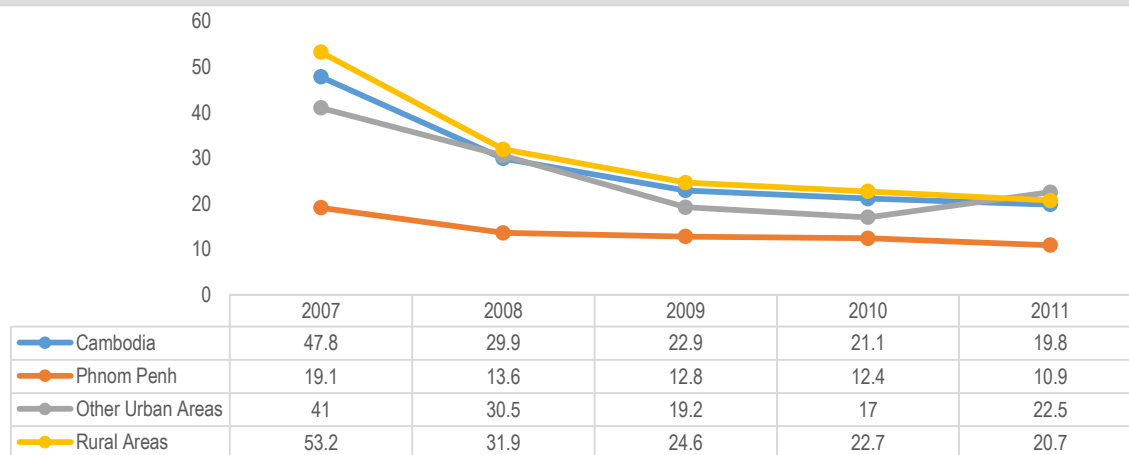
- Cambodia still is an early industrializing economy, moving towards lower-middle income country (IDP in 2030)
- The industrial sector is heavily biased towards the labour-intensive production of garments and footwear (80 % of exports are here)
- Agricultural products and their export are limited by the lack of value-added products:
- The country is highly dependent on imports for all investment goods (machinery, vehicles)
- The urban growth shows a heavy concentration on Phnom Penh and vicinity

# Present development conditions (cont.)

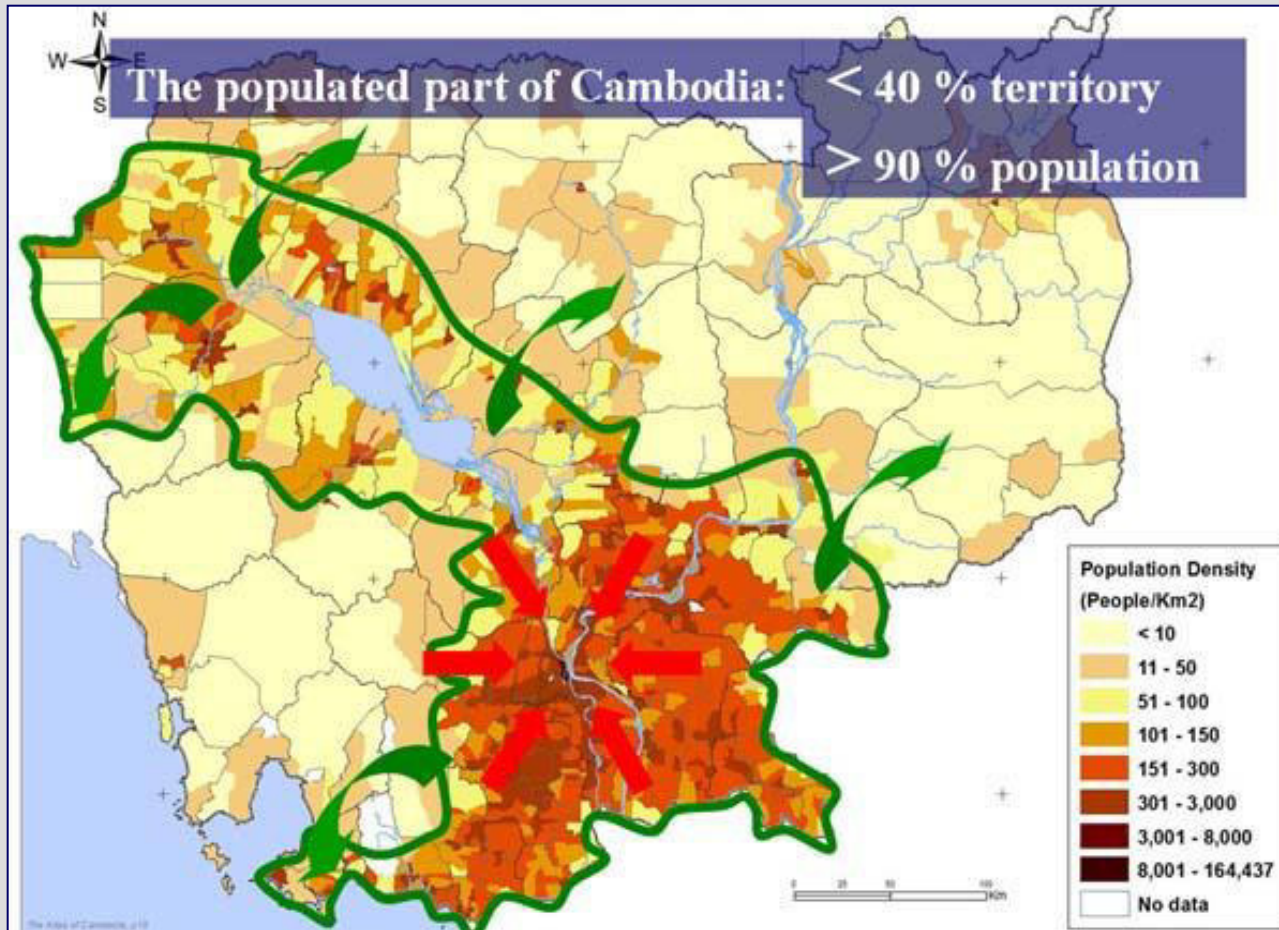
## GDP growth and poverty reduction



Key indicators– GDP growth since 2004, and reduction of poverty, 2007-2011



# Present development conditions (cont.)



The spatial concentration of population in the core region

Source: [Steinberg and Hakim, 2013]

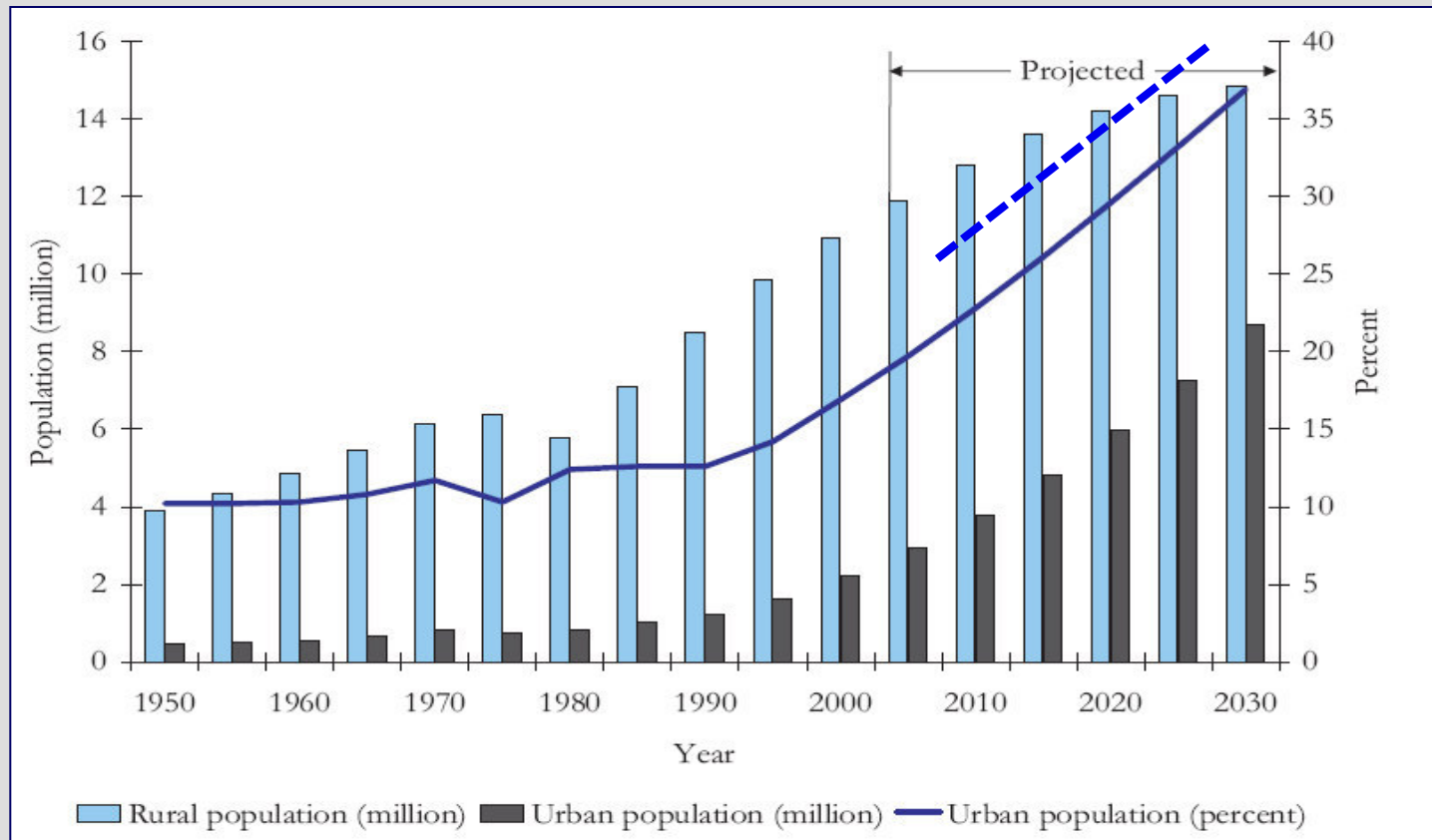
# Development of Infrastructure

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## Demand and supply side aspects:

- **Decreasing household size:** from 5.2 in 1998 to 4.7 in 2008, and this trend continues
- **Improving urban housing/infrastructure conditions:**
  - 1) permanent construction materials in urban residential buildings, from 69% (1998) to 86% (2008),
  - 2) improved water source, electric power, and indoor toilets doubled across the country, from a low level of 8% in 1998 to 17% in 2008, and in urban areas (from 43% to 72%), especially in Phnom Penh
- **The use of electric power:** As of 2008, only 22% of all households with electricity; but Phnom Penh (at nearly 90%), indicating the large disparities between the capital and the other urban areas

# Indicators & Patterns of Change



**Long-term population and urbanization growth trend and projection, 1950-2030**

Source: [Khemro, 2006] in Kanaley and Roberts, 2006, pp. 71-100

# Indicators & Patterns of Change (cont.)

## Shifts in ranking of urban places, 1998 – 2008 (reclassif.)

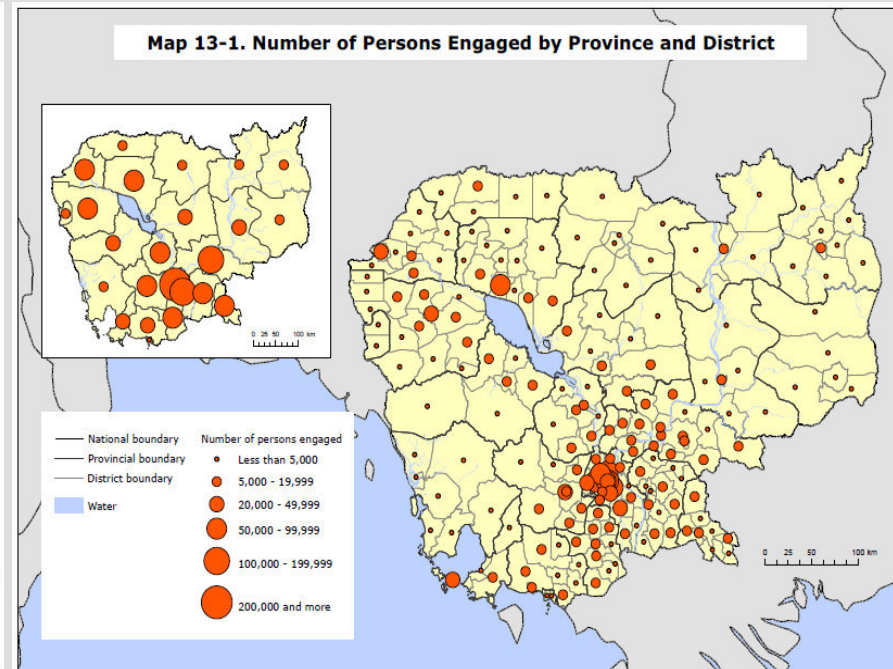
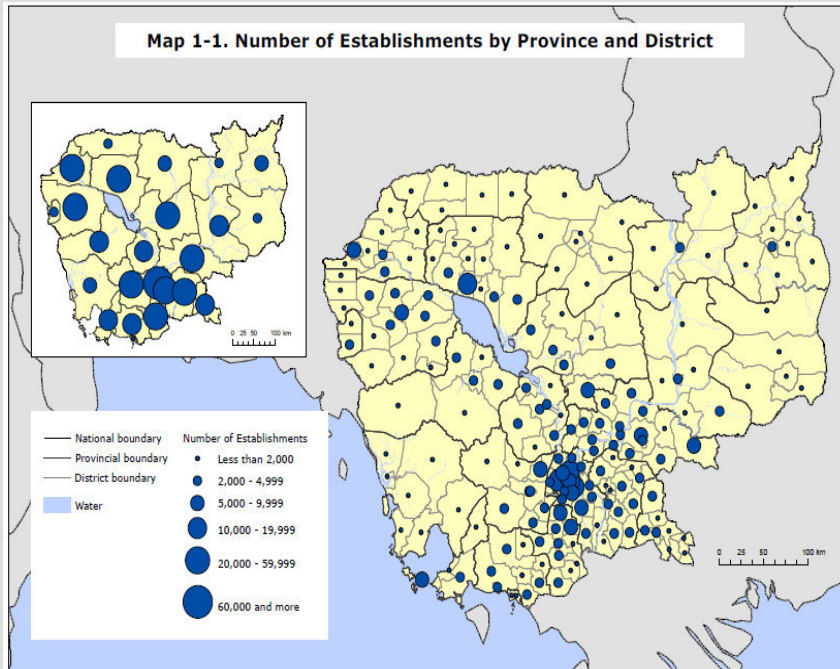
Rank	Urban area census, 1998		Change	Rank	Reclassification, 2004 of 1998 Census (3 criteria)		Change	Rank	Reclassification, 2011 of 2008 Census (Updated criteria)*	
1	Phnom Penh	570,155		1	Phnom Penh	950,373		1	Phnom Penh	1,501,725
2	Preah Sihanouk	155,690		2	Kandal	146,047		2	Kandal	287,067
3	Battambang	139,964		3	Banteay	135,415		3	Siem Reap	264,034
4	Siem Reap	119,528		4	Battambang	129,864		4	Kampong Cham	245,479
5	Banteay Meanchey	98,848		5	Siem Reap	102,708		5	Battambang	228,681
6	Kratie	79,123		6	Kampong Cham	95,386		6	Banteay Meanchey	228,484
7	Kampong Thom	66,014		7	Preah Sihanouk	66,723		7	Preah Sihanouk	121,789
8	Kandal	58,264		8	Kampong Speu	48,034		8	Svay Rieng	77,659
9	Pursat	57,523		9	Kampot	45,250		9	Kampong Speu	71,861
10	Prey Veng	55,054		10	Koh Kong	41,808		10	Pursat	63,628
11	Kampong Cham	45,354		11	Kampong	41,703		11	Kampong Thom	61,348
12	Kampong Chhnang	41,703		12	Kratie	36,354		12	Kampot	60,851
13	Kampong Speu	41,478		13	Prey Veng	35,304		13	Otdar Meanchey	51,414
14	Takeo	39,186		14	Kampong Thom	31,382		14	Koh Kong	50,869
15	Kampot	33,128		15	Pursat	27,180		15	Prey Veng	48,913
16	Koh Kong	29,329		16	Svay Rieng	16,997		16	Kampong Chhnang	43,130
17	Kep	28,660		17	Stung Treng	15,141		17	Takeo	41,383
18	Stung Treng	24,493		18	Takeo	13,659		18	Kratie	37,475
19	Pailin	22,906		19	Otdar Meanchey	12,081		19	Pailin	36,354
20	Otdar Meanchey	22,361		20	Rattanakiri	11,256		20	Stung Treng	30,959
21	Preah Vihear	21,580		21	Pailin	8,516		21	Rattanakiri	28,982
22	Svay Rieng	21,205		22	Preah Vihear	7,827		22	Preah Vihear	21,179
23	Rattanakiri	16,999		23	Kep	4,017		23	Kep	19,573
24	Mondulkiri	7,032		24	Mondulkiri	2,730		24	Mondulkiri	12,340
		1,795,575				2,025,743				3,635,177

Source: Urban reclassification 2004 and 2008, and CIPS 2013 (NIS, Ministry of Planning)

Note: \* included both sex engaged in >50% of non-agriculture businesses and other communes that satisfied the 3 criteria



# Economic Establishments and Population Engaged



Source: Economic Census, 2011

# Assessment of Gaps in Policies and Legislation

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- **Commitment is there but shortage of resources** (human capacity in urban planning) to develop the policies. All still depends so much on external support (GIZ, ADB, ...)
- **Some donors focus on physical infrastructure development** (JICA). A consolidated effort is needed.
- **The development of policies and legislation is in slow progress**
- **Conflicts of interest among individuals and ministries** over jurisdiction, causing the development of policies to become stagnant.
- **The urban agenda is not fully prioritized in national development policy** (example NSDP).



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**Thanks for your attention!**





FIFTH MEETING

# GMS Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand

**Country Report of PRC on GMS Urban Development**

# Main Contents

- ◆ Urbanization Progress in China
- ◆ Guangxi and Yunnan's Progress on Implementing the GMS Urban Development Strategy
- ◆ Guangxi and Yunnan's Urban Development Objectives and Spatial Planning (2016-2020)
- ◆ City Competitiveness in Guangxi and Yunnan
- ◆ Suggestions on Further Cooperation

# Urbanization Progress in China

- **Progress and achievements:** by 2015, Urbanization rate of China in terms of permanent residents reached 56.1% (that of registered residents reached 39.9%), urban population reached 770 million.
- **Problems and Challenges:** the process of urbanization of the migrants from rural areas is slow. The quantity of cities is still not enough, while some big cities are suffering from the ‘big city malaise’. Many cities lack necessary functions and provide only limited public service.
- **Development Objective and the Potential:**
  - by 2020, urbanization rate in terms of registered residents will reach 45%, which means about 100 m more people will settle in cities.
  - PM Li Keqiang: “Urbanization is the route one must take to realize modernization, and in it lies the biggest potential of domestic demand and the driving force for further development of China.”
  - Urbanization will not only boost domestic demand but also bring about more effective investment and promote balanced regional development as more city clusters are taking shape in central and west China.

# Guangxi's Progress on Implementing the GMS Urban Development Strategy

## ● Progress on Connectivity

- **Expressways:** Construction of Nanning—Pingxiang and Nanning-Dongxing expressways have been completed; Baise—Longbang, and Chongzuo—Shuikou expressways (which connect to Cao Bang Province, Viet Nam) will be completed by 2019.
- **Railways:** Nanning—Pingxiang railway upgrading project has been scheduled in China's Medium and Long-term Railway Development Plan; Nanning—Fangchenggang—Dongxing high speed railway has been partly constructed, and is expected to be completed by 2019.



## ● Progress on SEZs/BEZs

- The National Pingxiang Key Development and Opening-up Experimental Zone had just been set up on 2 Aug. 2016.
- Progress has been made on development planning. The draft ***Joint Framework Plan for the Cross-border Economic Cooperation Zones between PRC and Viet Nam*** was prepared by the Ministry of Commerce of PRC, and had been sent to Vietnamese counterpart for consultation.
- Infrastructure improving in SEZs including ASEAN Nanning Airport Economic Zone, China-Thailand (Chongzuo) Industrial Park, Dongxing Border Economic Cooperation Zone, Pingxiang Border Economic Cooperation Zone, Fangcheng Industrial Park, etc.

## ● Support from International Organizations for BEZs

- BEZs located at Pingxiang--Dong Dang, Dongxing--Mong Cai, Longbang-Baise--Tra Linh had been listed on *GMS RIF (2013-2022)* and *GMS Urban Development Strategy Framework (2015-2022)* as high priority project.
- TA project from ADB to do research and promote capacity building for Dongxing--Mong Cai BEZ.
- Regional cooperation promotion project of Guangxi listed as possible investment project (2015-2017) by ADB.
- The Pingxiang Border Trade Logistics Center had been listed in the ***Intergovernmental Agreement on Dry Ports*** by UNESCAP, and has started operation since Dec. 2015

# Yunnan's Progress on Implementing the GMS Urban Development Strategy

## ● Progress on Connectivity

- **Expressways:** Kunming—Hekou expressway began operation in Oct. 2013; Kunming—Ruili expressway has been put into use since Dec. 2015; Upgrading of the Xiaomengyang—Mohan section of the Kunming—Bangkok highway to expressway began in May 2015.
- **Railways:** Kunming—Hekou railway (with standard gauge) began service in Dec. 2014; Baoshan—Ruili section of the Dali-Ruili railway started construction in Dec. 2015; Yuxi—Mohan railway construction commenced in April 2016.
- **Waterway:** preliminary work for the Lancang-Mekong International waterway upgrading project phase II has been carried out as planned.

## ● New SEZs having been set up

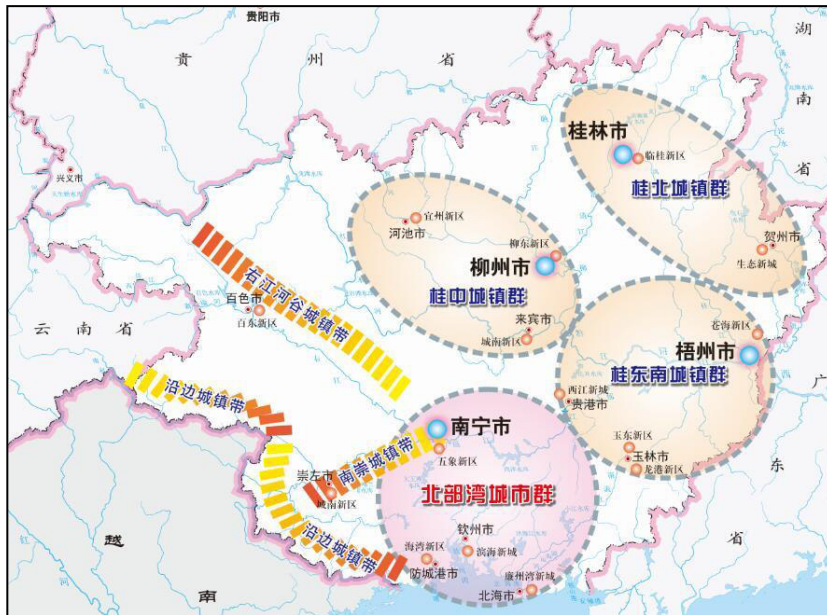
- The National Mengla (Mohan) Key Development and Opening-up Experimental Zone (set up in July 2015)
- The Central Yunnan New District (Sept. 2015)
- The Kunming Comprehensive Bonded Zone (Feb. 2016)

## ● SEZs/BEZs are making progress

- 4 Border Economic Cooperation Zones i.e. Hekou, Ruili, Wanding and Lincang, and 2 National Key Development and Opening-up Experimental Zones at Ruili and Mengla (Mohan) are developing fast.
- ***Joint Framework Plan for the Boten-Mohan Economic Cooperation Zone between Lao PDR and PRC*** was signed in Aug. 2015; Hekou—Lao Cai and Ruili—Muse economic cooperation zones in discussion and planning.
- The Honghe Comprehensive Bonded Zone has been up and running since May 2015.

# Urban Development Objectives and Spatial Planning of Guangxi (2016-2020)

- Implement the “Two-Core Strategy”: the Beibu Bay Economic Area and Xijiang (West River) Economic Belt serve as two key development poles.
- Develop 4 city clusters and 3 city belts.
- Urbanization rate in terms of permanent residents rises to 54% by 2020 from 47.06% in 2015, and urbanization rate in terms of registered residents reaches 40%.

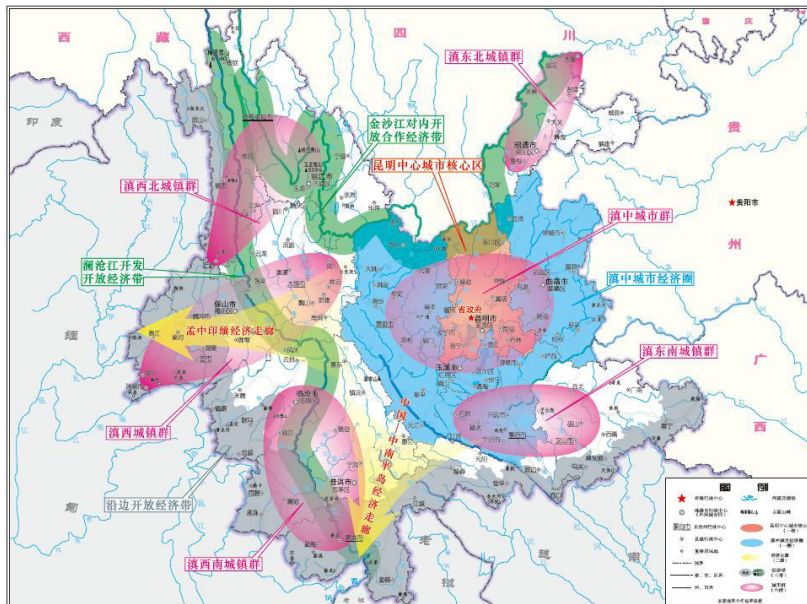


## City Clusters of Guangxi

- **Beibu Bay City Cluster:** centered on Nanning, promoting integration of Beihai, Qinzhou, Fangchenggang, Yulin and Chongzou
- **Central Guangxi City Cluster:** centered on Liuzhou, promoting integration with Laibin and Hechi
- **Southeast Guangxi City Clusters:** centered on Wuzhou, promoting integration with Yulin and Guigang
- **Northern Guangxi City Clusters:** centered on Guilin

# Urban Development Objectives and Spatial Planning of Yunnan (2016-2020)

- Promote the driving force of the Central Yunnan City Cluster, realizing balanced development of the 6 city clusters.
- Urbanization rate in terms of permanent residents rises to 50% by 2020 from 43.33% in 2015, and urbanization rate in terms of registered residents reaches 40%.



## City Clusters of Yunnan

- **1 Core:** Kunming and the Central Yunnan New District
- **1 Circle:** The economic circle encompassing cities of Kunming, Qujing, Yuxi, Chuxiong, Mengzi.
- **6 City Clusters:** the Central, West, Southeast, Northeast, Southwest, and Northwest Yunnan city clusters

# City Competitiveness in Guangxi and Yunnan

Guangxi	Yunnan
<ul style="list-style-type: none"><li>➤ Urban General Economic Competitiveness and Sustainable Competitiveness of cities in Guangxi have been relatively weak. In general, rankings of cities' economic competitiveness have not been improving in recent years.</li><li>➤ Regional disparity remains a major problem and the gap of cities' sustainable competitiveness has been growing.</li><li>➤ The core cities' driving force is not strong enough to lead regional development.</li></ul>	<ul style="list-style-type: none"><li>➤ Most cities in Yunnan have made some progress in promoting competitiveness, although rankings of them still remain the lowest in China.</li><li>➤ Disparities among cities are still very prominent. Some cities show strong competitiveness and have made remarkable achievements in eco-city development, but perform poorly in other areas.</li><li>➤ Kunming's leading role and influence are not as strong as expected.</li></ul>

# Suggestions on Further Cooperation

- Further promote regional connectivity and implement GMS CBTA.
- Deepen cooperation on SEZs at border areas, esp. on coordination of development planning and harmonization of policies, aiming to realize complementarity of different function zones across the border.
- Strengthen human resources development, esp. on training and cooperation in urban development planning.
- Start joint research program for promoting GMS city competitiveness, green growth etc.
- Fully utilize opportunity of the 'Belt and Road' initiative (B&R) and mechanisms like GMS Economic Corridor Forum, the GMS Governor's Forum, sister-city relationships etc to strengthen cooperation.

Thank you !







FIFTH MEETING

# **GMS** Urban Development **Task Force**

25–26 August 2016 • Bangkok, Thailand

# **Session I: The GMS Regional Investment Framework Implementation Plan (RIF-IP) Mid-term Review Report cum Third Progress Report:**

## **Lao PDR**

- 1) GMS East-West Economic Corridor Towns Development Project,
- 2) Second GMS Corridor Towns Development Project
- 3) Fourth GMS Corridor Towns Development Project

# GMS East-West Economic Corridor Towns Development Project

- Loan no.2931-LAO(SF), Grant no.0313-LAO(SF), Grant no.0314-LAO(UEIF)
- Total project cost: US\$47.74 million
- Closing date: 30 June 2019
- Loan Effectiveness: 15 January 2013
- Project components:
  - 1) Adoption of Strategic Local Development plans;
  - 2) Urban infrastructure;
  - 3) Institutional capacity development

# Project progress

- Project Performance Monitoring System established.
- Disbursement:
  - ✓ US\$ 218,041(planned: US\$701,720),
  - ✓ Projected for Q2: US\$ 384,000,
- Strategic local economic development plan: 61.3%
  - ✓ Adopted in 2014
  - ✓ Will be updated in 2018,
  - ✓ Training on gender awareness for 30 staffs .

# Project progress

- Urban infrastructure: 17.9%
  - ✓ Consultation on road design concept, ownership and utilisation of solid waste equipment;
  - ✓ Site selection for landfill;
  - ✓ Preparation of TOR for river embankment.
- Institutional capacity development: 44.6%
  - ✓ Development plan 2014-17 approved,
  - ✓ In-house training conducted,

# Second GMS Corridor Towns Development Project

- Loan no.3315/8296-LAO
- Total project cost: US\$52 million (ADB: 37 mill., AIF: 10 mill, Gov: 5mill;
- Project duration: 2015 - 2022
- Loan Effectiveness: 16 March 2016;
- Project location: Houayxay and Luang Namtha;
- Project components:
  - 1) Strategic Local economic development plans;
  - 2) Urban infrastructure;
  - 3) Institutional capacity development
  - 4) Community awareness

# Project progress

- Project Steering Committee established in 2 provinces;
- Project Coordination Unit and Project Implementation Unit appointed and staffed;
- The bidding for consultant services completed, and
- Consultant mobilisation has been planned for the next few months.

# 4<sup>th</sup> GMS Corridor Towns Development Project

- ADB reconnaissance mission: 27/6-1/7/2016;
- PPTA approval: September 2016,
- Loan Effectiveness: December 2018;
- Estimated project cost: US\$60 million (ADB: 45 mill., AIF: 10 mill, Gov: 5mill;
- Project location: Paksan, Meuangxay, Thakhek;
- Project components:
  - 1) Strategic Local economic development plans;
  - 2) Urban infrastructure;
  - 3) Institutional capacity development



# Challenges and Constraints

- Disbursement in accordance with the budget plan at the initial stage of project implantation;
- Ownership of solid waste equipment and share operation and maintenance of landfill sites between the private sector and local authority;
- Revenue collection to sustain infrastructure operation and urban services.

Thank you for listening







FIFTH MEETING

# GMS Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand

**The Republic of the Union of Myanmar**

**Table 4** The Contribution of National Projects to Strategic Framework Objectives

Key:							
<input type="checkbox"/>	Moderate contribution						
<input checked="" type="checkbox"/>	Strong contribution						
Project or Activity (ADB unless stated)	Location	Urban Centers	Border Area	Capacity Development	Green Development	Multi-Country	GMS Corridor
Approved and Ongoing Projects							
<b>Myanmar</b>		<input checked="" type="checkbox"/>					
Pro-Poor Community Infrastructure and Basic Services		<input checked="" type="checkbox"/>					
Transformation of Urban Management		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Mandalay City Urban Services Improvement Project	Mandalay	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Yangon Master Plan and Infrastructure Upgrading (JICA)	Yangon	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		

# ADB Grant 9177- MYA (JFPR)

## Pro-Poor Community Infrastructure and Basic Services

11-9-2015 to 10-9-2018

- **Implementation Area:** Yangon ( Dala and Hlaing-Thar-Yar)  
Mandalay ( Chan-Mya-Thar-Zi and Pyi-Gyi-Ta-Gon)
- **Achievements:** Community Participation and Community Led Approach  
Stakeholders participation (MOC, YCDC, MCDC, Ward Council & CBO)  
Improvement of drainage and building of household latrines
- **Opportunities:** Capacity building and training in Procurement Procedure and Management  
Financial Management
- **Challenges:** Under staff and Limited Capacity at EA and IA  
Issues of Project Effectiveness
- **Constraints:** Project Delay, Prolonged Project period and expectations  
Security of Land Tenure



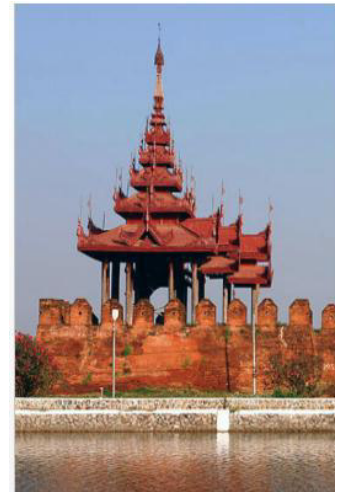
# ADB TA- 8456 Transformation of Urban Management (Part I)

- **Implementation Area:** 6 Cities – Yangon, Mandalay, Monywa, Mawlamyine, Lashio, Patheingyi
- **Achievements :** Need assessment and demand driven training approach  
Completed Basic Course and Advanced Course for 6 cities  
Started Business Plan (water, solid waste)
- **Opportunities:** Building capacity and training in Eight Modules  
Assistance to strengthen URDI, Training for Trainers
- **Challenges:** Staff rotation, weak in awareness  
Issues on project effectiveness
- **Constraints:** Project Delay  
Prolonged Project period and expectation  
Dis-integration of Part I and Part II  
(Flood Risk Assessment)



# ADB TA- 8472 MYA Mandalay City Urban Services Improvement Project

- **Achievements :** Access to and improvement of sustainable urban services  
Enhanced city competitiveness  
Strengthened urban management capacity
- **Opportunities:** Improvement of Urban Services Operating System and Management  
Job creation and capacity enhancement in both public and private sectors
- **Challenges:** Rapid urbanization  
Uncontrolled development  
Disaster risk
- **Constraints:** Land Acquisition for utility services and Project Implementation,  
Under staff and Lack of experienced persons  
Sustainability of Project Operation and Management





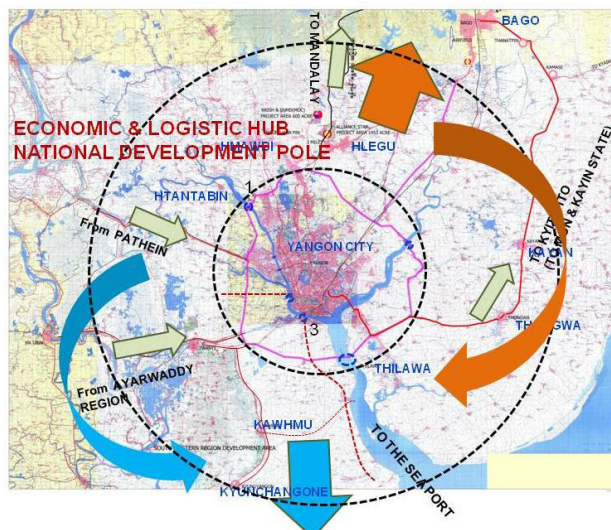
# Strategic Urban Development Plan of Greater Yangon - SUDP and Yangon Urban Transport Plan – YUTRA (JICA)

Title	Outline	No. of Projects	Estimated Costs (million US \$)		
<b>Urban Development and Management</b>	1. Urban Development and Management	11	747.60		
	2. Social Service				
	3. Urban Landscape and Management				
	4. Public Parks and Greenery				
	5. Capacity Development				
<b>Urban Infrastructure Development</b>	1. Urban Transport	21	747.00		
	2. Road Network				
	3. Railway				
	4. Port and Logistics				
	5. Water Supply				
	6. Sewerage and Drainage				
	7. Solid Waste Management			5	481.00
	8. Telecommunication			1	276.00
	<b>Total</b>			<b>77</b>	<b>4577.20</b>

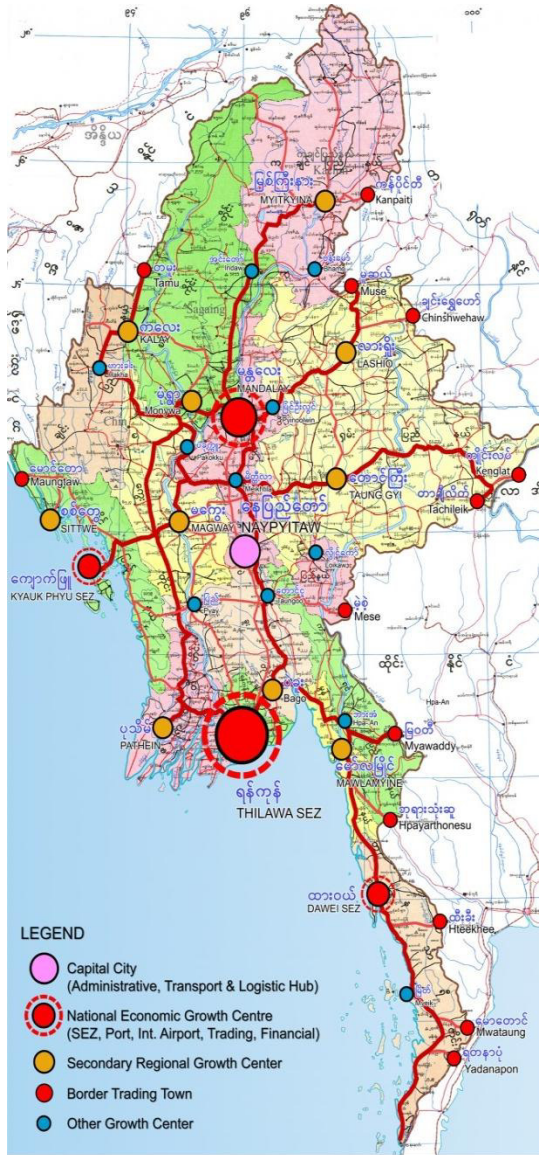


# Review of Strategic Urban Development Plan of Greater Yangon - SUDP and Yangon Urban Transport Plan – YUTRA (JICA)

## YANGON DEVELOPMENT VISION 2040



# National Spatial Development Framework Plan



- Adopted Yangon and Mandalay Bi-Polar Development Concept
- Practice Concentrated Decentralization and Balanced Development Strategy

## New Emerging Corridor of Ngayoke Kaung SEZ– Thilawa SEZ – Myawaddy Border Town

NGAYOKE KAUNG – PATHEIN – YANGON = 94+196 = 290 km

YANGON-THAHTON-PHA AN- MYAWADDY = (239+41.4+129.6= 420 km



# Lessons Learnt

- **Importance of Multi-Stakeholders' Participation, especially Community Participation and Community Led Approach for the success of the project.**
- **Importance of Financial, Procurement as well as Human Resource and Time Management .**
- **Importance of Land Acquisition and Securing Land Tenure.**
- **Importance of Coordination in and Consistency of Projects to the Visions and Needs of the Respective Areas.**
- **Importance of Sustainable Operation and Management after the Project Period.**

**THANK YOU FOR YOUR KIND ATTENTION!**

**The Republic of the Union of Myanmar  
Urban Development Task Force**

FIFTH MEETING  
**GMS** Urban Development  
Task Force

25–26 August 2016 • Bangkok, Thailand







FIFTH MEETING

# GMS Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand

**Eastern Economic Corridor  
Thailand Regional Development Policy**

**Mrs.Sansanee Srisukri**

Department of Public Works and Town & Country Planning, Ministry of Interior

# The GMS Regional Investment Framework Implementation Plan (RIF-IP)

## Review the Investment Program GMS Urban Development Strategic Framework 2014-2022



# GMS URBAN DEVELOPMENT STRATEGIC FRAMEWORK, 2015-2022 - INVESTMENT PROGRAM: **Appendix A**

	PARTICIPATING MEMBERS	SCOPE & LOCATION	COST \$ million	RIF IMPLEMENTATION PERIOD
<b>Table A.1 Ongoing &amp; Planned Projects</b> <b>INVESTMENT</b> <b>TECHNICAL ASSISTANCE</b> - Cross Border Economic zone development	-  6 GMS Countries	-  Piloting economic zone development in border areas particularly those involving urban infrastructure	-  1.5	-  2014-2018
<b>Table A.3 List of Possible Future Investment</b> <b>INVESTMENT</b> (2 projects)  <b>TECHNICAL ASSISTANCE</b> (5 projects)	6 GMS Countries	- Environmental improvements from the development plans  - Urban & development Planning Capacities - Cross-border Management	100+50  4.5	2019-2022  2014-2018

FIFTH MEETING

**GMS** Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand



# CONSTRAINTS IN IMPLEMENTATION

## Technical Assistance Project

### ❖ Characteristics :

- ❖ Capacity-Building
- ❖ 2 or more countries involvements

### ❖ Situation:

- ❖ No TA Project implemented

### ❖ Keys to Implementation:

- ❖ Need arrangement to get the project start (co-ordinator, course/training/curriculum design & method, schedule, etc.)
- ❖ Require experts on planning, technical knowledge on sectoral issues, individual countries setting e.g. legal system, social condition, land policy etc.

# URBAN DEVELOPMENT FROM CURRENT ECONOMIC POLICY

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FIFTH MEETING  
**GMS** Urban Development  
Task Force

25–26 August 2016 • Bangkok, Thailand



# URBAN DEVELOPMENT FROM CURRENT ECONOMIC POLICY

## OUTER RING:

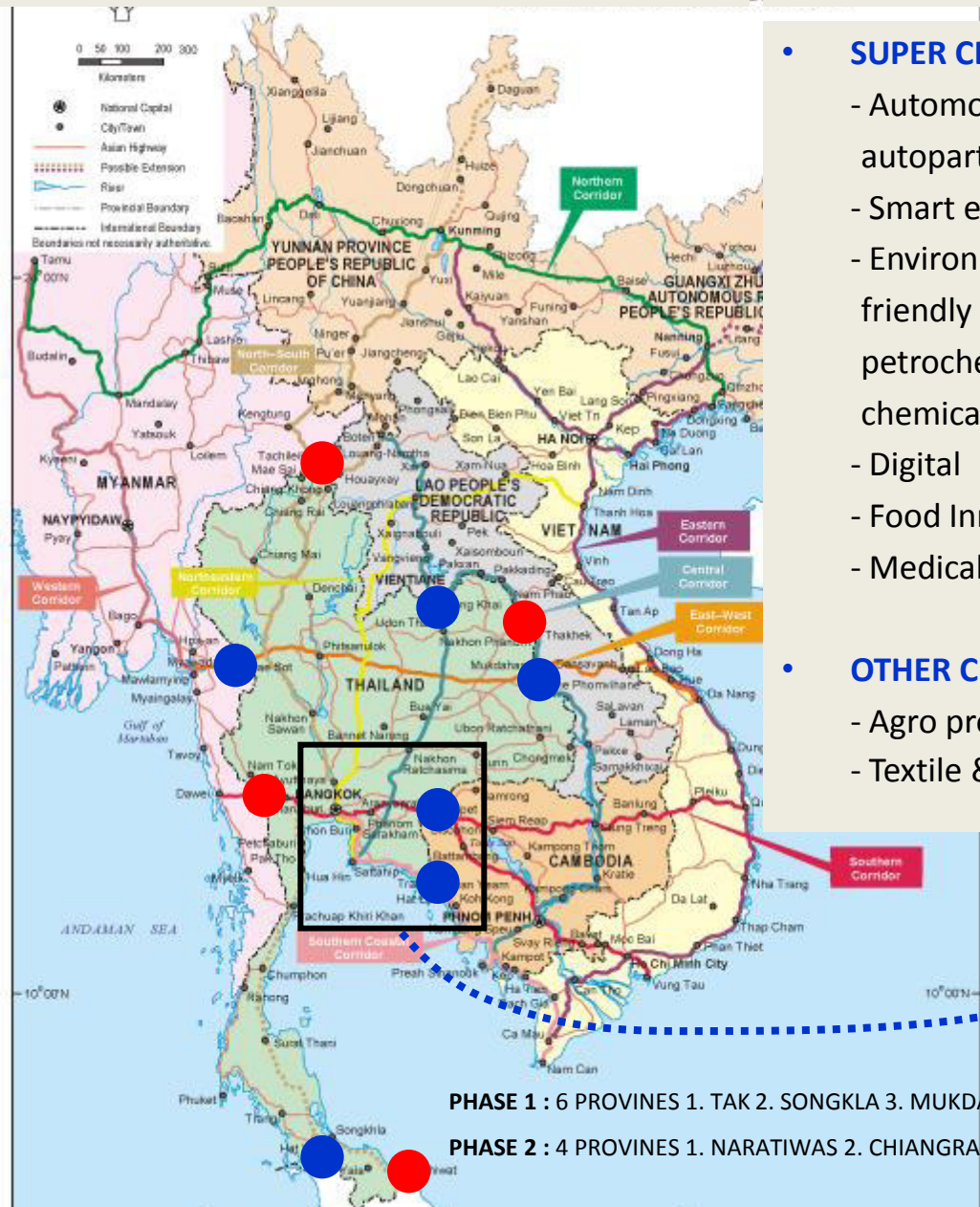
- **Border SEZs**
  - **10 Cross-border points/towns**

## INNER ZONE:

- **Cluster SEZ : Super Cluster & Others**
  - **Super cluster** (Automotive & Autopart/Smart electronics/Environmental friendly petrochemical & chemical/Digital/Food innopolis/Medical hub)
  - **Other cluster** (Agro processing/Textile & apparel)
- **Eastern Economic Corridor (EEC):**
  - **3 eastern seaboard provinces**

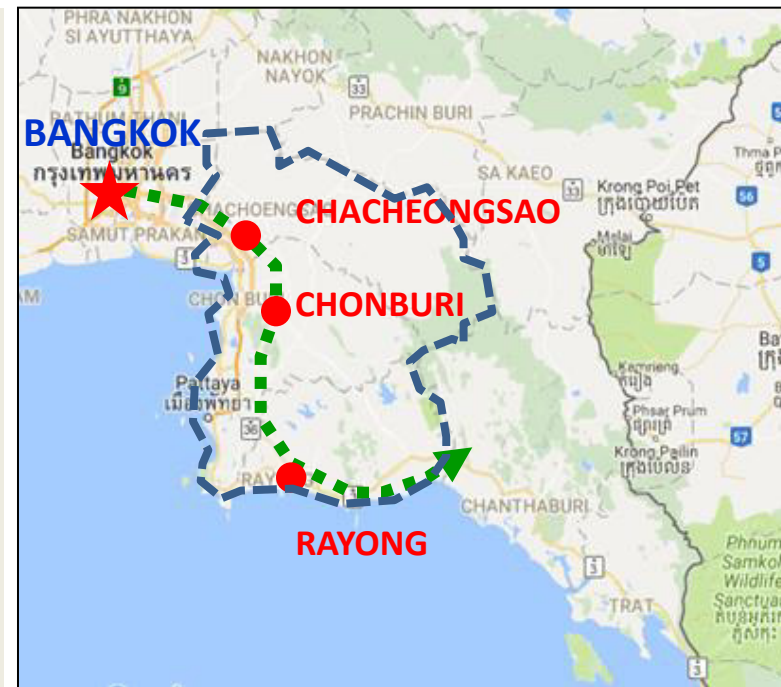
# OUTER RING

## BORDER SEZ



# INNER ZONE

## EEC



## CLUSTER SEZ

- **SUPER CLUSTER**
  - Automotive & autopart
  - Smart electronics
  - Environmental friendly petrochemical & chemical
  - Digital
  - Food Innopolis
  - Medical Hub
- **OTHER CLUSTERS**
  - Agro processing
  - Textile & apparel

# VISION

## the future of AEC Industrial Base

- **Strategic Location, infrastructure Linkage, Excellent Atmosphere**
- **Thailand's flagship Special Economic Zone (SEZ) to accelerate future growth of the region**
- **Strength of the leading industries: Automobile & parts, Petro chemicals, Electrical & Appliances**
- **Springboard location to ASEAN, China, and India: via multi-modal linkages and Free Trade Areas (FTAs)**

Source: Ministry of Industry

# EEC STRENGTHENING

- **Strong Connectivity & New Infrastructures**
- **Work-Life Harmony Setting**
- **Strong Foundation Manufacturing & Production Base**
- **Uplifting existing Base**
- **Moving towards future Industries**
- **Tax & Non-tax incentives**
- **Government Long-term commitment**

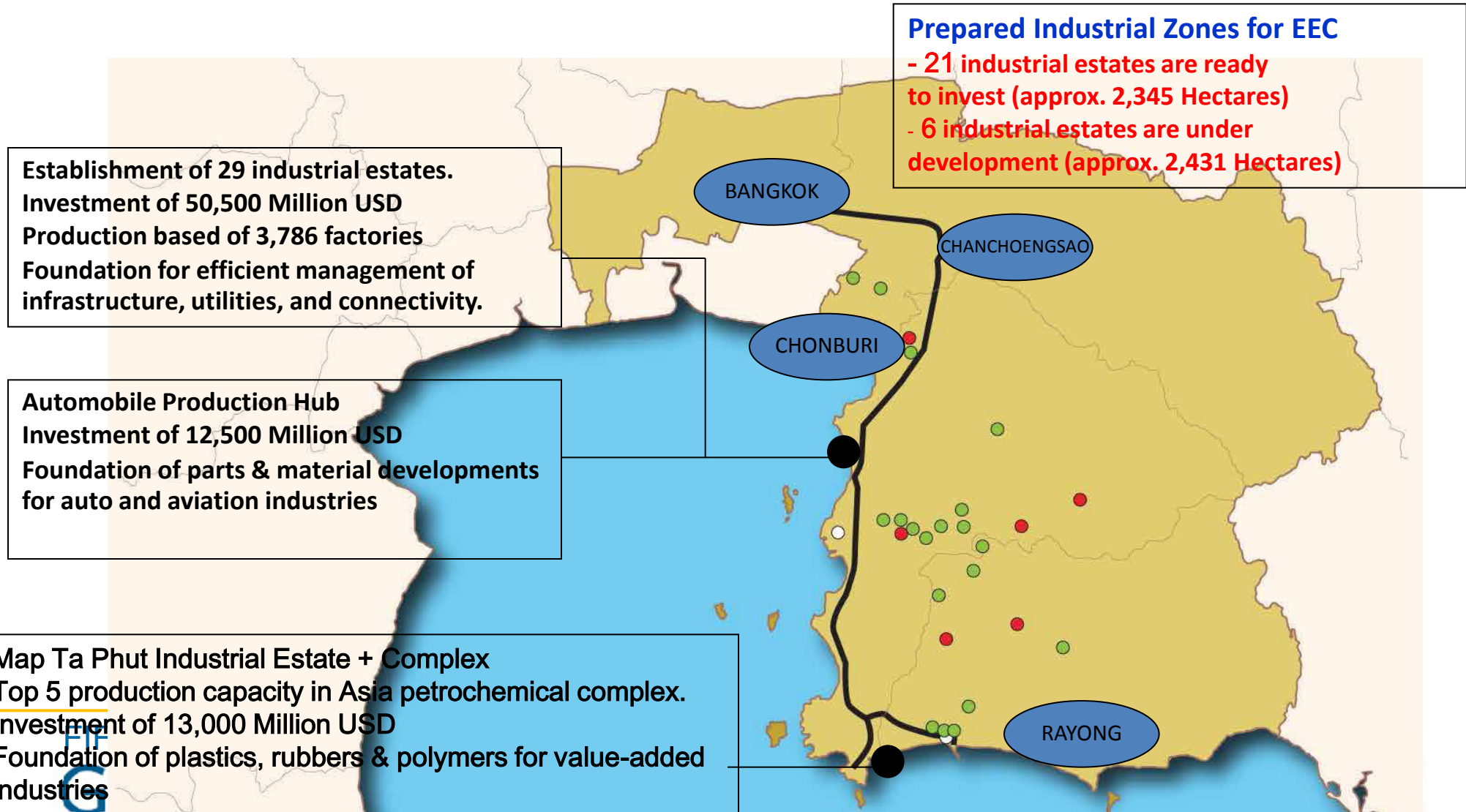


Source: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri, Inc.

OpenStreetMap contributors, and the GIS User Community



# The Strong Foundations: World-class Manufacturing & Production Base EEC's True Success Stories



# FUTURE PROSPERITY

## 5 uplifted existing sectors

- ❖ Next-Generation Automotive
- ❖ Smart Electronics
- ❖ Affluent, Medical & Wellness
- ❖ Petrochemical & Eco-Friendly Products

**Agriculture & Biotechnology**  
**Food for the future**

## 5 future sectors

- ❖ Robotics
- ❖ Medical Hub
- ❖ Aviation
- ❖ Biofuels & Biochemical
- ❖ Digital

Source: Ministry of Industry

# INCENTIVES

## Tax

- ❖ Exemption/reduction of import duties on machinery
- ❖ Reduction of import duties for raw or essential materials
- ❖ Exemption of corporate income tax and juristic person income tax.
- ❖ 50 % reduction of the corporate income tax Double deduction from the costs of transportation, electricity and water supply
- ❖ Additional 25 percent deduction of the cost of installation or construction of facilities

**Exemption of import duty on raw or**

## Non-Tax

- ❖ Permit for foreign nationals to enter the Kingdom for the purpose of studying investment opportunities.
- ❖ Permit to bring into the Kingdom skilled workers and experts to work in investment promoted activities
- ❖ Permit to own land  
**Permit to take out or remit money abroad**

### **INCENTIVES UNDER THE INVESTMENT PROMOTION ACT :**

In order to obtain investment promotion, the BOI applicant must follow the conditions prescribed by the Board of Investment as specified in the BOI promotion certificate in which the following incentives will be granted

# KEY SUCCESSSS FACTORS

- ❖ Provision of industrial area
- ❖ Laws & regulations
  - SEZs enactment
  - One-stop Service
- ❖ Incentive packages
- ❖ Infrastructure
  - Urban development & environment
  - Connectivity
- ❖ Human resource development
- ❖ Technology
- ❖ Logistics

Source: Industrial Estate Authority of Thailand



*Thank you*





FIFTH MEETING

# **GMS** Urban Development **Task Force**

**Vietnamese Delegation**

**25–26 August 2016 • Bangkok, Thailand**

# **Session I: Recent Developments and Other Linkages with the GMS Program**

## **SECOND GREATER MEKONG SUBREGION CORRIDOR TOWNS DEVELOPMENT PROJECT**

**Mr. Duong Hung Cuong  
Director of GMS Program  
Foreign Economic Relations Department  
Ministry of Planning and Investment**



# Review the progress of the Project of National Project to Strategic Framework

PROJECT (Participating Countries)	TIMELINE	EST. AMOUNT (in million USD)
<b>Investment Projects</b>		
Corridor Towns Development II (CAM. LAO, VIE)	2015-2022	Total : 250-300 54.0 (CAM) 49.0 (LAO) 105.0 (VIE)
Corridor Towns Development Project III (MYA)	2016-2022	Total: 80
Corridor Towns Development Project IV (CAM. LAO, VIE)	2018-2025	Total: 250-300

# Corridor towns Development II (VIENAM PART)

- *Project has been endorsed by Prime Minister at Decision No 1593/QD-TTg dated on 14<sup>th</sup> Nov 2015*
- *Project duration: 2015 - 2022*
- *Total Project Cost: \$121.67 million*
  - ✓ *ADF Grant: \$100 million USD, accounting for 82,2%.*
  - ✓ *Counterpart fund: \$21.67 million, accounting for 17,8%.*

- Total Project Cost has been allocated for components in Bac Giang, Quang Ninh and Lao Cai.
- Detail Costs:

People's Provincial Committee	Cost (\$ million)		
	ADB	Government Counterpart	Total
Bac Giang	32,93	7,61	40,54
Quang Ninh	33,01	7,03	40,04
Lao Cai	34,06	7,03	41,09
Total	100,00	21,67	121,67

# Objectives

- Improve and expand the transport network and infrastructure to propel the urban development; foster trade and services, tap tourism potential to create jobs and improve the income of local residents.
- Improve environmental conditions and urban landscapes so as to raise health and living standards of local residents.

# Achievements

- First and Second GMS Corridor Towns Development Project have been implemented as planned. Second GMS Corridor Towns Development Project has been in the start-up process.
- The projects help corridor towns to aware of regional connection role.

# Challenges

- Some provinces' capacity is limited.
- The coordination from central agencies to local agencies in regional cooperation has no regular briefings.
- Because of having no overall coordination agency, it is difficult to monitor and evaluate RIP projects.
- The introduction of investment projects in the RIF framework as a basis to attract resources from other donors or PPP form has some difficulties.

# Opportunities

- Thanks to the corridor development plan, provinces such as Quang Ninh, Bac Giang have attracted interests from other donors.
- Project coordination and implementation capacity have been improved significantly.

# Constraints

- The selection of provinces participating in urban projects needs consistent criteria. In addition to the borderline criteria, the provinces should have the overall development plan consistent with objectives. Otherwise it is difficult to achieve the effective disbursement.
- The preparation for Vietnam's ADF graduation will impede the participation of RIP projects in the future.



# Lessons

- Continually improve and update the RIF framework as a key collaboration to match the actual implementation
- There are essential coordination mechanism for GMS urban development, enhancing assessment, monitoring the projects of RIF, functional coordination, implementation, along with cooperation on GMS infrastructure to have a positive change for infrastructure in the economic corridor.
- Improving Criteria for selecting the participating provinces (Criteria for selecting high Priority Investment project), giving priority to provinces with implementation experience.
- Utilization of fund effectively in the context of ADB fund shrinking ODA for Vietnam in the future.

# Thank you!





FIFTH MEETING

# GMS Urban Development Task Force

25–26 August 2016 • Bangkok, Thailand

# Session 5b: Presentation of Bangkok Metropolitan Administration on Urban Green Growth in Bangkok

FIFTH MEETING

**GMS** Urban Development  
Task Force

25–26 August 2016 • Bangkok, Thailand



# Urban Green Growth and Climate Resilience in Bangkok

**Jarupong Pengglieng**

Chief of Vehicular Emission Control Sub-division

Department of Environment, BMA

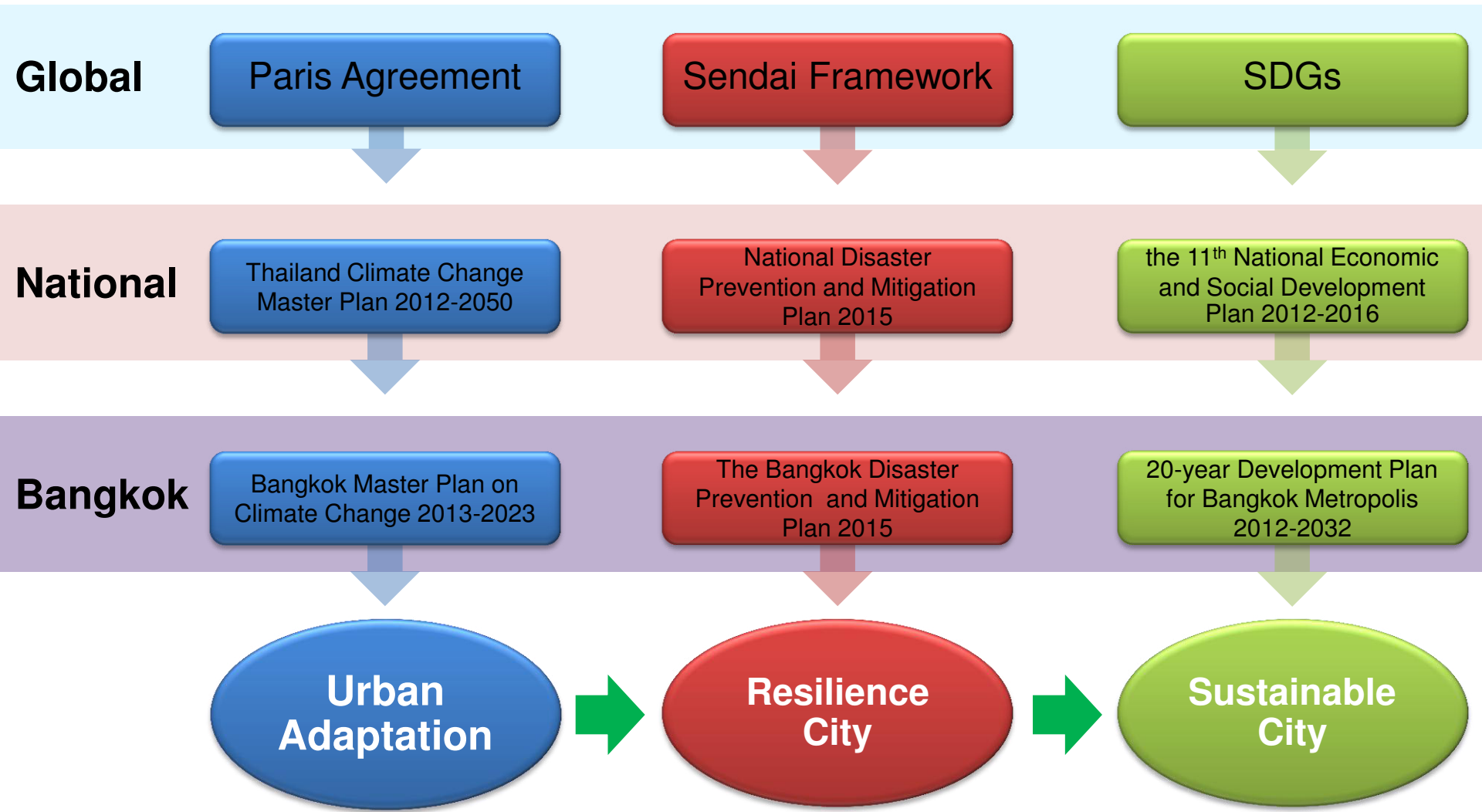
FIFTH MEETING

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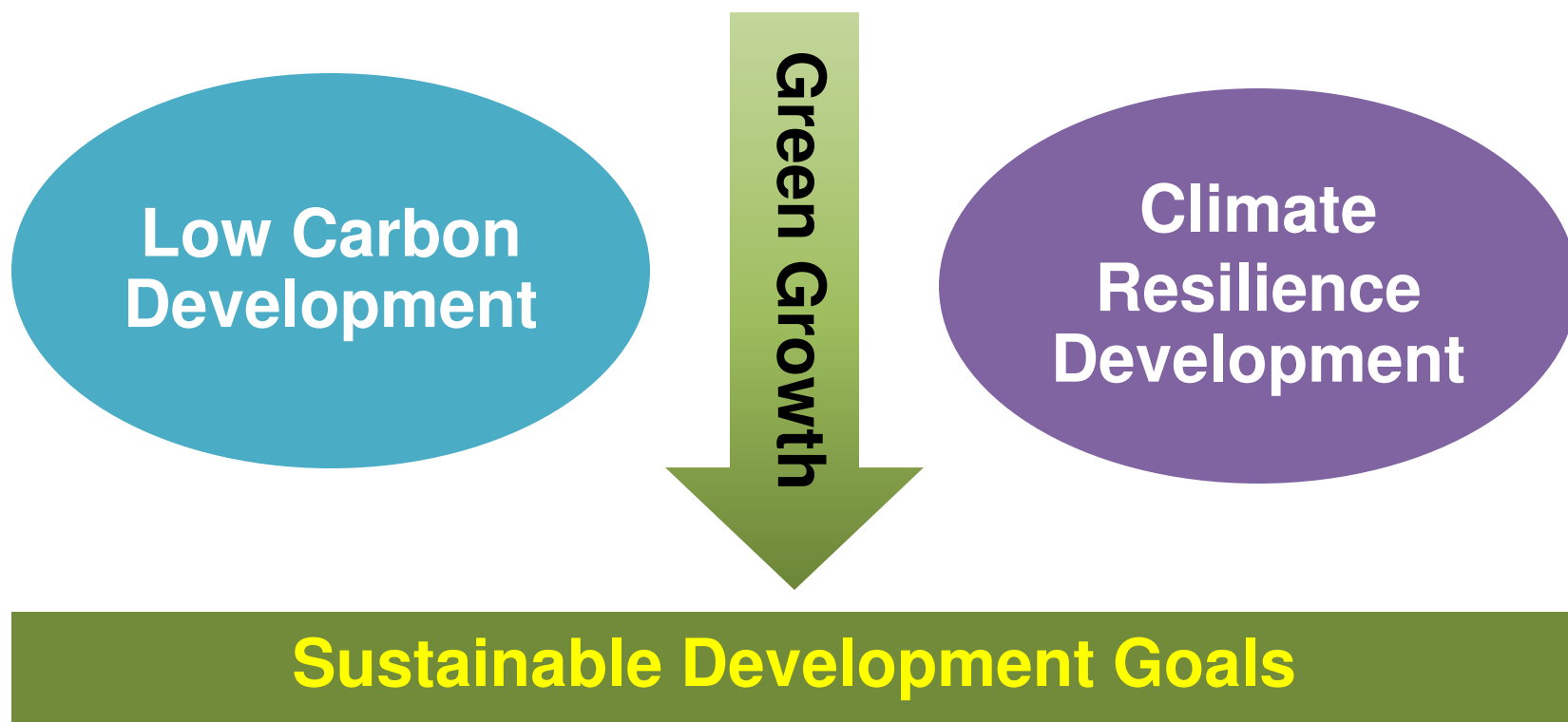


# Climate Resilience Framework



# The 20-year Bangkok Development Plan Bangkok Master Plan on Climate Change 2013-2023

## The Bangkok Resilience Plan





# Green Growth Project in Bangkok

## Project Period

12 months  
(July 2014 - July  
2015)

## Objective

To assess the  
impact of urban  
green growth and  
sustainability  
policies on  
economic  
performance and  
environmental  
quality

## Scope of Study

Green Manufacturing  
and R & D

Sustainable urban  
form and Mobility

Strategies for Climate  
Adaptation

Infrastructure for  
Logistics

Natural Resource  
Consumption

The Role of Civil  
society in Green Growth

# Green Growth Project in Bangkok

## Focus of study

1. Analysis of key environmental and socio-economic trends of the metropolitan area
2. Identification of the existing natural and infrastructure resources and market environment
3. Assessment of the greening challenges and opportunities to be exploited in various green sectors
4. Review of policy frameworks and instruments
5. Identification of opportunities and barriers for policy implementation

# Green Growth Project in Bangkok

Area of Study: Bangkok Metropolitan Region (BMR)



# Green Growth Project in Bangkok

Output

## The Report of Green Growth in Bangkok



# Green Growth in BMR: Potential and challenges

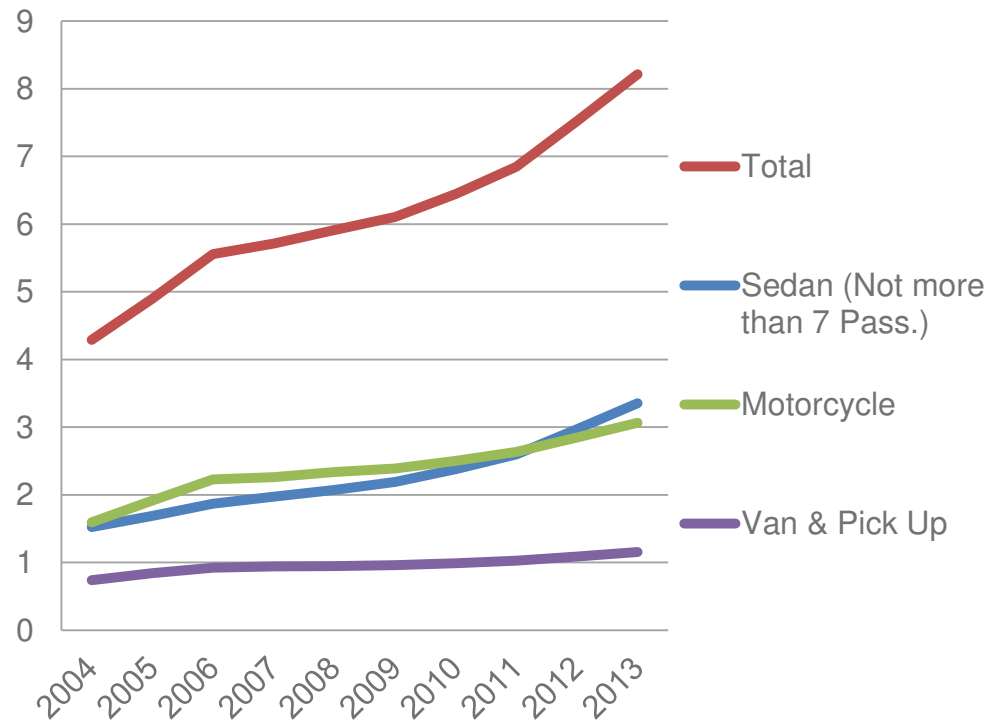
- **Strong long-term growth potential, but also challenges**
  - Catch-up held back by skill shortages
  - Income disparities undermine social cohesion
- **Obstacles to greener growth need to be overcome**
  - Increasing motorization/urban sprawl
  - Rising energy consumption/reliance on fossil fuels
  - High flood risk
  - Relatively high levels of untreated wastewater
  - Landfilled solid waste

# Improving public transport through metropolitan land-use policies

## Key recommendations:

- Encourage **development along mass transit lines**
- Introduce **area development plans** for mass transit stations
- Promote greater reliance on **canal transport and bicycles**

## Number of vehicles in Bangkok (in millions)



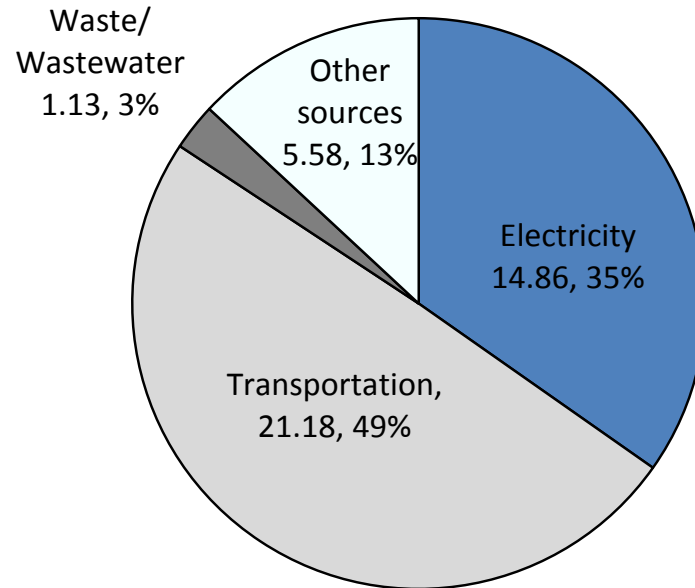
Source: Thailand's Department of Land Transport

# Fostering renewable energy use and energy efficiency in buildings

## Key recommendations:

- Continue to phase out **fossil fuel subsidies**
- Encourage use of rooftop **solar panels** and **waste-to-energy**
- Encourage greater use of **green labelling**

## GHG emissions (by sector) in Bangkok



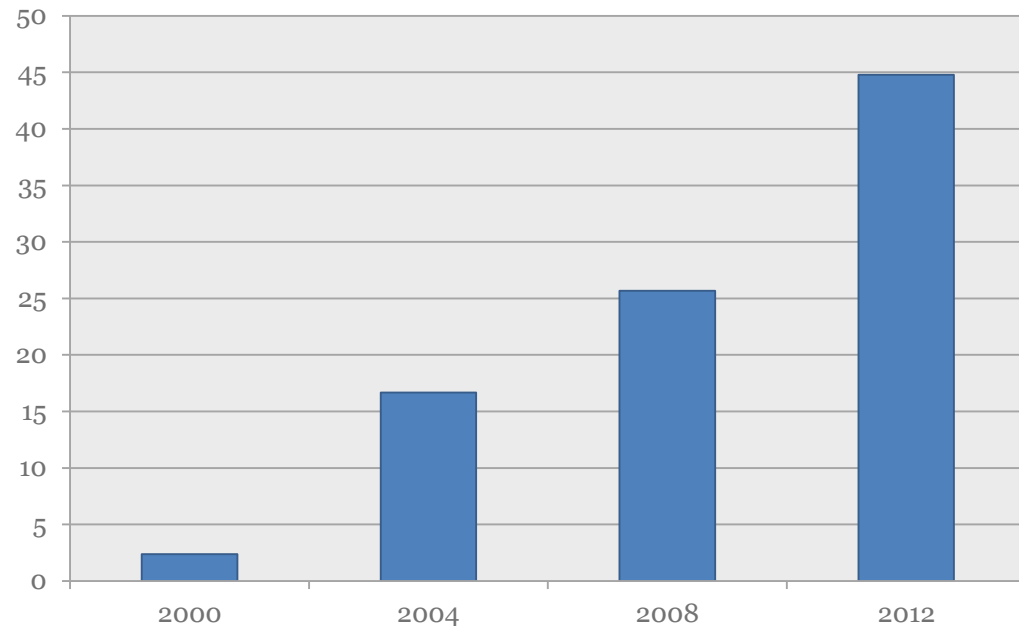
Source: BMA (2008), The BMA Action Plan on Global Warming Mitigation 2007 – 2012.

# Improving efficiency of water distribution and wastewater treatment

## Key recommendations:

- Improve **obsolete water pipes** and metres
- Increase **connectivity** to wastewater system
- Introduce **wastewater tariffs**

## Share of wastewater treated in the City of Bangkok (%)



Source: ADB and NUS (National University of Singapore) (2012), "Good Practices in Urban Water Management: Decoding Good Practices for a Successful Future", Mandaluyong City, Philippines; BMA (2012), *State of the Environment 2012*

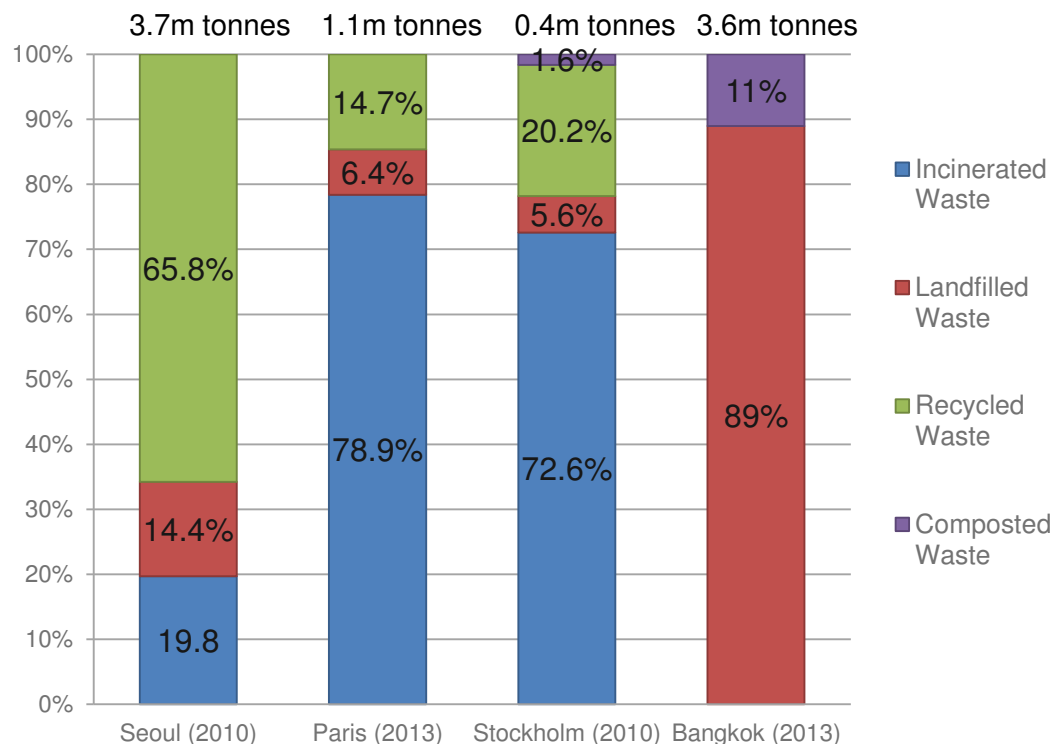


# Improving solid waste management

## Key recommendations:

- Accelerate **domestic solid waste separation**
- Improve and make greater use of **recycling**
- Promote **waste-to-energy plants**

### Treatment of municipal solid waste collected



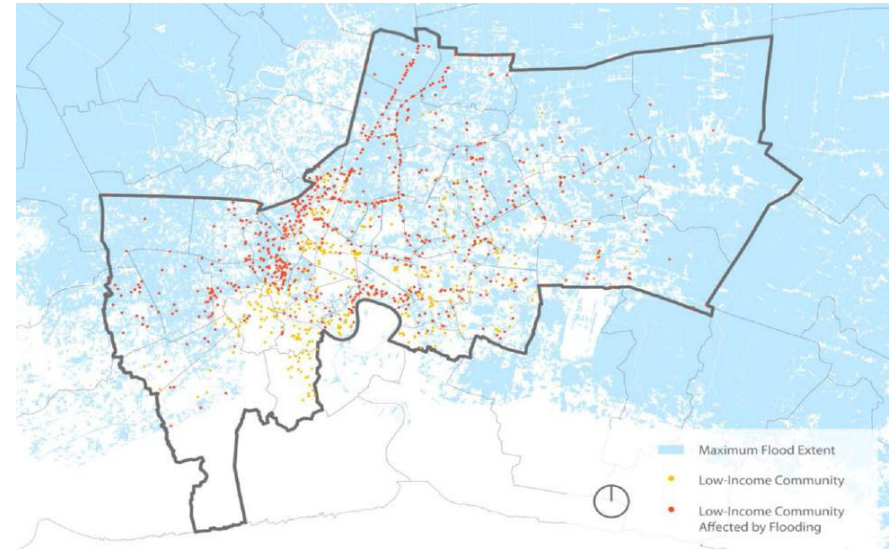
Source: Yoo and Yo (2014), "Evaluation and development of solid waste management plan: a case of Seoul for past and future 10 years", Springer Japan; City of Paris (2013), *Rapport Annuel sur le Prix et la Qualité du Service Public de Gestion des Déchets à Paris*, Paris, France; OECD (2013b), *Green Growth in Stockholm, Sweden*, OECD Green Growth Studies, OECD Publishing, Paris; Bangkok Metropolitan Administration (2014), Policy and Planning Division, Department of Environment,, Data directly collected from BMA

# BMR's resilience to floods

## Impact of the 2011 floods on low income communities in the City of Bangkok

### Key recommendations:

- Improve **obsolete water pipes** and metres
- Encourage more **adaptive management of infrastructure** (e.g. natural habitats, semi-permeable surfaces)
- Assess and **map flood risk**
- Introduce **business continuity plans**
- Enhance awareness and response capacities in districts through **schools, religious centres, and the media**



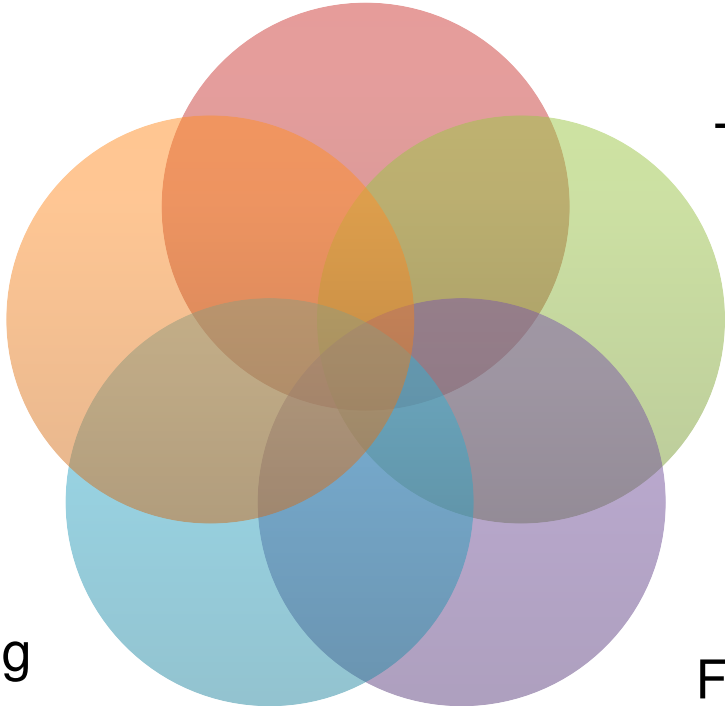
Source: UN ESCAP (2012), "The Thailand floods of 2011: While businesses lost millions, the urban poor lost out most the floods", Sustainable Urban Development Section's internal working papers

# Strategies Boosting Green Growth in the BMR

Vertical and horizontal co-operation among various government in the BMR

Role and contributions of international co-operation agencies

The involvement of all stakeholders



Capacity-building activities

Financing options

# Bangkok Climate Resilience

FIFTH MEETING

**GMS** Urban Development  
Task Force

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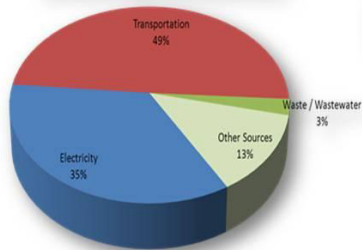
# Concrete Action on Climate Resilience

## BMA Action Plan on Global Warming mitigation 2007-2012

**GHG Emission in 2007**  
42.65 million tons

GHG Emission in Bangkok by sectors in 2007 (million ton)

GHG Emission in Bangkok by Sectors (million ton p.a.)



- > GHG emissions 7.1 tons CO<sub>2</sub> equivalent/capita/year under business as usual (BAU)
- > GHG emissions in future 5.5 tons CO<sub>2</sub> equivalent/capita/year under the implementation of activities in 5-year Action Plan

## Bangkok Master Plan on Climate Change 2013-2023

Environmental Sustainable Transport

Energy Efficiency and Alternative Energy

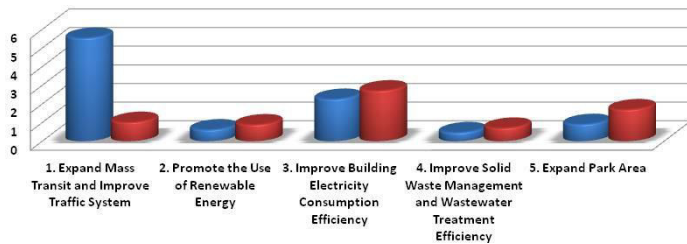
Efficient Solid waste management and Wastewater Treatment

Green Urban Planning and

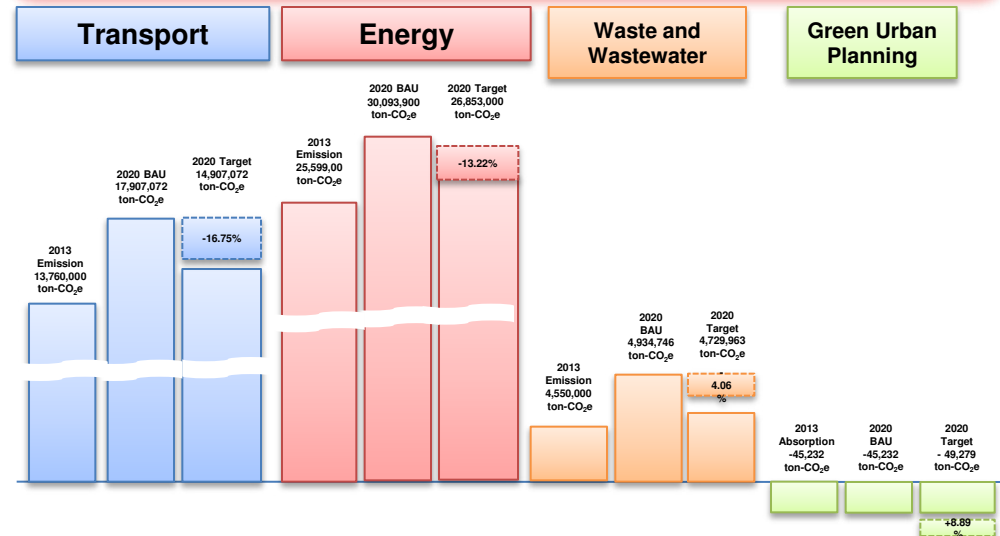
**Adaptation planning**

## Results of Measures under BMA Action Plan on Global Warming Mitigation (2007 – 2012)

BMA Action Plan on Global Warming Mitigation (2007 – 2012)	Target Reduce CO <sub>2</sub> in 2012 (million-tones)	Total amount of CO <sub>2</sub> Reduction (million-tones)
1. Expand Mass Transit and Improve Traffic System	5.53	1.01
2. Promote the Use of Renewable Energy	0.61	0.88
3. Improve Building Electricity Consumption Efficiency	2.25	2.70
4. Improve Solid Waste Management and Wastewater Treatment Efficiency	0.46	0.70
5. Expand Park Area	0.90	1.69
<b>Total</b>	<b>9.75</b>	<b>6.98 (7.16%)</b>



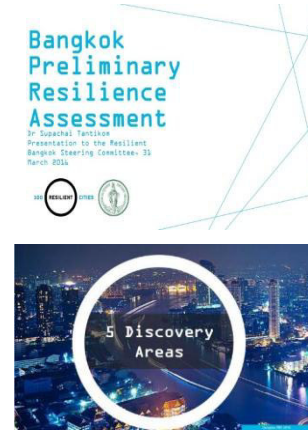
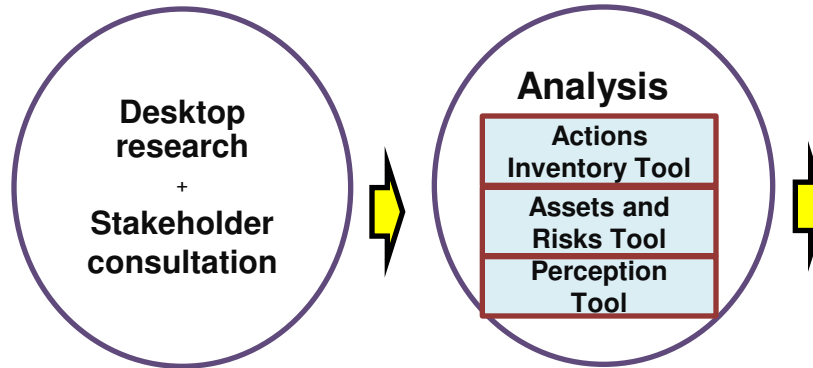
■ Target Reduce CO<sub>2</sub> in 2012 (million-tones) ■ Total amount of CO<sub>2</sub> Reduction (million-tones)



# Bangkok Resilience City



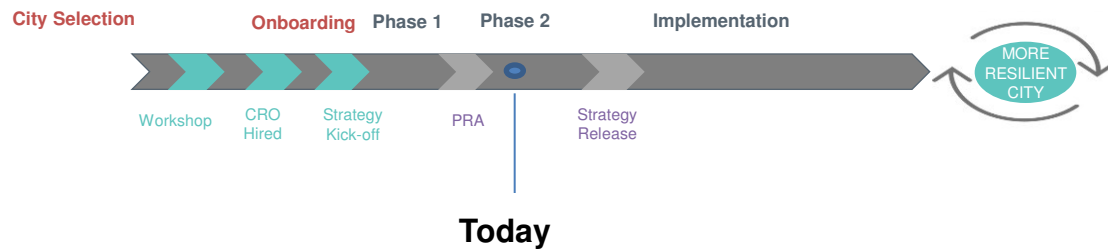
❖ BMA develops the strategies for Resilience.

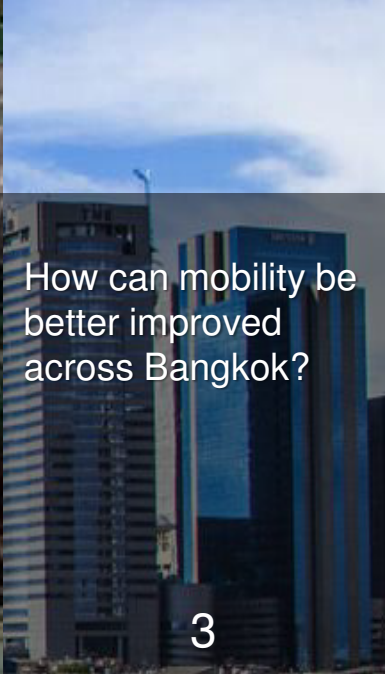


Bangkok was selected as one of the first 32 cities to partner with 100 Resilient Cities (100RC) pioneered by the Rockefeller Foundation.

The initiative is designed to enable 100 cities from around the world to better address the increasing shocks and stresses of the 21<sup>st</sup> century.

- BMA receives technical support and resources from 100 Resilient Cities - to hire a Chief Resilience Officer (CRO) and develop and implement a City Resilience Strategy .





How can Bangkok be better protected from flooding now and into the future?

1

How can Bangkok residents be better supported to reduce the impacts of shocks and bounce back stronger?

2

How can mobility be better improved across Bangkok?

3

How can the economic prosperity and equality of Bangkok residents be improved?

4

How can the health and wellbeing of Bangkok residents be better supported?

5



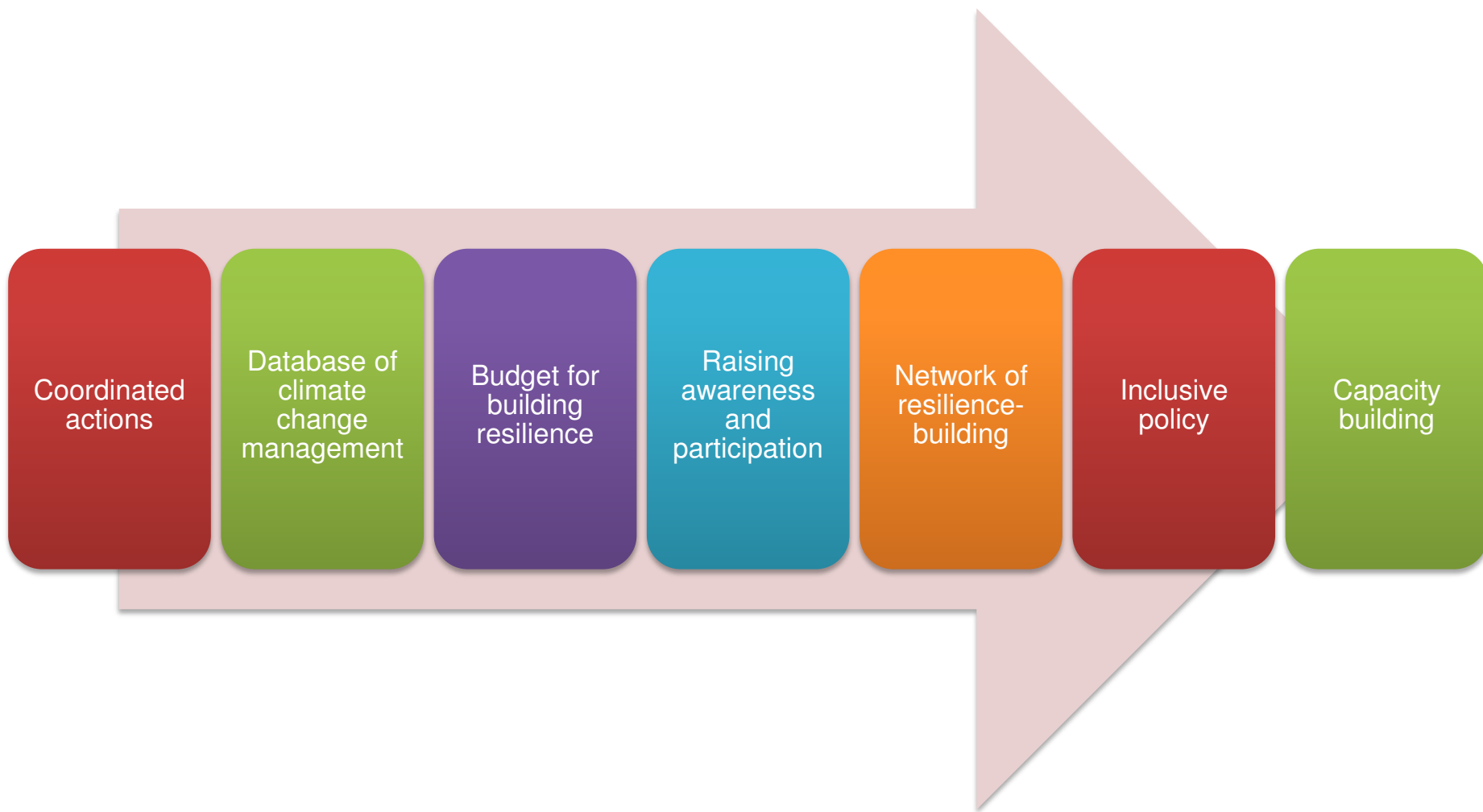
# 5 Discovery Areas



## Bangkok Resilience Strategy



# Challenges Ahead to A Resilient Bangkok









# OECD PROJECT ON URBAN GREEN GROWTH IN DYNAMIC ASIA

**Tadashi MATSUMOTO, Ph.D.**  
**Regional Development Policy Division, OECD**

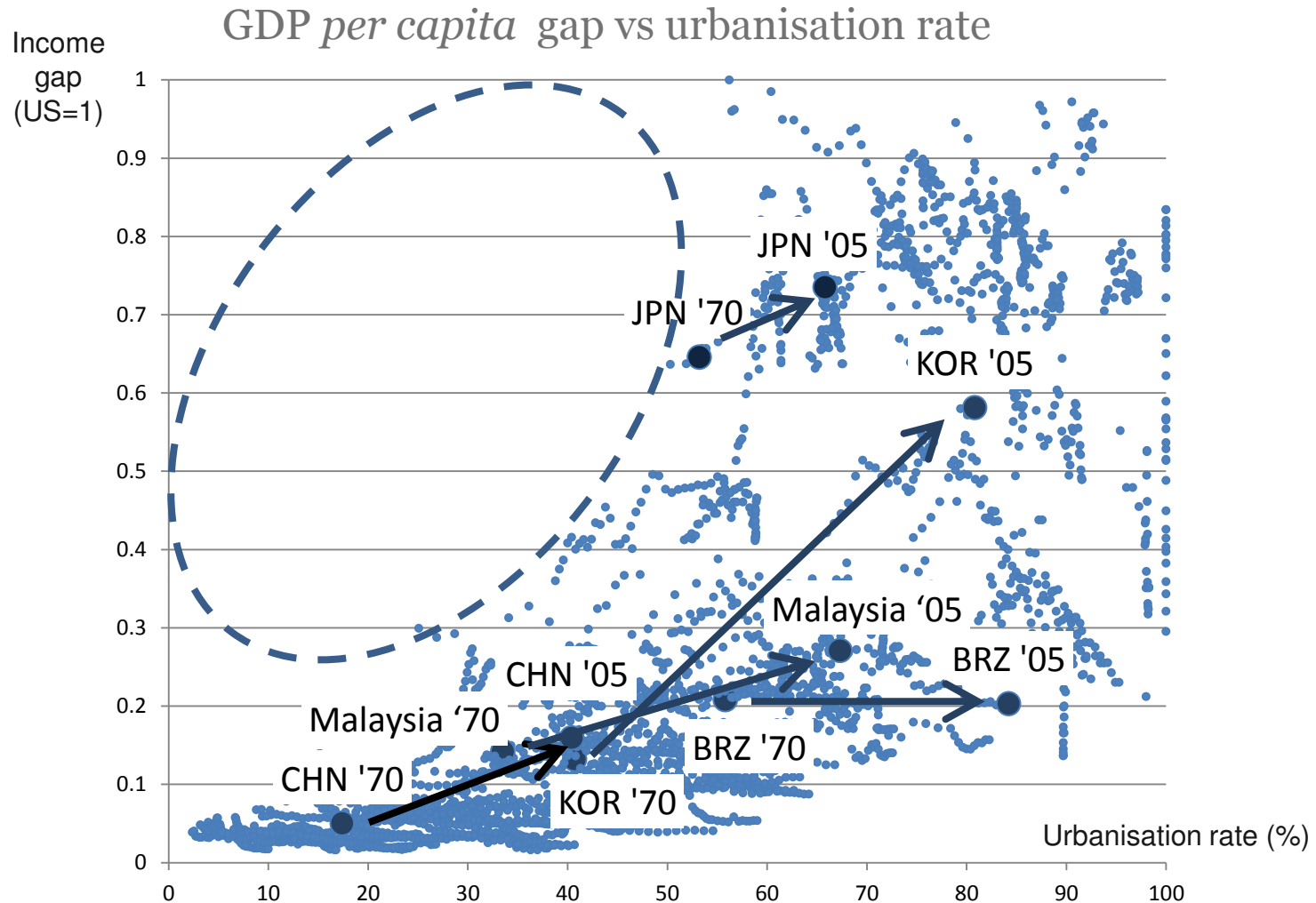
Presentation at the 5<sup>th</sup> meeting of GMS Urban  
Development Task Force,  
25-26 August 2016, Bangkok, Thailand



# 1. PROJECT FRAMEWORK



# Income growth comes with urbanisation; however urbanisation doesn't guarantee it





# Green Growth: Cities Matter!

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*Cities are focal points for growth but also for environmental externalities and vulnerabilities:*

- One third of GDP growth during 1995-2007 was produced by just 2% of OECD regions.
- Cities account for 67% of global energy use and 71% of global energy-related CO<sub>2</sub> emissions.
- Average global flood losses, estimated at about USD 6 billion per year in 2005, could reach USD 1 trillion by 2050 in 136 of the world's largest coastal cities.





# Urban green growth in dynamic Asia: Key issues

---

Building on the lessons learned from the previous OECD city studies (Paris, Chicago, Stockholm and Kitakyushu) ...

- (How) is urban green growth different for cities in developing and emerging markets?
- What policy frameworks and instruments are needed, and implementable in dynamic Asia?
- How can we facilitate knowledge sharing among OECD and fast-growing Asian cities so they all can benefit from the mutual learning process?





# Project objectives and key outputs

---

- Explores **how to promote green growth in fast-growing cities in Asia** by examining policies and governance practices that encourage greening and competitiveness in a rapidly expanding economy.
- Key outputs:
  - Conceptual framework: working paper (2014)
  - 5 city-based case studies (2014-15)
  - Knowledge sharing workshops (2014-15)
  - Synthesis report (2016)



# Urban Green Growth in dynamic Asia: a conceptual framework

## Urban Green Growth Policies

### Key Strategies Deriving from Baseline Conditions

1. Promoting Urban Resilience
2. Addressing Poverty and Social Equity
3. Pursuing Long-Term Economic Development Goals
4. Adopting Proactive Green Infrastructure Strategies
5. Aligning Environmental Actions along with Economic Growth

*Strategies can be best concretized* ↓ *in specific opportunity areas*

### Sector opportunity areas

Energy

Land Use and Transport

Buildings

Water Resources Management

Solid Waste Management

Green Goods and Services

National-Local Integration

Financing

Policy Instruments

Horizontal Cooperation and Community Engagement

International Cooperation

Capacity-building

## Enabling Strategies

## Outcomes

Green Jobs and Innovation

Inclusiveness

Climate Change Adaptation and Mitigation

Healthier local Environment and Urban Attractiveness



Ensure Policy Implementation



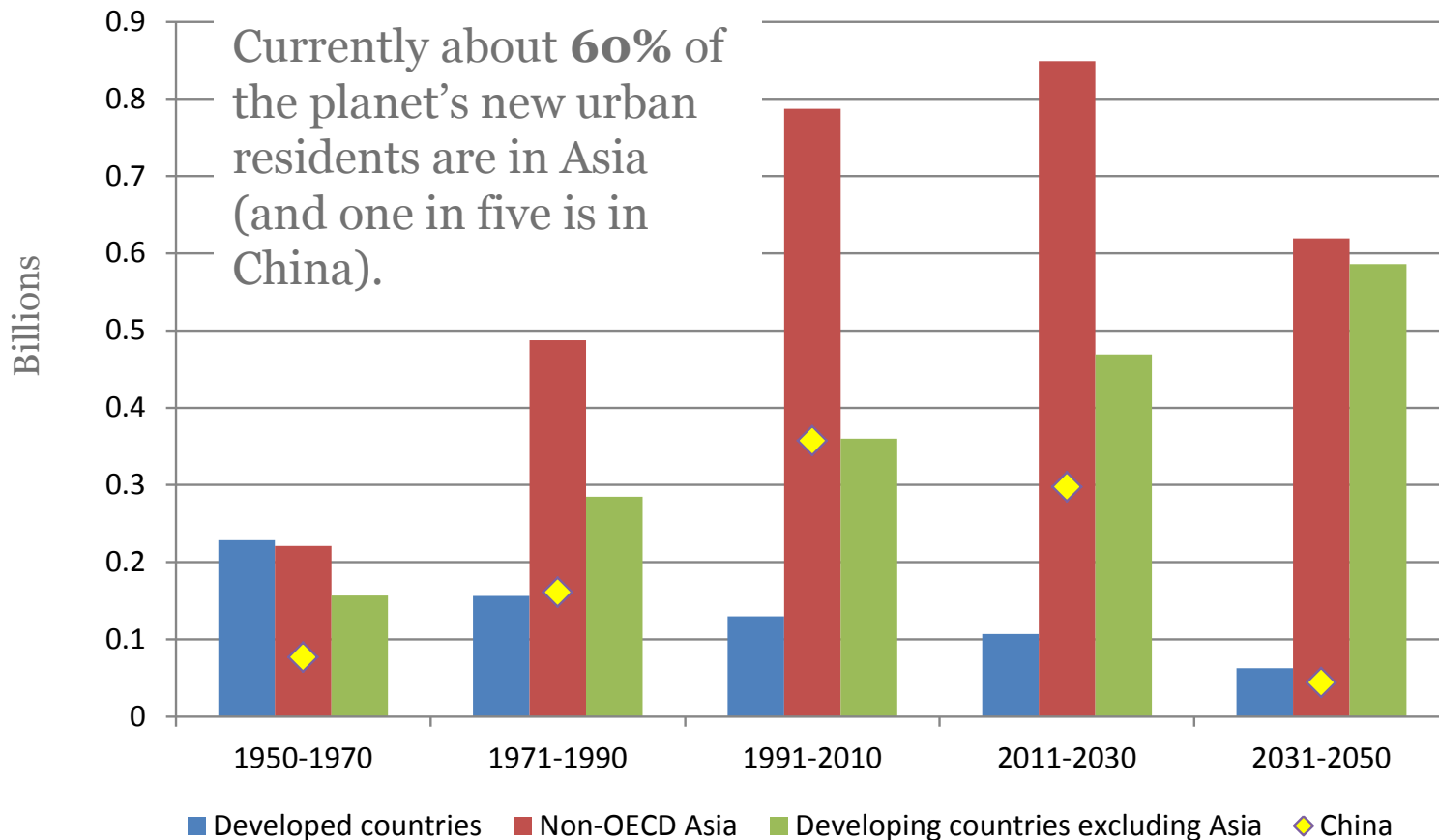
## 2. KEY FINDINGS

### (1) ECONOMIC AND ENVIRONMENTAL TRENDS



# The world's urban population is projected to more than double during 2000-50

Growth of world urban population in absolute numbers of new urban dwellers, 1950-2050



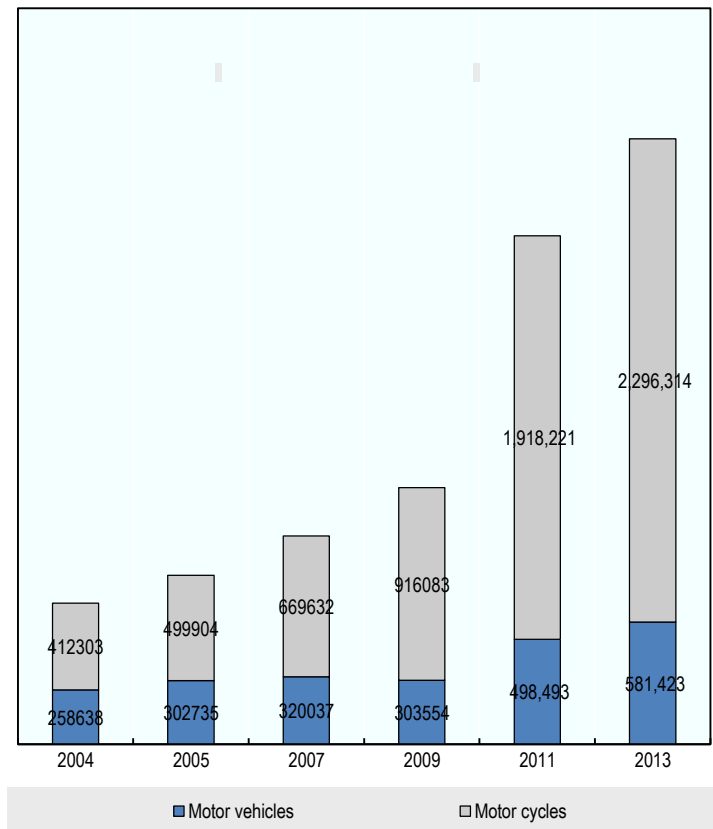
Source: UNDESA Population Division (2012), *World Urbanization Prospects: The 2011 Revision*



# Dynamic economic growth trends, driven by cities

- The numbers speak for themselves:
  - BMR: 15.7% of national population; 44.2% of national GDP
  - +2 million people in Bandung since 2000
  - Container throughput in Hai Phong x14 since 2000
- Booming services, and large manufacturing base in comparison with OECD metro areas

Stock of motor vehicles in Bandung  
(2004-2013)



Source: Statistics West Java



## Economic and social challenges

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- Catch-up held back by skill shortages
- Income disparities undermine social cohesion



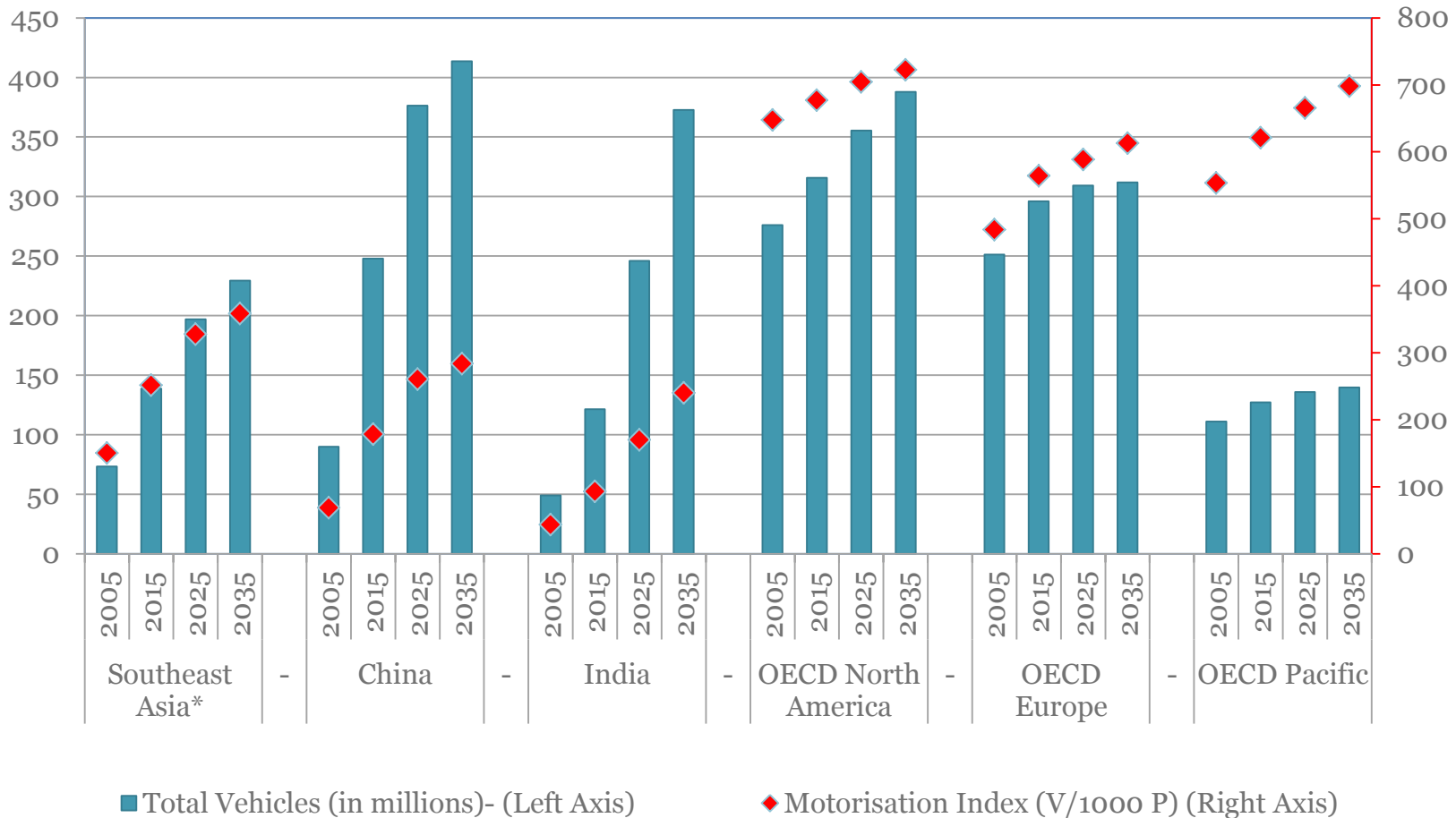
## Environmental risks – obstacles for long-term economic growth

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- Low quality of environmental assets (air and water pollution)
- Pressure on availability of natural resources (water scarcity, loss of mangrove forests)
- Climate change risks
  - urban resilience / disaster risk management



# The number of vehicles is growing fast but motorisation index is still low (2005-2035)



*Note:* Southeast Asia here refers to Indonesia, Viet Nam, Philippines and Thailand.

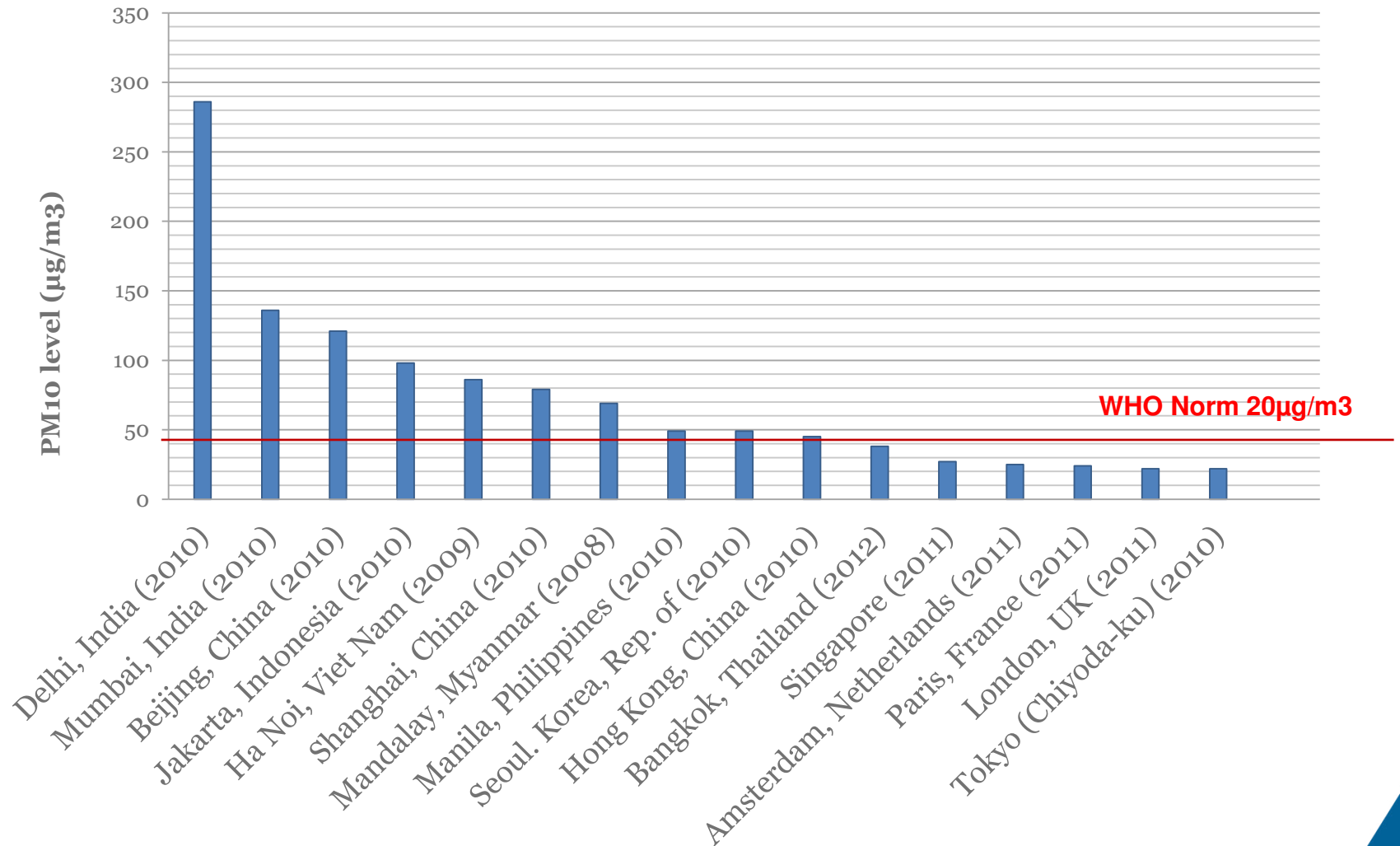
Source: UN ESCAP, KOICA (2012), Low Carbon Green Growth Roadmap for Asia and the Pacific. “Urban Transport: policy recommendations for the development of eco-efficient infrastructures”, Bangkok, Thailand





# Impact on Air pollution is very large

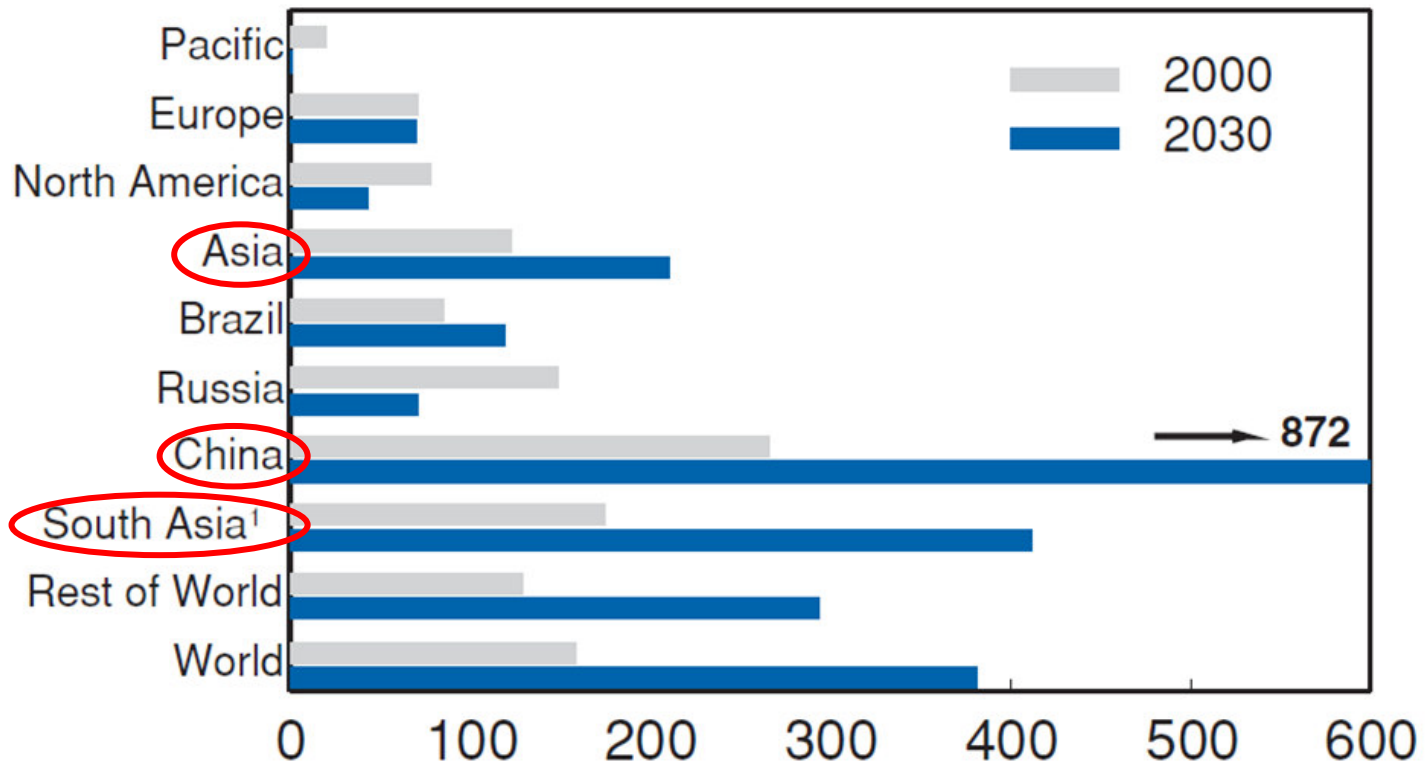
## PM<sub>10</sub> level in selected cities Asia & OECD, 2008-12





# Costs for economic and human development

Estimated premature deaths from PM<sub>10</sub> air pollution per million inhabitants



Asia includes West, South, Southeast and East Asia

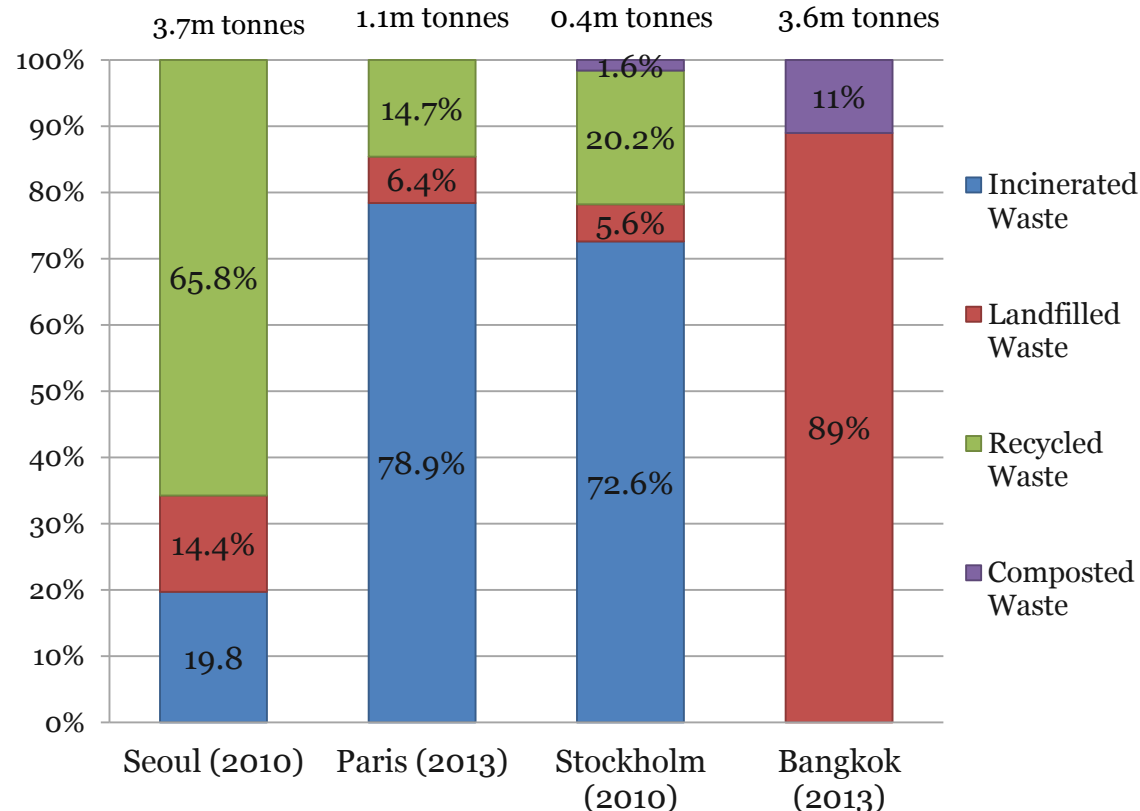
South Asia includes the following countries: India, Nepal, Afghanistan, Pakistan, Sri Lanka, Bhutan, Bangladesh

Source: OECD (2011d), *Towards Green Growth*, OECD Publishing, Paris.



# Solid waste management

### Treatment of municipal solid waste collected



Source: Yoo and Yo (2014), "Evaluation and development of solid waste management plan: a case of Seoul for past and future 10 years", Springer Japan; City of Paris (2013), *Rapport Annuel sur le Prix et la Qualité du Service Public de Gestion des Déchets à Paris*, Paris, France; OECD (2013b), *Green Growth in Stockholm, Sweden*, OECD Green Growth Studies, OECD Publishing, Paris; Bangkok Metropolitan Administration (2014), Policy and Planning Division, Department of Environment,, Data directly collected from BMA

## Key challenges:

- Solid waste separation
- Lack of recycling
- Energy recovery strategies (waste-to-energy plants, landfills)
- Industrial / hazardous waste, combined with natural disasters

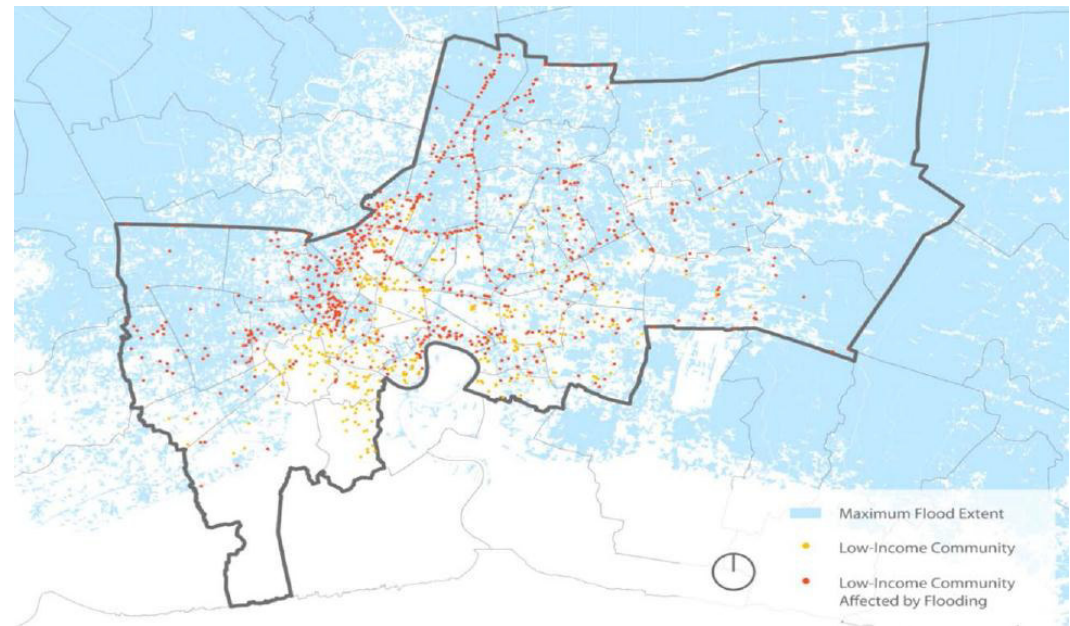


# Resilience against floods

## Key issues:

- Urban vulnerability to Climate Change and Natural Disasters
- Many of top 20 cities most exposed to floods in terms of population and assets are in Asia (Hai Phong)
- Lack of preparedness (business continuity plans, insurance schemes)
- Social implication (low-income communities)

## Impact of the 2011 floods on low income communities in the City of Bangkok



Source: UN ESCAP (2012), “The Thailand floods of 2011: While businesses lost millions, the urban poor lost out most the floods”, Sustainable Urban Development Section’s internal working papers.



# Revisiting the concept of urban green growth in dynamic Asia

---

- Difference from OECD cities
- Recognising environmental (and social) risks as obstacles to long-term economic growth
- “Greening” of economic growth



## 2. KEY FINDINGS

### (2) POLICY INSTRUMENTS



## Key issues discussed

---

1. Identifying untapped opportunities for urban green growth
2. Innovating policy instruments
  - Policy complementarity and synergies
  - Demand-side policies
  - Investment for long-term economic competitiveness and environmental sustainability
  - local SMEs and industries
  - the use of ICT
3. Promoting integrated policy approach beyond green growth (inclusiveness and resilience)
  - Slum / housing
  - Disaster risk management



## Pursuing policy complementarity and synergies

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- Benefits of **green infrastructure** on water resource management and flood resilience (Bangkok and Cebu)
- Make use of **waste-to-energy** facilities (Bangkok, Bandung, etc.)
- Policies in opportunity areas can also bring **economic and social co-benefits** (e.g. recycling activities in Bangkok)
- **Land use** stands out as the tool by which to anchor other policies (e.g. issue of land availability and acquisition for BRT system in Cebu)





# Integrated urban policy framework

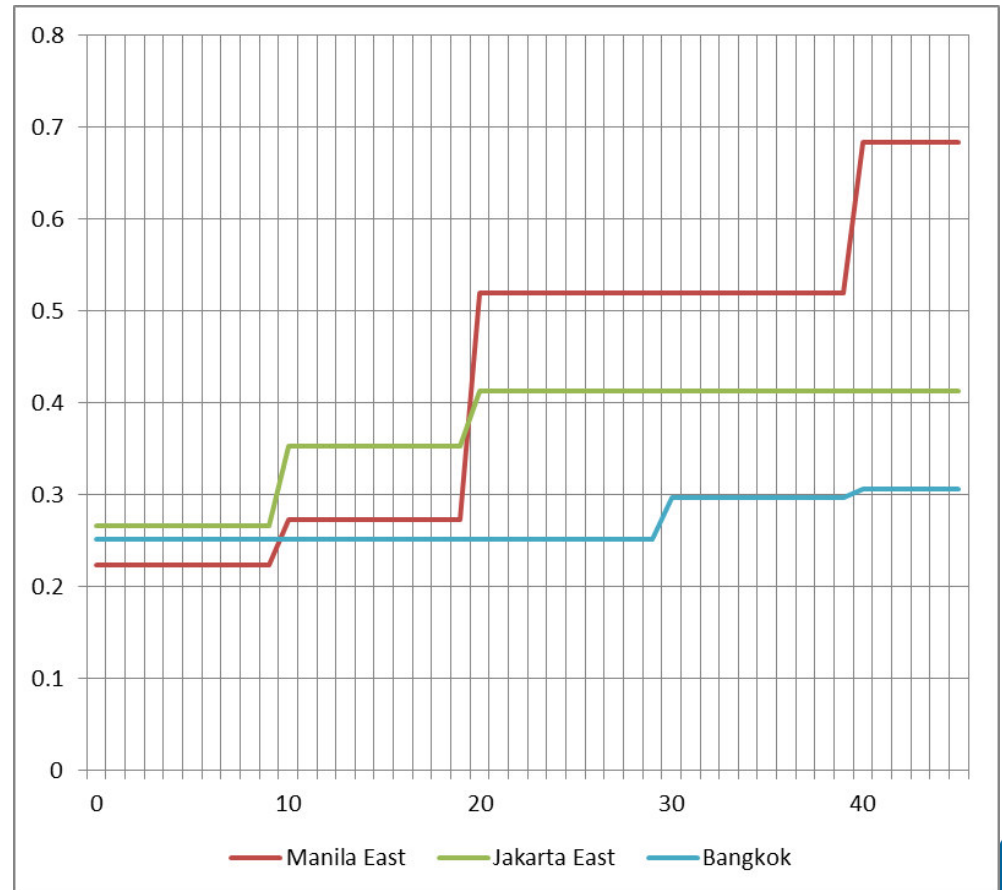
Sectors → / Outcomes	Energy	Land use and transport	Buildings	Water resource management	Solid waste management	Green goods and services
Green jobs and innovation	Invest energy efficiency techniques	The development of public transport	Retrofitting the existing building stock	Invest water efficiency techniques	Sustainable Waste Management (SWM) create jobs for the urban poor	Recycle of industrial waste; eco-efficient industrial processes
Inclusiveness	Improved access to electricity	Improved mobility and higher ability to seek income-generating activities	Proper housing conditions	Improved access to clean water	SWM can be enhanced by involving the urban poor	Sustainable Materials Management can get the urban poor involved
Climate change adaptation and mitigation	Reduced GHG emissions	Reduced GHG emissions; risk-sensitive land use and preservation	Reduced GHG emissions and the urban heat island	Managing excess water can reduce risks of inland floods	GHG emissions and local pollution are reduced	Green manufacturing can reduce GHG emissions
Healthier local environment; urban attractiveness	Cleaner energy production can reduce pollution	Compact cities can reduce air pollution and preserve farmland and biodiversity	Increased quality of in-house environment	Degradation of lakes and rivers is reduced	SWM can reduce landfill and related pollution created by solid waste	Green manufacturing can reduce air pollution



# Make greater use of demand-side policies – legal framework is crucial

- Water / wastewater tariffs (Bangkok)
- Water extraction charges (Bangkok, Cebu)
- Solid waste collection fees
- Parking fees / charges (Bandung)
- Fossil fuel subsidies

Tariff structure of selected Southeast Asian cities



Source: Manila Water; PT Aetra Air Jakarta (Aetra) (2012), “Info Tariff Aetra”, Metropolitan Waterworks Authority



## Mainstreaming urban resilience

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- Conduct **vulnerability and risk assessment** (VRA) at the metropolitan level (e.g. Bangkok, Bandung)
- Dis-incentivise urban development in flood-prone areas
- Create **regional insurance scheme** / contingency fund for city governments
- Enhance response capacity of all stakeholders



## 2. KEY FINDINGS

### (3) STRATEGIC AND IMPLEMENTATION LEVERS FOR URBAN GREEN GROWTH



## Key issues discussed

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1. Vertical policy co-ordination
2. Metropolitan governance
3. Financing urban green growth
4. Enhancing data collection and production capacities
5. Stakeholder engagement



## Vertical policy alignment / metro governance: roles of national governments

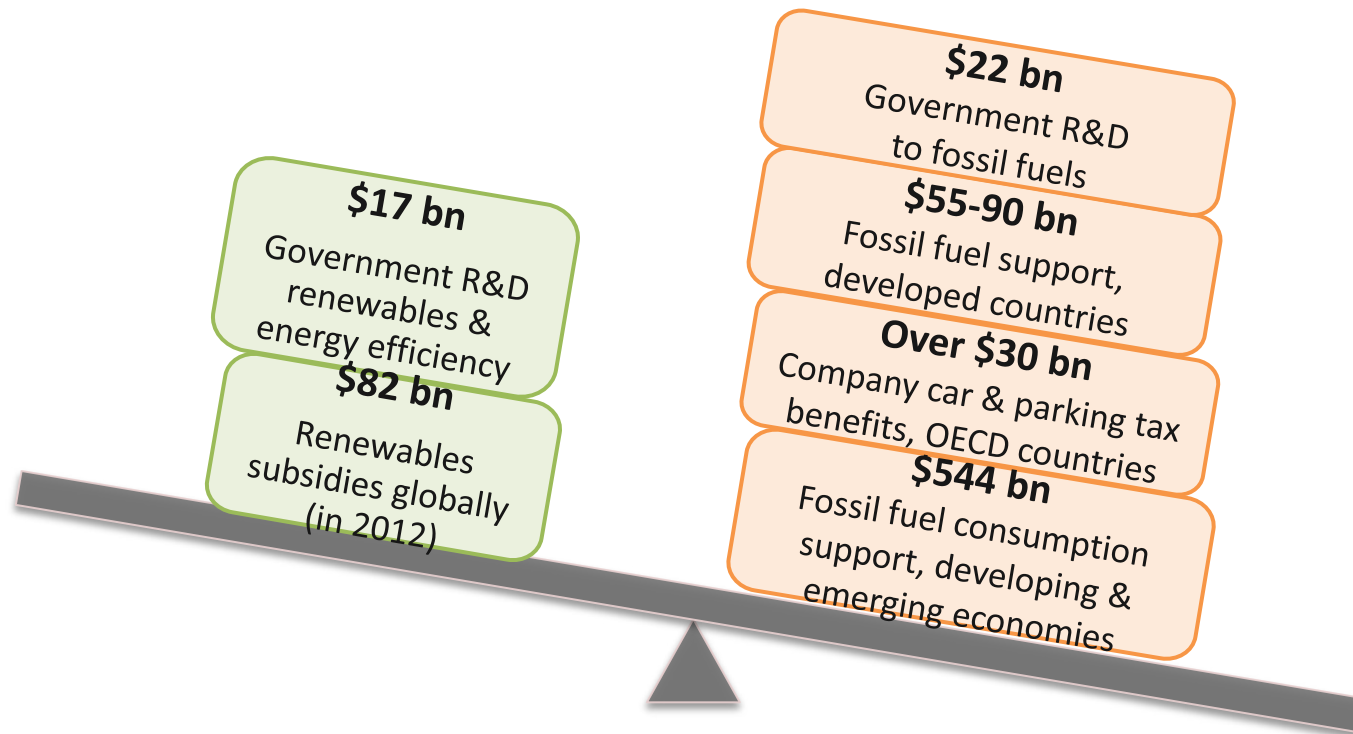
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- Cities remain much dependent on national governments and vertical co-ordination/alignment is often weak (national policy frameworks, fiscal transfers, tax rates...)
- Create stronger incentives / framework for metropolitan co-ordination
- Lack of reliable and publically available data at the metropolitan level
- Comprehensive green growth strategy at the metropolitan level, informed by a metropolitan green growth database
- Private-driven / community-based actions to leverage local knowledge and expertise



# Aligning policies towards a low-carbon economy

There is no shortage of capital (\$83 trillion in assets under management by institutional investors in the OECD in 2012), but need to **shift investment to low-carbon infrastructure!**



Sources: OECD (2013), Inventory of Estimated Budgetary Support and Tax Expenditures for Fossil Fuels; IEA (2013), World Energy Outlook; IEA (2013), Tracking Clean Energy Progress Report; OECD (2013), Effective Carbon Prices.



# Lack of market conditions to facilitate private investment

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- Lack of **revenue generating projects** (e.g. public transport, water, solid wastes)
- Lack of **long-term vision/strategy** for infrastructure to guide low-carbon private investment
- Lack of **standards/guidance** for green infrastructure for investors to follow
- Poor private sector and civil society **engagement** in metropolitan decision-making (c.f. Metro Cebu)
- Fragmented **metropolitan governance** (e.g. wastewater treatment)

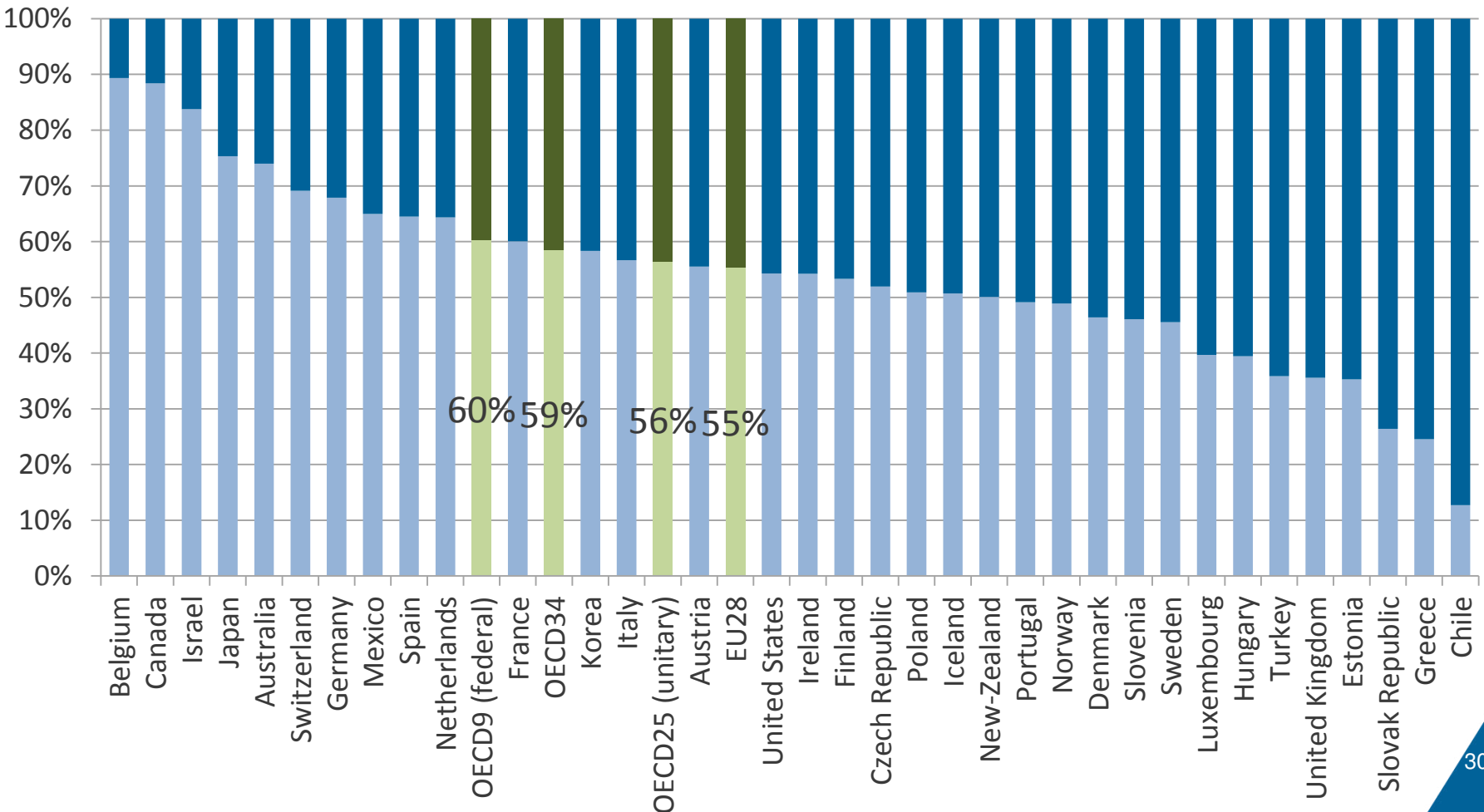




# Subnational governments at OECD are dominant in total public investment ...

## Subnational direct investment as a % of public direct investment (2013)

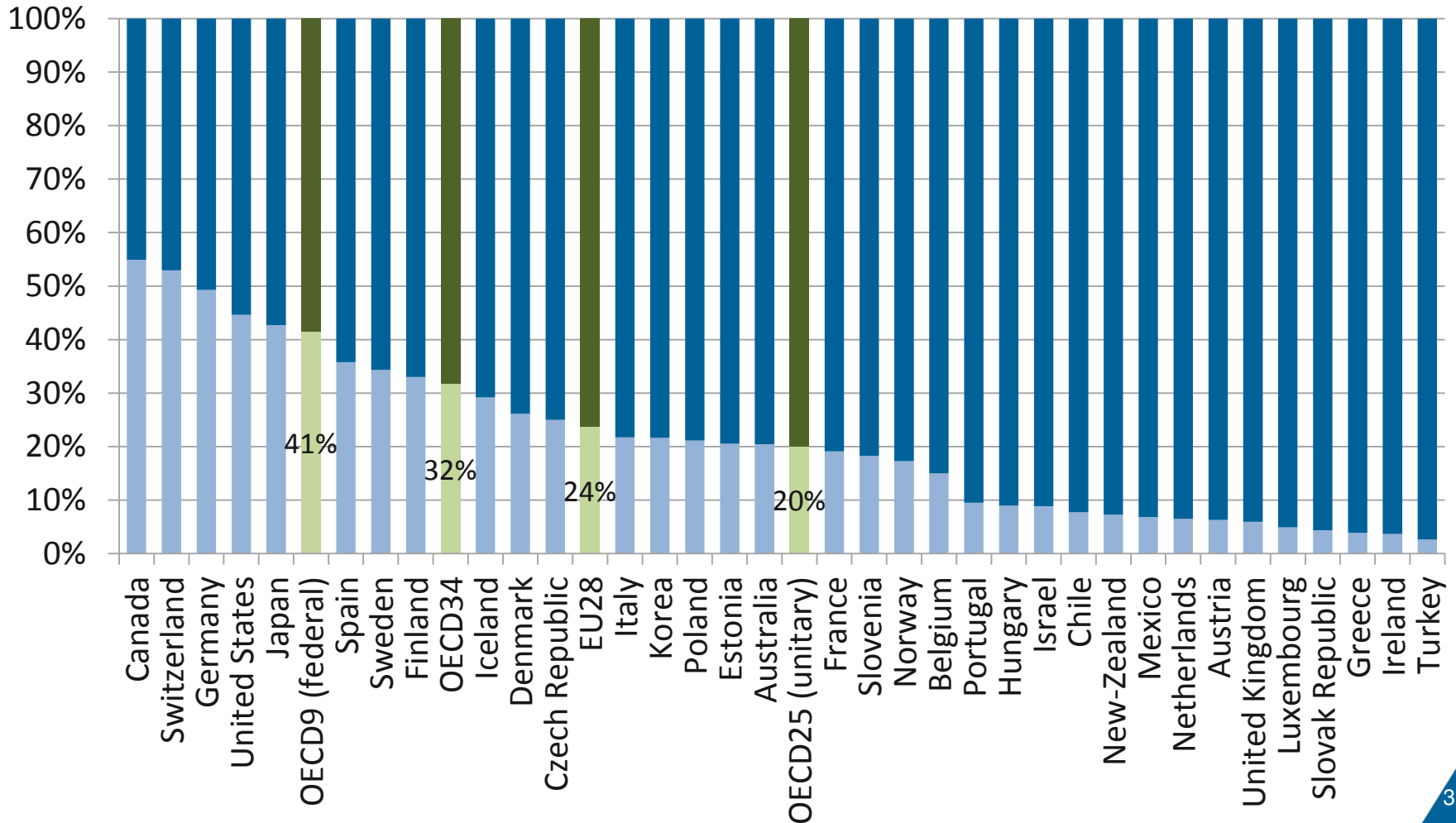
■ Subnational government      ■ Central government and social security





# ... whereas SNG tax revenues vary widely across countries

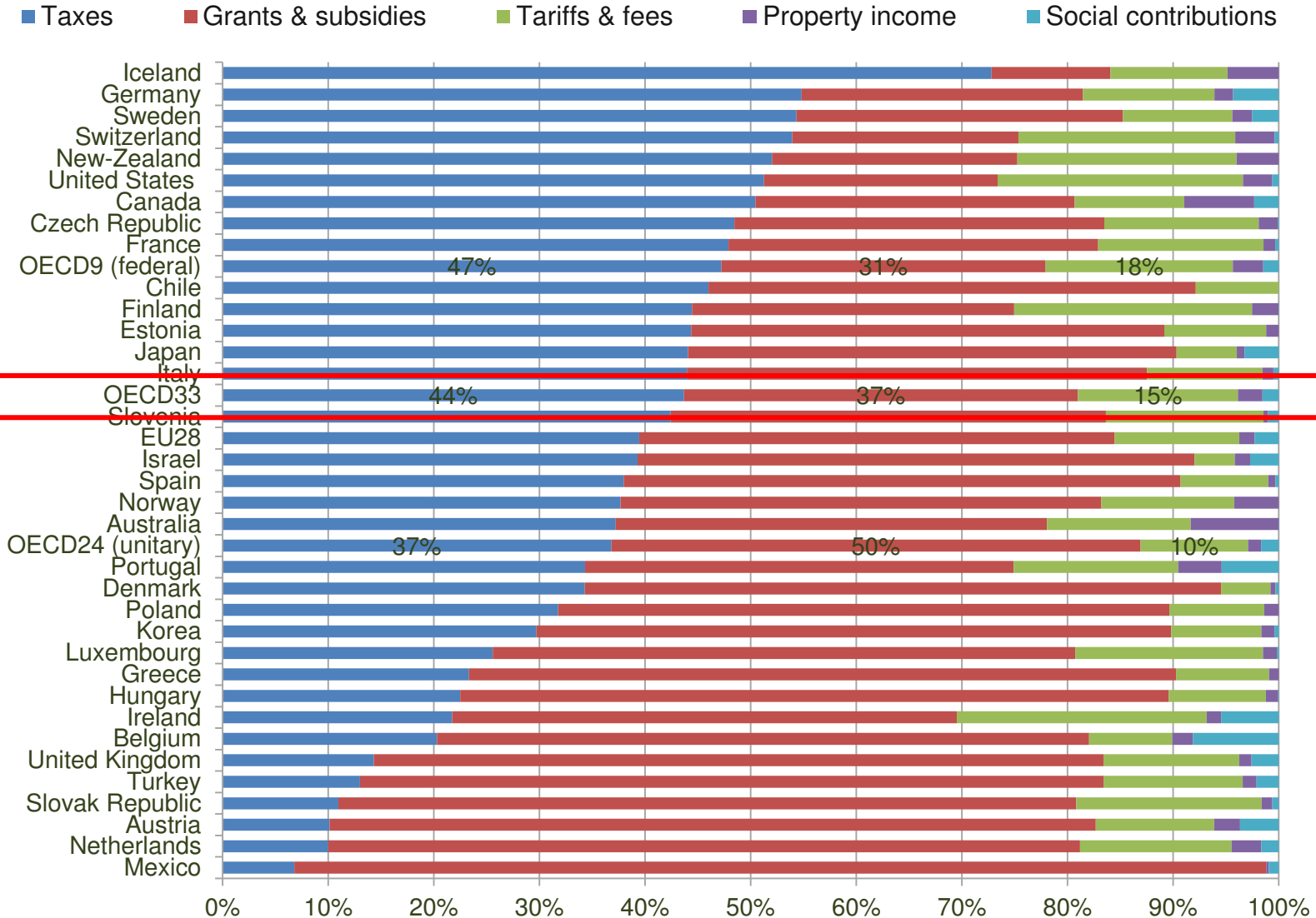
■ Subnational governments      ■ Central government and social security





# What are the sources of SNG revenues?

*Tax revenues account for 44% of SNG revenue in the OECD*





# Local tax revenues are often insufficient in developing countries

Share of SNG tax revenues as percentage of total tax revenue

	2000	2010	2013
Malaysia	3.4	4.0	3.3
Indonesia	3.2	7.2	9.6
Philippines	5.3	5.2	5.2
Japan	26.1	25.9	24.7
Korea	15.1	16.7	15.5
OECD (unitary countries)	11.0	11.9	12.0

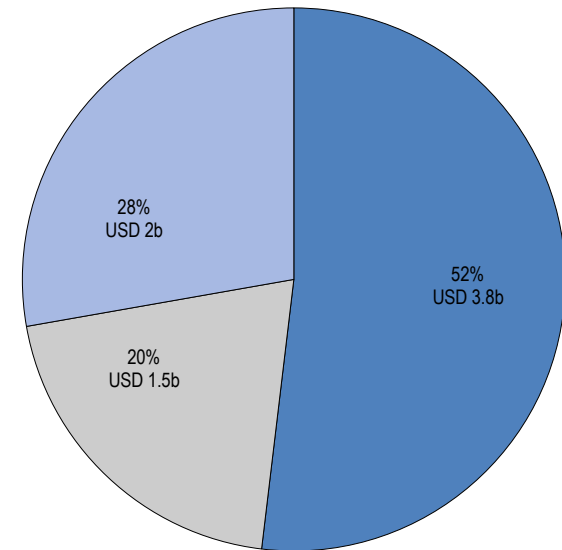
Source: OECD (2015c), Revenue Statistics in Asian Countries, Trends in Indonesia, Malaysia and the Philippines, 1990-2013



# International cooperation

- Official development assistance (ODA) targeting cities has mainly benefitted capital cities
  - Thailand = 85% of all environmental ODA in 2011 was in Bangkok)
- Limited direct borrowing at subnational level

**Bilateral ODA finance to urban and rural areas in Southeast Asia in 2012, targeting environmental objectives**



■ Urban Areas    □ Rural Areas    □ Unspecified

Source: OECD DAC-CRS Database



## 3. NEXT STEPS



## Ongoing/future studies

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- Following-up/implementing recommendations in Bangkok
- OECD National Urban Policy Review of Vietnam, with a focus on urban green growth (2016-17)
  - In collaboration with UN-Habitat and GGGI
- 2-3 studies based on demand in 2017-18



## Dialogues and knowledge sharing

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- Habitat III (17-20 October, Quito)
  - High-level side-event on urban green growth, with Malaysia, UN-ESCAP and OECD
- OECD Green Growth and Sustainable Development Forum (9-10 November, Paris)
  - Launch of the synthesis report
- COP22 (7-17 November, Marrakesh)
  - Possible side events (urban green growth and/or multi-level governance on climate change)
- Regular policy dialogues on national urban policies among Southeast Asian countries (in the future, on demand)





THANK YOU





FIFTH MEETING

# **GMS** Urban Development **Task Force**

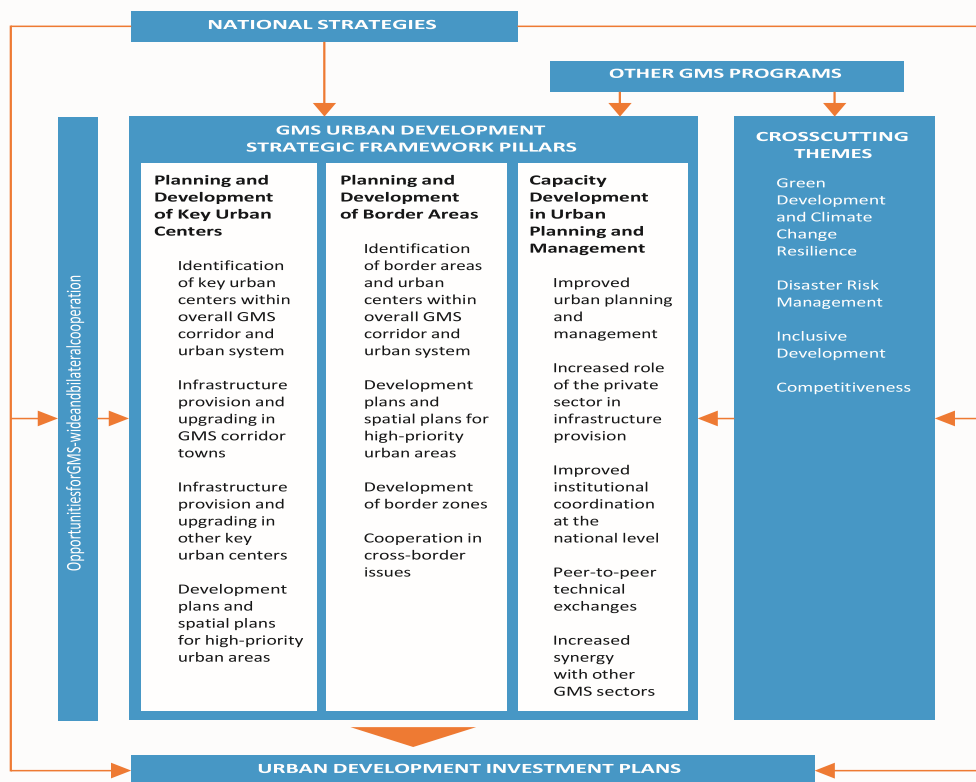
25–26 August 2016 • Bangkok, Thailand

## **Competitive Cities and GMS Corridor Towns Development Approach**

Eri Honda, Principal Urban Development Specialist, ADB

# GMS Corridors: Competitiveness Cross-Cuts the Three Pillars

Figure 2: GMS Urban Development Strategic Framework, 2015–2022



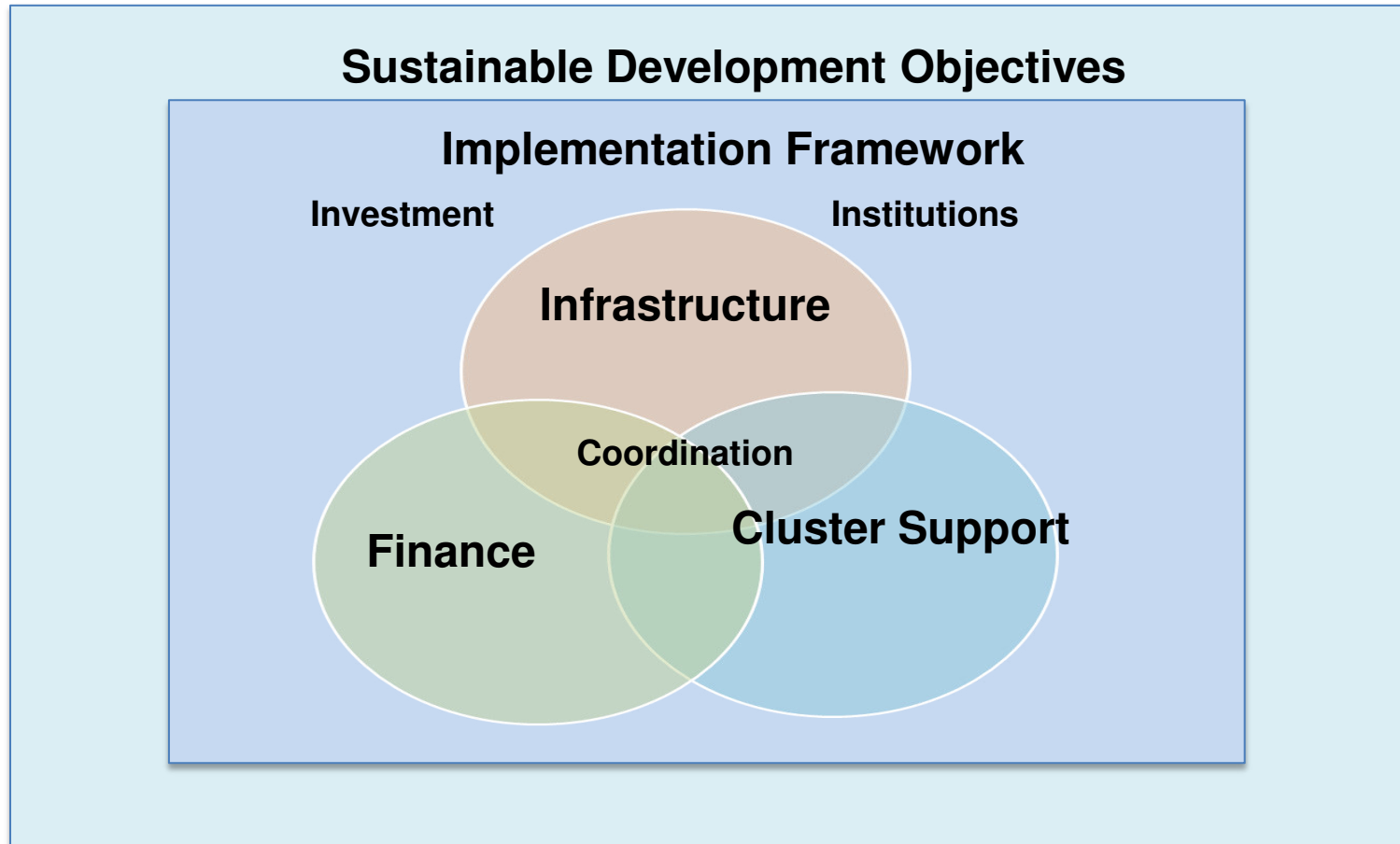
GMS = Greater Mekong Subregion.

Sources: ADB Southeast Asia Department, technical assistance (TA) consultants (TA 8042-REG); discussions at the Third Meeting of the GMS Task Force on Urban Development in Vientiane, Lao People's Democratic Republic (11–12 September 2014); and via videoconference (22 May 2015).

# Current Practice vs Needed Impact

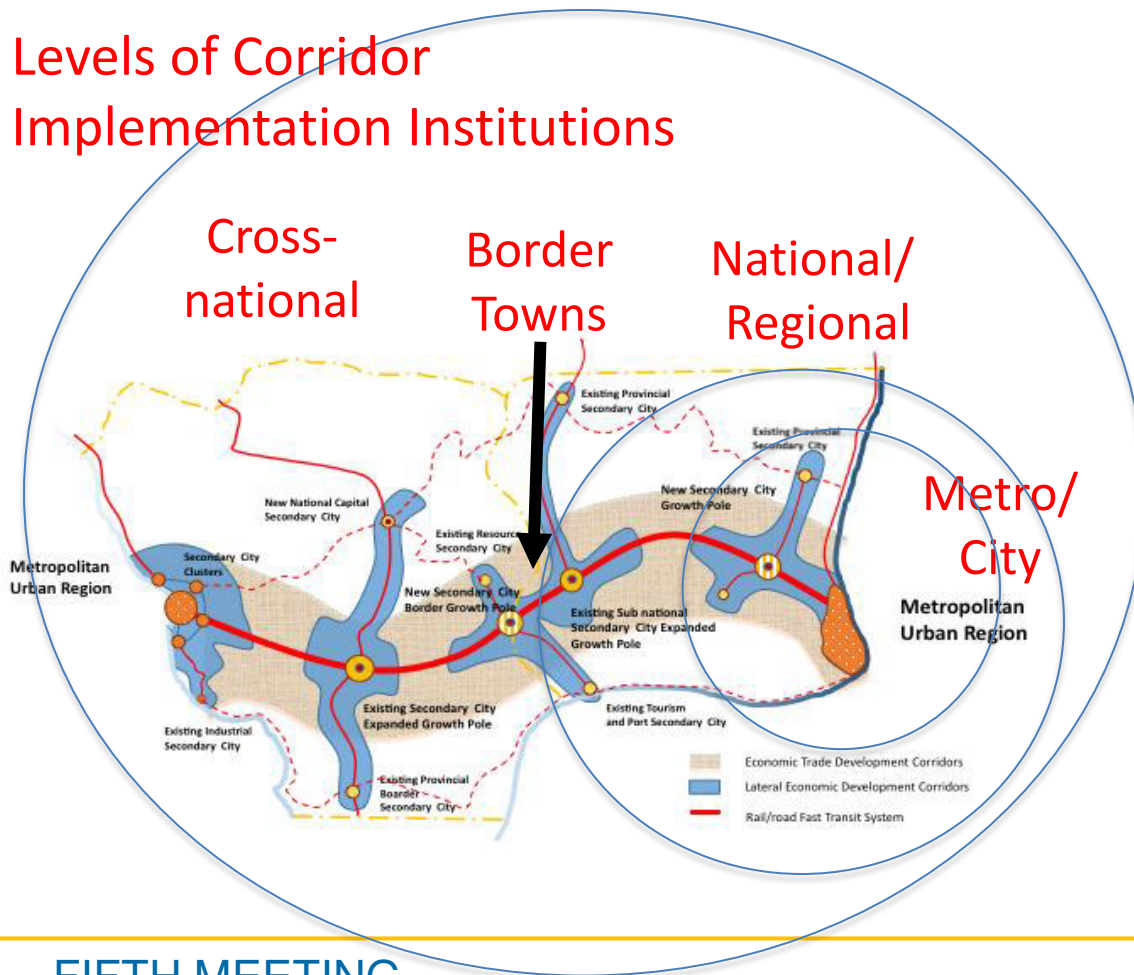
- Current corridor projects are providing much needed urban infrastructure mainly in ‘along corridor’ towns
- Not yet focusing on ‘border towns’ (Pillar 2) or economy of urban areas and their hinterlands
- These two issues are critical to the competitiveness of the urban areas within corridors and to the nations to which they belong
- To ***implement a more comprehensive approach*** focused on competitiveness, corridor institutions need to be:
  - Cross-sectoral
  - Cross-jurisdictional
  - Flexible

# Competitive Urban Development in GMS Corridors



# Integrated Multi-Level Institutional Framework

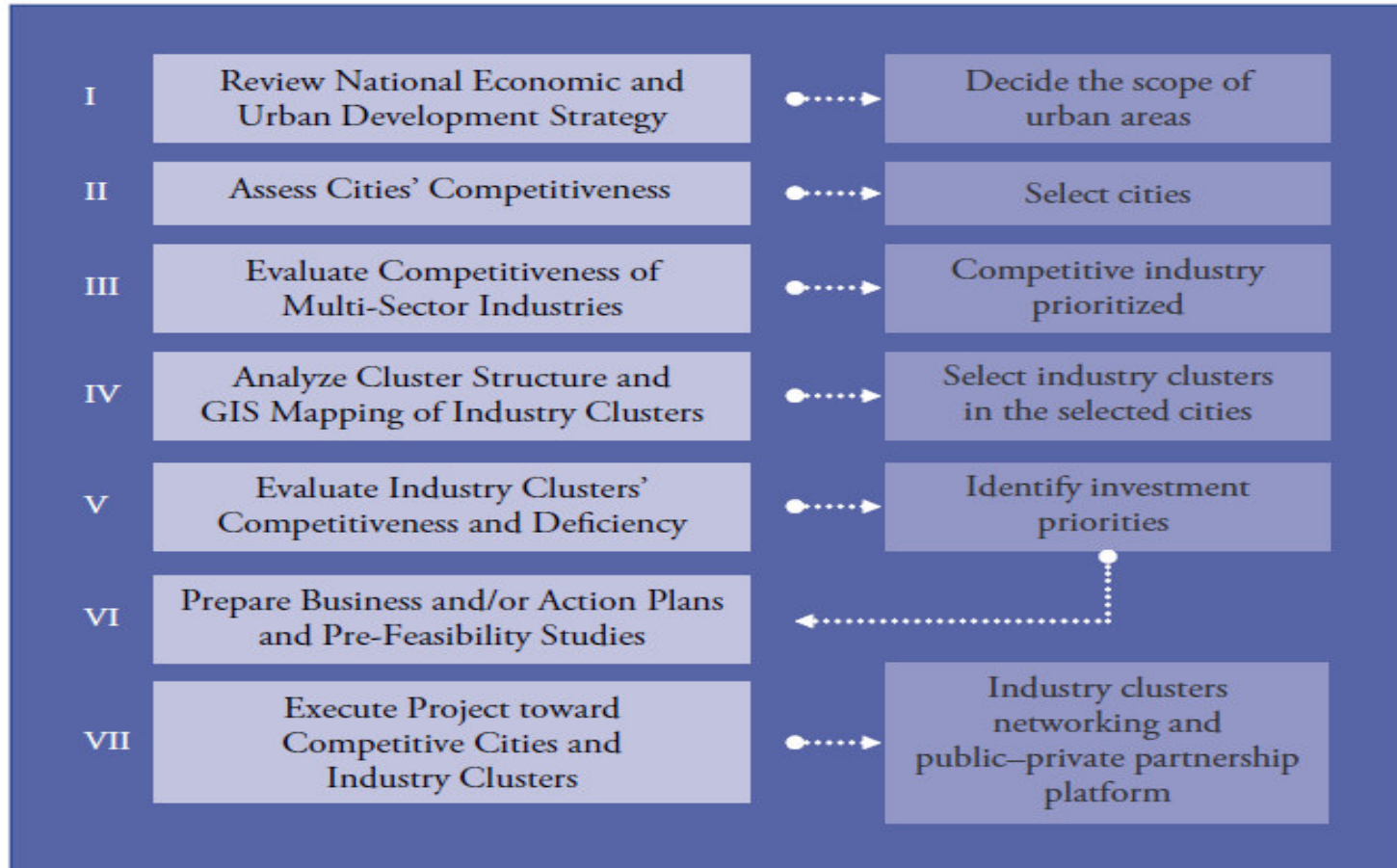
## Levels of Corridor Implementation Institutions



## A best practice framework:

- Cross-national policy and planning
- Defined national agency responsibilities
- Funding for project development and implementation
- Inclusive of local governments
- Integrated with appropriate government and capital market financing mechanisms

# Cluster Support Project Analysis and Development



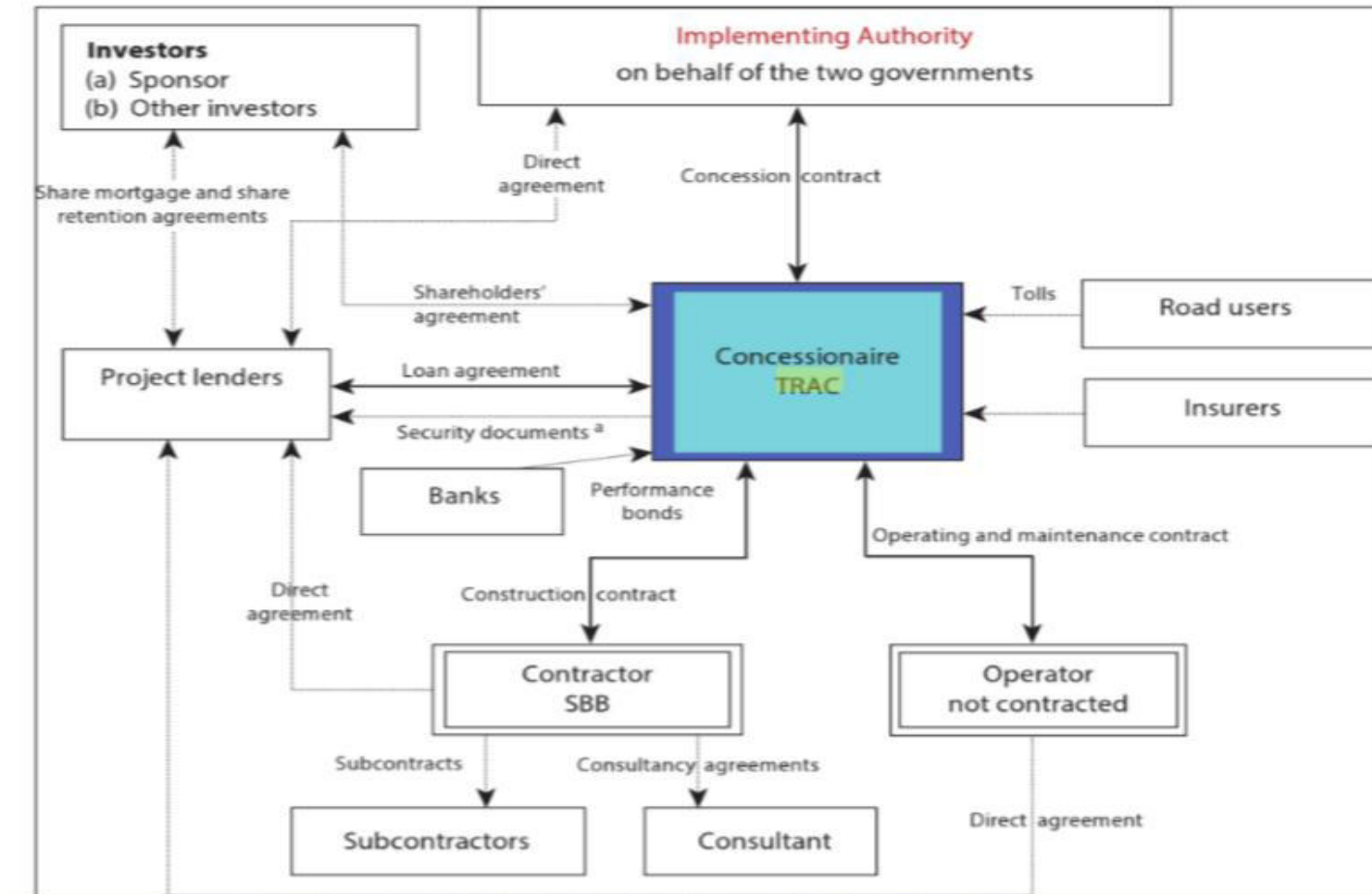
CCED = cluster-based city economic development, GIS = geographic information system.



# Maputo Corridor Company (MCC)

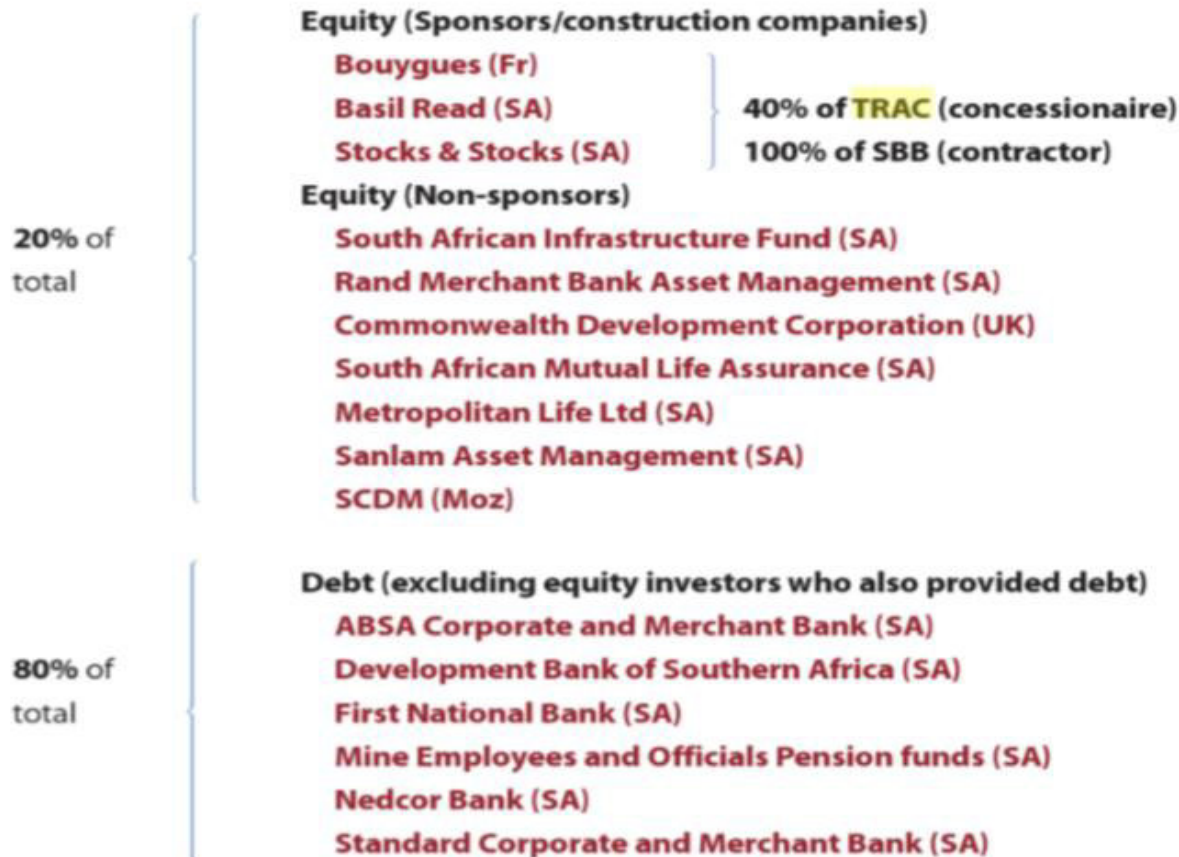
- Maputo Development Corridor between Johannesburg (South Africa) and Maputo (Mozambique)
- Non-profit company headquartered in Maputo and jointly owned by the governments of South Africa and Mozambique
- A significant dedicated budget was funded by South Africa mainly through Development Bank of South Africa
- Good relations with national agencies of South Africa and Mozambique, but the governance structure not so inclusive of local communities
- Use of public private partnership modalities for implementation was core
- A way to avoid the establishment of an international organization by treaty
- But ... in the end, failed to fully establish the MCC

# Cross-country PPP N4 in the Maputo Corridor



# Cross-country PPP

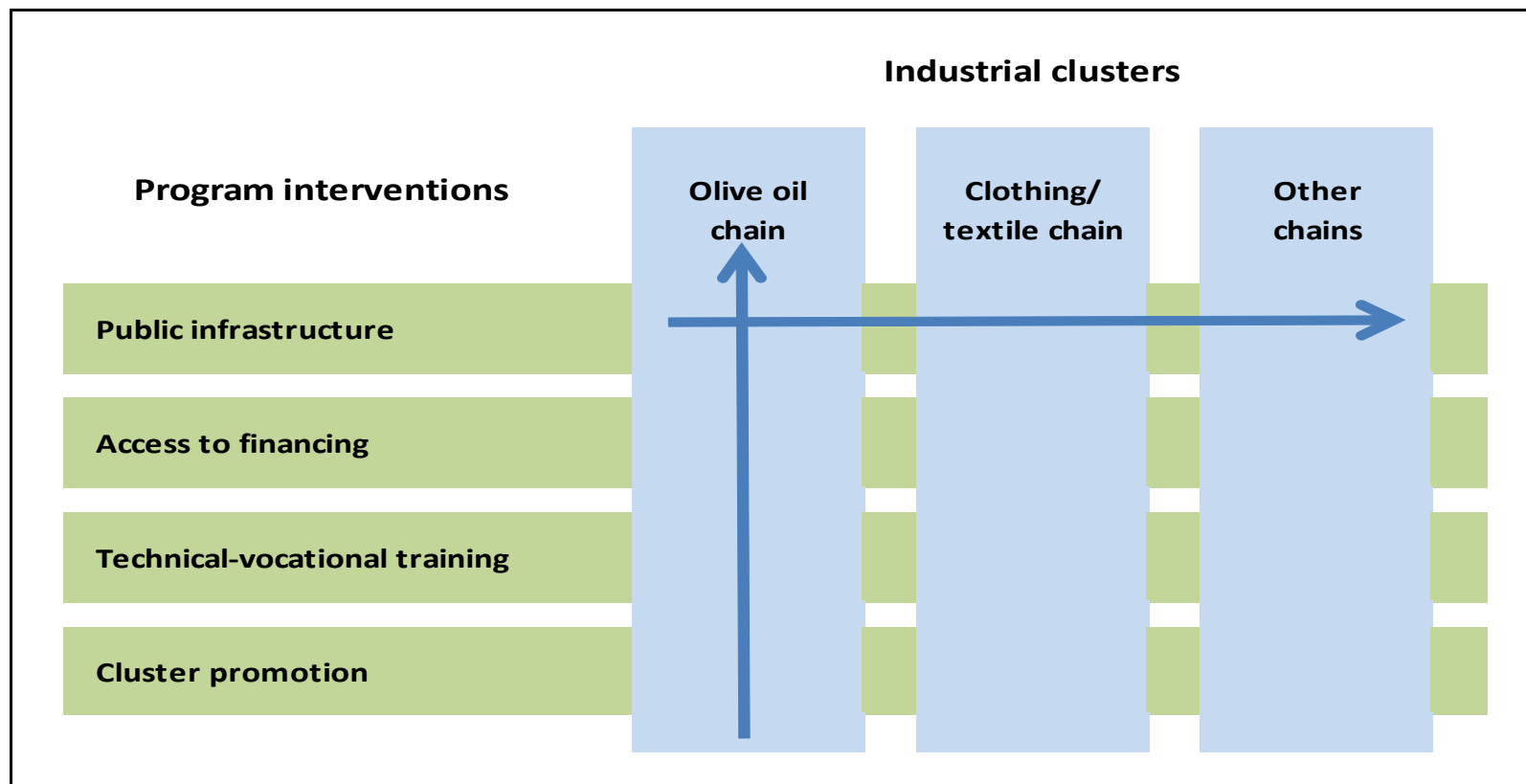
## N4 in the Maputo Corridor – TRAC Financing



# Initiative for the Integration of Regional Infrastructure in South America (IIRSA)

- Regional level coordinating entity to coordinate investments in the MERCOSUR corridors (in Argentina, Uruguay, Paraguay, Brazil, and Venezuela)
- Created in 1995 and its Secretariat is funded by Inter-American Development Bank, Financial Fund for Development of the Plate Basin, Brazilian Development Bank, Development bank of Latin America, and World Bank
- Coordinates the provision of infrastructure in the development corridors, both traditional infrastructure and major cluster projects with infrastructure components

# Program for Industry Cluster Development and Competitiveness in the Province of Mendoza Argentina (\$105m in 2005)



# Organizational Options for Cross Country Coordination

Supra-national eg MCC		National Collaboration eg IIRSA	
Advantages	Disadvantages	Advantages	Disadvantages
	Much harder to establish initially	Easier to establish initially – uses country systems	
'Authority'/ mandate established from the beginning			Continuous negotiation over mandates relating to issues
	More structured – difficult to negotiate change	More flexible	
Can do strategic planning and implementation in one entity – lower coordination costs			More difficult to link and coordinate planning and implementation – higher coordination costs
Likely better capacity to structure, and bargaining power in relation to, financing		Funding can be adapted to country legal and economic circumstances	
More focused capacity building			Need to have broader capacity building effort
	Potentially less inclusive of local communities (more difficult)	Potentially more inclusive of local communities	
Potentially less subject to political interference	Potentially less responsive to legitimate national/ local needs		

# Capacity Development

Core areas of institutional strengthening are:

- ***Strengthening of diagnostics*** to identify priority urban infrastructure and cluster support investments fostering inclusive, sustainable and resilient growth
- ***Strengthening the skills and systems*** of national funding agencies and implementing organisations to utilise such diagnostics in: a) planning/governance structures; b) financing systems; and c) partnership mechanisms including local communities, governments, and the private sector
- ***Catalytic resourcing*** of the preparation of required green urban infrastructure and cluster development investments through appropriate funding channels, crowding in other development agency and climate funds, and the private sector

# Questions

**Which model seems most appropriate to coordinate corridor development across GMS countries? (Supra-national eg MCC or National Collaboration eg IIRSA)**

**How should countries coordinate corridor activities and financing internally?**

**How should we start to upgrade the institutional framework for corridor implementation?**

**What partners could support such activities?**



# Thank You!

