

Greater Mekong Subregion
First Meeting of the GMS Urban Development Task Force
12 July 2013, Phnom Penh, Cambodia

Summary of Proceedings

I. Introduction

1. The first meeting of the GMS Urban Development Task Force was held on 12 July 2013 in Phnom Penh, Cambodia. The meeting objective was to operationalize the recommendation of the 18th GMS Ministerial Meeting regarding the establishment of the GMS Task Force on Urban Development by: reviewing, refining and finalizing the Terms of reference of the Urban Task Force; and developing its Work Plan. (The meeting agenda is **Appendix 1**). The first meeting of the Urban TF was chaired by H.E. Benghong Socheat Khemro, Deputy Secretary General, Ministry of Land Management, Urban Planning and Construction, Cambodia and co-chaired by Ms. Amy S.P. Leung, Director, Urban Development and Water Division (SEUW), Southeast Asia Department, Asian Development Bank. It was attended by Urban TF members or representatives of Cambodia, People's Republic of China (PRC), Lao PDR, Myanmar, Thailand, Viet Nam and ADB (List of meeting participants is **Appendix 2**).

II. Opening Session

2. The chair welcomed the participants noting the very good participation from all GMS member countries. He quickly ran through the objective and agenda of the meeting and later thanked ADB for the support in organizing the meeting. The co-chair's opening remarks highlighted the urbanization trends in the GMS and cited ADB's continuing efforts to support the subregion in achieving the broader goal of a balanced urbanization that will bring about competitive cities with balanced growth and green economies. Mr. Eric Sidgwick, Country Director, of ADB's Cambodia Resident Mission also welcomed the participants and gave a brief scenario of urbanization in Cambodia, highlighting some of the challenges that urbanization brings. He looked forward to member countries' exchange of national and regional policies and strategies in the urban sector, particularly in relation to strengthening Regional Cooperation and Integration (RCI) and the development of GMS Corridors.

3. The heads of country delegations were also invited for some brief statements.

- The Chair, as head of the Cambodian delegates, reiterated his warm welcome to all participants and wished that meeting participants can see and experience more of Phnom Penh.
- PRC head delegate expressed congratulations and appreciation to Cambodia and ADB for organizing the meeting which he considered a milestone in the history of GMS cooperation. He said that their Government attaches great importance to this meeting in recognition of what economic history tells us, that is, no country become modernized without urbanization. PRC is closely paying attention now on its urbanization development, now at 53%, particularly because they would not want to fall into the trap, like many, that once they reach 50% urbanization rate they get stuck as middle income earning economy instead of a high income one.
- Lao PDR head delegate expressed appreciation to the Cambodia as host as well as to the ADB team and the GMS National Coordinators and their teams. She

said that this meeting is very meaningful and together a historical decision will be made particularly on the Urban Task Force terms and reference and later engender the Urban Development Working Group.

- Myanmar's delegation head emphasized Myanmar's appreciation of the fact that it could attend this important first Task Force meeting. Myanmar has high aspirations that it will be able to benefit soon from the GMS urban development activities, and that it looks forward also to collaborate with the other members of the Task Force. Thailand head delegate also expressed gratitude to the host and ADB and being one with group in recognizing the important role of urban development in economic corridors development by way of capacity building of not just the urban areas along the corridors but the neighbouring suburban areas as well. From Thailand's perspective, urban development is a key driver to pave the way for tangible development of the corridors with potential to reduce the differences on urbanization levels among GMS member countries. Moreover, it was added that Thailand's development strategy emphasize regional integration with focus on the promotion of regional connectivity. They proposed that as we are approaching 2015, the GMS countries should act together under the subregional cooperation mechanism especially to promote successful regional cooperation.
- Viet Nam head delegate also expressed gratitude and appreciation to the host and ADB. Viet Nam also considers urban development as an important development driving force. They look forward in participating in the meeting to learn and exchange knowledge of national and regional policies in the urban sector particularly in relation to strengthening regional cooperation and integration and the development of GMS corridors.

III. Session 1: Urban Development in the New GMS Strategic Framework

4. Mr. Shunsuke Bando, Senior Regional Cooperation Specialist, Regional Cooperation and Operations Coordination Division of ADB's Southeast Asia Department made a presentation on the role of Urban Development in the New GMS Strategic Framework to provide the context of succeeding discussions particularly on the RIF and the approaches to regional cooperation in urban development. The presentation included the following 3 parts: (i) introduction of ADB's Regional Cooperation and Integration (RCI) strategy; (ii) background on the GMS program and its achievements; and (iii) the new GMS Strategic Framework (SF) and Regional Investment Framework (RIF) and their implication to the urban development sector. He highlighted that the new Strategic Framework 2012-2022 provides a central role for urban sector through its emphasis on corridor development and multisector investments. It was added that analytical works under the RIF emphasize the importance of developing urban centers and urban-rural connectivity along GMS corridors. (A copy of his presentation is **Appendix 3**.)

5. The co-chair opened the floor for comments from the country delegates to which Lao PDR responded to. Lao PDR specially appreciated the last slide of the presentation which raised the issues that countries may face in moving forward with urban development within the context of the new GMS Strategic Framework and Regional Investment Framework. It was added that knowledge sharing can be an important and useful tool for addressing the urban development issues which demands better coordination because of its multisector nature. It was suggested that advanced sharing of documents before meetings (preferably 2 weeks prior), for instance is an operational way of knowledge sharing which will help the countries to come prepared. Immediate sharing of meeting materials (presentations) is another way of effective knowledge-sharing by the country delegates with their colleagues back home.

6. The co-chair acknowledged the points and suggestions raised by Lao PDR. She mentioned that ADB is working on some of these issues and will later in the day share ideas on how these can be addressed. ADB Cambodia Resident Mission Country Director added that of the list of issues presented, there are items on which ADB can be an honest broker and try to push the agenda but there are also issues which are better handled by the countries' national authorities in coordination with their local counterparts. He cited for instance, in the case of Cambodia, that ADB can help ensure alignment of the RIF with national priorities. The other issues which are for constituent countries to address are: (i) strengthened coordination between line ministries and GMS national coordinator; (ii) ownership of GMS projects; and (iii) capacity and ownership of local governments in the Economic Corridors. Other issues where ADB can provide value added are on multisector coordination and donor coordination. ADB is already working in these areas with local counterparts, but countries were encouraged to let their respective ADB country directors know if they feel they can get more help in addressing said issues.

IV. Session 2: Strategic Approaches to Regional Cooperation in Urban Development

7. Session 2 had two parts. One is a presentation by Mr. Florian Steinberg, Senior Urban Development Specialist, Urban Development and Water Division of ADB's Southeast Asia Department on Urban Development in the GMS Corridors: Towards a Strategy (Copy of his presentation is **Appendix 4**). Mr. Steinberg highlighted the ADB work already been done on urban development particularly with support of the Southeast Asia Department. The second presentation on Urban Development and Regional Cooperation and Integration (copy is **Appendix 5**) is by Mr. Pradeep Srivastava, Principal Economist, Regional Cooperation and Operations Coordination Division of ADB's Central and West Asia Department.

8. The co-chair before opening the floor for discussion gave quick summary points of the two presentations as follows:

- Second presentation started off with how to link urban development to GMS cooperation and integration and it showed that there is a strong link. It was suggested that the way to go is to first forget about borders or administrative boundaries and think of the 2 provinces in PRC and the 5 countries as one big region. For urban development, we really can do is link the spatial development with economic functions. Normally, this is how to grow cities.
- It is further suggested that it may be good to start with 1 to 3 corridors and then choose along these corridors what can be done, what kind of functions that will be beneficial individually among the countries but as a whole all of the countries will benefit more from this growth
- In the first presentation, motivating direction was given, i.e., the world's growth frontier is here in the region. The smaller to medium size cities that we have in many of the GMS countries have the most potential to grow with urban development.
- A lot of urban development and growth drivers are also seen such as tourism. To maximize the growth benefit, airports and railway development can be combined with tourism. Focus can be on cross border towns and cities that can be develop to become regional hubs to serve not only a specific country but the entire region as well.
- Another point raised is how can it be done better to attract private sector investment.

9. The country delegates gave comments and suggestions as follows:

- PRC agreed to put competitiveness of cities at the center of GMS cooperation because it is the foundation for their own self-development and to contribute to regional cooperation. Moreover, urbanization is important for economic growth. One reason is that urbanization is a process that promotes clustering of activities and creating scale economy and economy of agglomeration. PRC proposed to seriously think about how to use industrial parks, cross border economic zones and logistics parks along the transport corridors to facilitate and promote clustering of activities.
- In terms of financing for urban development with emphasis on mobilizing private sector investment, it was also proposed to look at expanding industrial parks into cross border economic zones to promote regional cooperation and attract foreign direct investment (FDI) and private sector investment based on successful experience in East Asia on this.
- PRC cited an empirical study done six years ago that has differing conclusion with that mentioned in the Mr. Steinberg's presentation (McKenzie report) about the optimal size of cities. This only suggests that promoting urbanization is indeed a complex issue. In this regard PRC suggested to consider identifying champions in different level particularly city level. For PRC, the State has identified 3 city champions to be open for regional cooperation, two of which are covered by GMS. If other GMS countries can do the same, then a network of these cities can be established to work intensively in the coming decade.
- PRC encouraged ADB to also play the role of a facilitator of knowledge exchange and that its support both in terms of technical assistance and loans should be universal and not limited to several of the GMS countries only.
- Thailand raised about their flooding problems in Bangkok and they tried to address this by urban compacting measures (making it more dense). However, compacting Bangkok for instance cannot be done in isolation, instead will have to be done with surrounding cities along what they call the greenbelt area.
- In view of our goal of regional cooperation in urban development and the varying levels of urbanization among GMS countries, Myanmar suggested to put in place some evaluation, monitoring and harmonizing mechanisms and systems in the GMS framework. In relation to the tool presented by Mr. Srivastava, Myanmar offered to provide the necessary data to make an analysis of their urbanization situation and potential.
- Lao PDR pointed out that with the emphasis on ownership by local communities of urban activities, corresponding capacity building is also needed specially for less advanced countries like Lao PDR. It was suggested that HRD programs should also be implemented and see a combination of software and hardware components in urban development interventions. Moreover, Lao PDR wished to hear more from PRC on how to attract private sector investments.
- With reference to Mr. Srivastava's presentation where it was recommended that at the first stage, it is better to focus or select some corridors or large cities for cross border links development, Lao PDR expressed concern that this may increase economic disparity between GMS countries. Lao PDR also appreciated PRC's suggestion to ADB to make their assistance universal to all GMS countries including technical assistance projects. Lao PDR also appreciated the tool presented by Mr. Srivastava which they hope to present to their policy makers and hopefully address the Lao PDR missing data. Lastly, Lao PDR suggested that in view of the complexity and multisector nature of urban development, ADB teams in charge of other sectors may also be invited to the next meeting of the Task Force.

10. Mr. Antonio Garcia, Senior Urban Development Specialist, Urban and Social Sector Division of ADB's East Asia Department informed the group of ADB's assistance to PRC including those for the provinces of Yunnan and Guangxi and urban development. Since 2005/2006, a total of \$900 million for 8 projects have been developed in both provinces. Initially this assistance has been targeted to city capitals of Kunming and Nanning but now spreading to small to medium cities strategically located along the GMS Economic Corridors, namely, the Northern Corridor and also along Eastern Corridor. Focus of these projects are on environmental services such as water supply and sanitation, river rehabilitation, coastal protection and road networks. These may not be reflected in GMS documentation nor part of GMS Framework but they are very much aligned with the GMS objectives. Next step is to develop interventions along the borders, like what they are working on with Kazakhstan and hopefully get to replicate this in borders with GMS countries. The Department is not limited to developing environmental infrastructure but also considers economic infrastructure such as the logistics and industrial parks. And as highlighted by PRC, ADB is also working on the knowledge side of this. At the moment, we have a policy TA on Industrial Park and Industrial Relocation that may lead to some city pilot cases and maybe some of these may be done in the border areas.

11. The co-chair thanked all for the many good suggestions and agreed to work on all of them. Highlights of the co-chairs summary include:

- Competitiveness is important and ADB will work with all of you to build competitive, green and inclusive cities;
- There is no one formula for urban development. Every city, every country has a way of doing it but the GMS may be a perfect area to demonstrate to the world that there could be special functions or model that we can use within this region to grow cities that will benefit the region as a whole;
- Suggestions on industrial parks which you can inform your policy makers and possibly identify border links;
- Suggestion to invite other working groups' representatives to future Urban TF meetings to consider the multisectoral nature of urban development and the more effective combination of software (skills development and education) and hardware (infrastructure);
- Identifying champions either along the corridors or maybe outside;
- ADB to take a role in knowledge management and dissemination within and outside GMS;
- Work with you on the pipeline of TA and Investment projects that will need ADB assistance;
- How to work together to attract FDI and private sector investments; and
- Acknowledged the available urban data from Lao PDR and Myanmar.

12. In response to the concern raised by PRC on investing on "winners" or other candidates that are not necessarily "winners" this has been a debate among development partners. Others would say that it is more efficient to invest on big metropolitan cities but in the case of ADB we followed your suggestion for example to invest not on big cities in the eastern sea board but rather more on medium size towns/cities. The co-chair added that urban development is always moving and it changes. No answer or suggestion is wrong. We need to be flexible in coming up with strategies that would meet the changing demands of a country or of the region.

V. Session 3: Country Perspectives on Urban Development Policies/Strategies of member countries

13. This session consists of 6 presentations by member countries on their respective national urban strategies, highlighting priorities, milestones for urban development, and implication for GMS corridors. Copies of the 6 country presentations are **Appendices 6-11**.

14. The co-chair noted that all countries have clear urban policies and strategies and the common themes that can be gathered from these presentations include: (i) reference to urban-rural integration; (ii) identifying and developing border towns; (iii) economic poles which may be city clusters along the corridors. In terms of common issues, cited were: (i) requires a lot of coordination considering the multi-ministry/multi-sector nature of urban development; and (ii) looking at reforms either administrative or regulatory to attract investments or provide incentives. The co-chair invited everyone for comments and suggestions particularly on how can the national urban strategies and policies support if we are to come up with the GMS Urban Strategy and vice-versa.

15. Thailand informed of plan to develop Special Economic Zone or Industrial Zone along Southern Economic Corridor with Myanmar. This is to be linked with the eastern sea board. Additional proposed hubs to be developed were cited. The co-chair acknowledged the suggestions with a note that development of cross-border economic zones or forms of economic hubs is very much an urban development concern.

16. ADB (Mr. Sanath Ranawana from GMS Core Environment Program) raised that another common area that may lend itself to work together as a group on urban issues is on climate change adaption or proofing. An ADB study on climate change has cited the Southeast Asia region as one of the most vulnerable to climate change and we have seen how vulnerable urban areas in the region to natural disasters.

VI. Session 4: GMS Regional Investment Framework (RIF) Pipeline for the Urban Development Sector

17. ADB (Mr. Shunsuke Bando) presented the emerging RIF pipeline for the Urban Sector for consideration of the Task Force prior to its presentation to the GMS Senior Official's Meeting and Economic Corridors Forum in 6-7 August 2013. Copy of the presentation is **Appendix 12**. The co-chair added that this is the first time we are sitting together to look at this pipeline so it is important to hear your inputs particularly on what kind of projects we can do not only limited to what ADB can support but all ideas that can be for co-financing by other development partners.

18. PRC raised a procedural concern for the processing of the said pipeline particularly in the intention to forward the pipeline to the Economic Corridors Forum (ECF)-5 for initial endorsement. It was mentioned that the appropriate group to recommend this for endorsement of the GMS Ministers is through the Senior Officials who will be meeting also in August. The RIF pipeline may be discussed at the ECF but not for their endorsement. ADB noted the concern and agreed to the suggestion that the RIF pipeline will just be formally presented to ECF-5 but it is the SOM in the September or early November which will recommend endorsement by the Ministerial Conference in December.

19. PRC also proposed to include in the pipeline two projects. One is the Vocational Education project in Guangxi which has a very strong regional implication. Another is the development of cross-border economic zones that will cover all 6 GMS countries.

20. Thailand also informed the group that Special Economic Zones (SEZs) are considered priority but still in the feasibility study stage. The Thailand parliament recently passed a law

governing these but whether Thailand will borrow or not for developing SEZs is another matter yet to be determined.

21. In response, ADB will consider the said proposals and check resources within ADB for capacity building TAs. The development of cross-border economic zones in particular may start with a feasibility study or a project preparatory technical assistance and it will include the 6 GMS countries.

VII. Session 5: Review and Finalization of TOR and Work Plan of the GMS Task Force for Urban Development

22. Session 5 consisted of 2 presentations from ADB. One is by Mr. Sanath Ranawana, Senior Natural Resources & Agriculture Division of ADB's Southeast Asia Department on Urban Development and Environment: Issues and Cooperation (copy of presentation is **Appendix 13**). In his presentation, Mr. Ranawana emphasized that sustainable development along the corridors requires first-rate environmental risk assessment and management of the RIF portfolio; otherwise, economic corridors are likely to face environmental sustainability challenges. There are opportunities to minimize risks and manage these with appropriate investments and interventions. Another is by Mr. Steinberg on the Proposed Terms of Reference and Work Plan of the GMS Urban Task Force (copy of presentation is **Appendix 14** while a copy of the draft TOR is **Appendix 15**).

23. On first presentation on environment and urban development, no request for clarification was raised from the floor except for some remarks from Lao PDR which appreciated the usefulness of the data system that GMS Environment Operation Center (EOC) has been providing the GMS countries.

24. Following were comments and suggestions raised by Task Force members on the proposed TOR and work plan of the Urban Task Force as well as some responses from ADB:

- Thailand was happy to note in the proposed work plan that there is a planned workshop in October to help prepare the GMS Urban Strategy. In terms of the TOR for national resource persons, it was suggested by Thailand that one of the deliverables of said resource person is a map showing at least 3 priority projects for implementation. ADB was glad to note Thailand support and suggestions on the TOR.
- Myanmar asked the difference between SOM and the Task Force. ADB clarified that the TF is like a working group who will prepare the RIF for reporting to SOM and then to be endorsed by the GMS Ministers. The TF is neither the SOM nor the ECF.
- Lao PDR suggested the following on the Urban TF TOR: (i) on paragraph 2, to add "environment" after the word "water"; (ii) On para 5, the objectives should indicate what the TF would like to achieve rather than a list of activities; (iii) para 5, second bullet, talks about subregional platforms but how about national; (iv) para 5, delete 3rd bullet; and last bullet replace "facilitate with "promote"; (v) para 6, add as an activity the approval of Urban TF TOR; and (vi) para 8, the Urban Support Group (USG) is also suggested to support activities of the TF at national level and also cover monitoring and assessment reporting arrangement.
- PRC requested clarification about the planned workshop in Kunming PRC and how to relate the GMS knowledge platform with this Urban TF knowledge sharing activity. PRC suggested EARD should be formally included in the Urban TF secretariat. Also suggested to use "benchmarking" term instead of standardization. For the Kunming

- workshop, it was suggested to combine Knowledge sharing/platform event with ADB and Urban TF.
- Cambodia requested that the Cambodia USG be coordinated through GMS national coordinator's office.
 - Viet Nam requested clarification on the task of national consultations for the development of the GMS Urban Strategy, whether it will be province level or minister level?
 - ADB noted the suggestions and will be incorporated in the revised TOR for sending to the countries by 20 July 2013 and requested countries to send back their confirmation, latest by 2 August 2013.

VIII. Closing Session

25. The co-chair gave summary points or take-aways from the meeting as follows:
- The topic of regional cooperation and integration is very important as the region is approaching the creation of ASEAN Economic Community (AEC).
 - We look forward to the day when this region will become like one harmonized and integrated economic region.
 - We heard many suggestions of the new drivers of development that will affect urban development, among others, tourism, ICT and the rise of the middle class.
 - The Regional Investment Framework allows us to make long-term plans for programmatic investments, and for new projects.
 - A task that will remain in our agenda is to find and allocate the right resources, not just from ADB but from other development partners including the private sector.
 - To make cities more competitive, we will have to invest not only in infrastructure but also in software (human resource development).
 - We would like to explore with you further the spatial implications of GMS corridor development, the environmental concerns that may arise, and intersectoral linkages between urban development, rural hinterland development, value chain development and natural resource conservation.
 - Your urban strategies will need to identify which locations are best for GMS support and work with you to assess where your investment money will yield biggest returns.
 - As many of the countries have started to commit towards green development, we are also not far from the birth of a green urban development movement which not only pertains to trees but on low-carbon interventions which attracts a lot of private sector interest.
 - Our definition of regional cooperation and integration (RCI) will have to evolve in a way that it integrate cities. This may be through city partnerships, through value chain development along corridors, through cross-border economic activities and industrial zones.
 - We want to work with you on the next steps which include: (i) revising the RIF pipeline and Urban TF TOR for reporting in the coming SOM and ECF 5; (ii) organize the second meeting of the Urban TF to discuss in more detail the urban strategy options of the GMS countries; and (iii) report to the GMS Ministers in December the results of the work of the Task Force, among others, the RIF pipeline and possibly the recommendation for the establishment of a working group on Urban Development.

26. Mr. Eric Sidgwick, in his concluding remarks, reiterated three main points, namely: (i) the importance of urban development within the subregional and national contexts, particularly rural-urban linkages with national-subregional economic corridors, to effectively reach out to the poor areas through linkages to economic nodes for maximum development impact; (ii) synergies of urban development with other sectors, including other GMS working groups; and (iii) on the knowledge front, getting a better handle analytically on how urban development takes into account the evolving subregional context. He encouraged the countries to make use of ADB not only through the national secretariat, but also through country directors themselves to help firmly anchor subregional programs with national programs.

27. The chair also briefly gave some highlights of the discussion. He later thanked ADB for co-hosting the meeting and the country delegates for their fruitful and active participation without which the first meeting of the Urban TF will not be successful. The chair declared the meeting closed and invited the delegates for dinner at 6:30 pm.

PROVISIONAL AGENDA

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| <p>Chair:</p> <p>Co-Chair:</p> | <p>H.E. Benghong Socheat Khemro Deputy Secretary General Ministry of Land Management, Urban Planning and Construction, Cambodia</p> <p>Ms. Amy S.P. Leung Director Urban Development and Water Division (SEUW) Southeast Asia Department (SERD), Asian Development Bank (ADB)</p> |
| 0830 – 0900 | Registration |
| 0900 – 0925 | <p>Opening Session</p> <ul style="list-style-type: none"> • Opening and Introductory Remarks by Chair and Co-Chair • Welcome Remarks by Mr. Eric Sidgwick, Country Director, ADB Cambodia Resident Mission • Brief statements by Heads of Country Delegations |
| 0925 – 0930 | Group Photo |
| 0930 – 0945 | Coffee/Tea Break |
| 0945 – 1015 | <p>Session 1: Urban Development in the New GMS Strategic Framework</p> <p>Role of Urban Development in the New GMS Strategic Framework by Mr. Shunsuke Bando, Senior Regional Cooperation Specialist, Regional Cooperation and Operations Coordination Division (SERC), SERD, ADB</p> |
| 1015 – 1130 | <p>Session 2: Strategic Approaches to Regional Cooperation in Urban Development</p> <ul style="list-style-type: none"> • Presentation on Urban Development in the GMS Corridors: Towards a Strategy by Mr. Florian Steinberg, Senior Urban Development Specialist, SEUW, SERD, ADB • Presentation on Urban Development and Regional Cooperation and Integration by Mr. Pradeep Srivastava, Principal Economist, Regional Cooperation and Operations Coordination Division (CWRC), Central West Asia Department, ADB |
| 1130 – 1300 | Lunch |

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| <p>1300 – 1430</p> | <p>Session 3: Country Perspectives on Urban Development Policies/Strategies of member countries</p> <p>Presentations by member countries (10 minutes each) on their respective national urban strategies, highlighting priorities, milestones for urban development, and implications for GMS corridors.</p> <p><i>Guidelines for the presentations, 3-4 slides addressing the following points:</i></p> <ul style="list-style-type: none"> • <i>existing country urban strategies, priorities, milestones for urban development</i> • <i>institutional structure in each country (how Urban Development is organized – role of different ministries, relative role for national vs. local/provincial agencies, lead agencies for specific roles, etc)</i> • <i>approach, policies and incentives for attracting public and private sector investments (including FDI) in the urban sector</i> • <i>Development Partner’s activities and assistance for the urban development.</i> <p>The Co- Chair will facilitate the discussions including the progress and gaps in GMS Urban Development.</p> |
| <p>1430 – 1515</p> | <p>Session 4: GMS Regional Investment Framework (RIF) Pipeline for the Urban Development Sector</p> <p>Presentation by ADB on the draft Urban Development Sector GMS RIF Pipeline for the Urban TF consideration. <i>(15 minutes)</i></p> <p>The presentation will be followed by a discussion and possibly get the Task Force endorsement of the Urban Development RIF pipeline for GMS ECF-5 consideration.</p> |
| <p>1515 – 1530</p> | <p>Coffee/Tea Break</p> |
| <p>1530 – 1700</p> | <p>Session 5: Review and Finalization of TOR and Work Plan of the GMS Task Force for Urban Development (Urban TF)</p> <p>Presentation by ADB on proposed Terms of Reference (TOR) and Work Plan of the GMS Urban TF <i>(20 minutes)</i></p> <p>Presentation by ADB on Urban Development and the Environment: Issues and Cooperation <i>(10 minutes)</i></p> <p>The Co-Chair will facilitate the discussions and seek to reach agreement on the final TOR and Work Plan. <i>(60 minutes)</i></p> |
| <p>1700 – 1715</p> | <p>Closing Session</p> <ul style="list-style-type: none"> • The Co-Chair will summarize the agreements. • The Chair will give concluding remarks. |
| <p>1830 – 2000</p> | <p>Dinner</p> |



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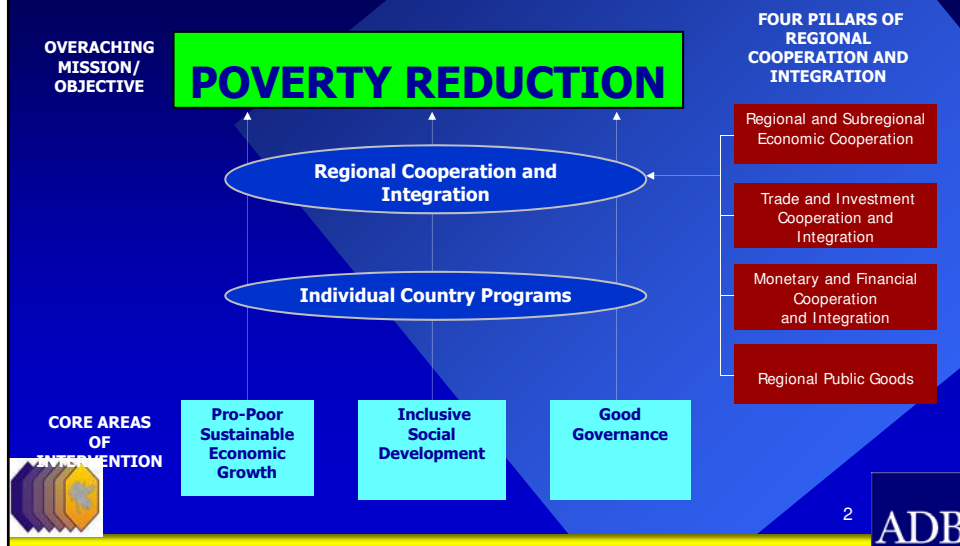
Urban Development in the New GMS Strategic Framework

1st GMS Urban Development Task Force Meeting
12 July 2013
Phnom Penh, Cambodia



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The ADB RCI Strategy



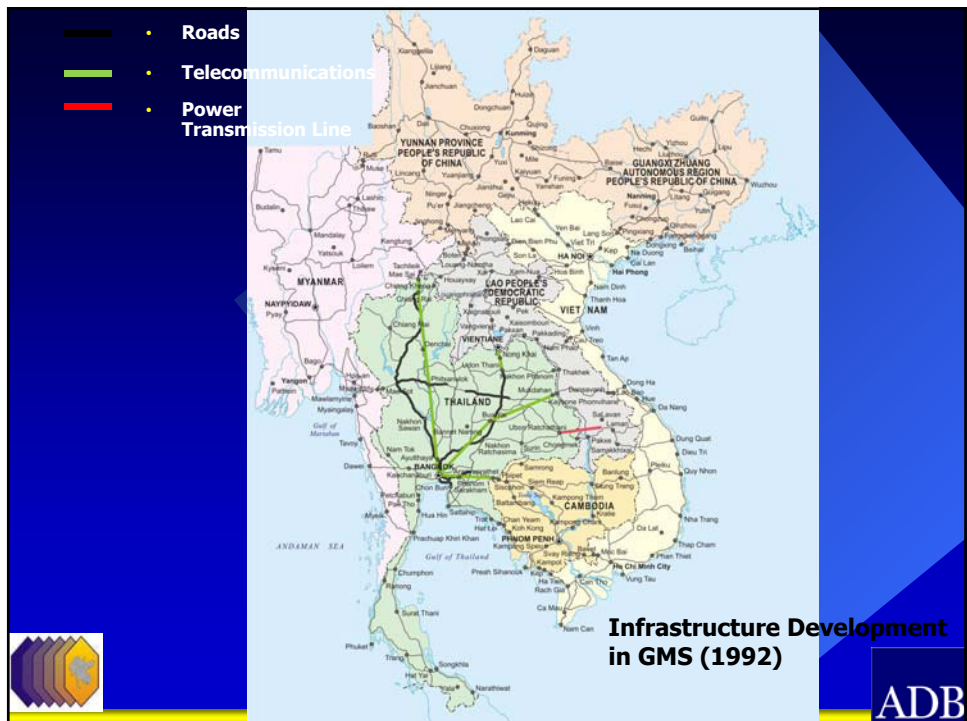
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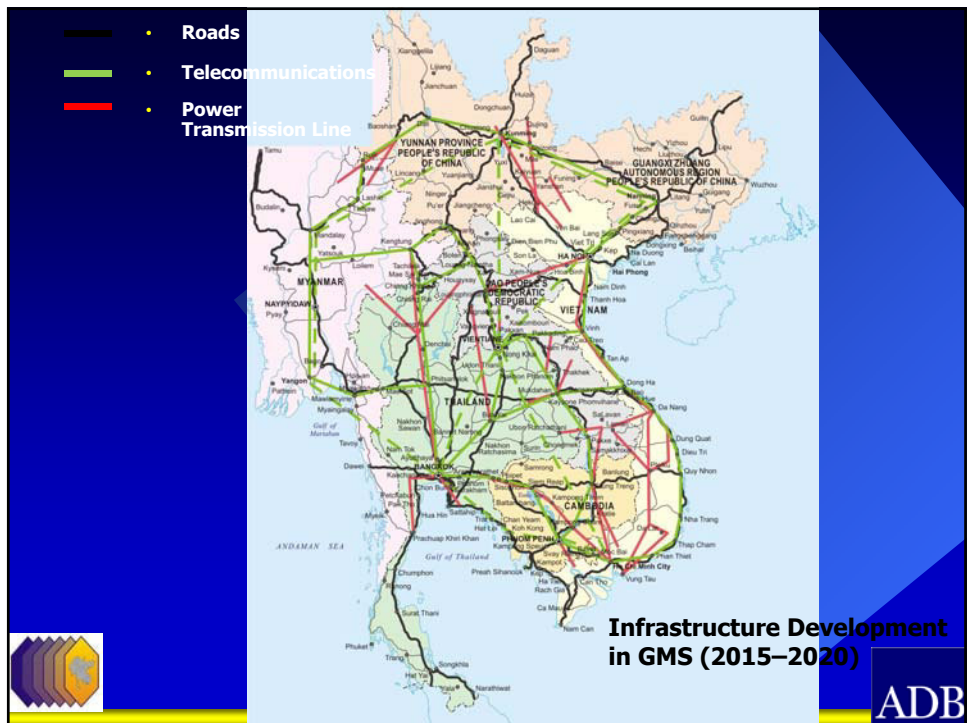
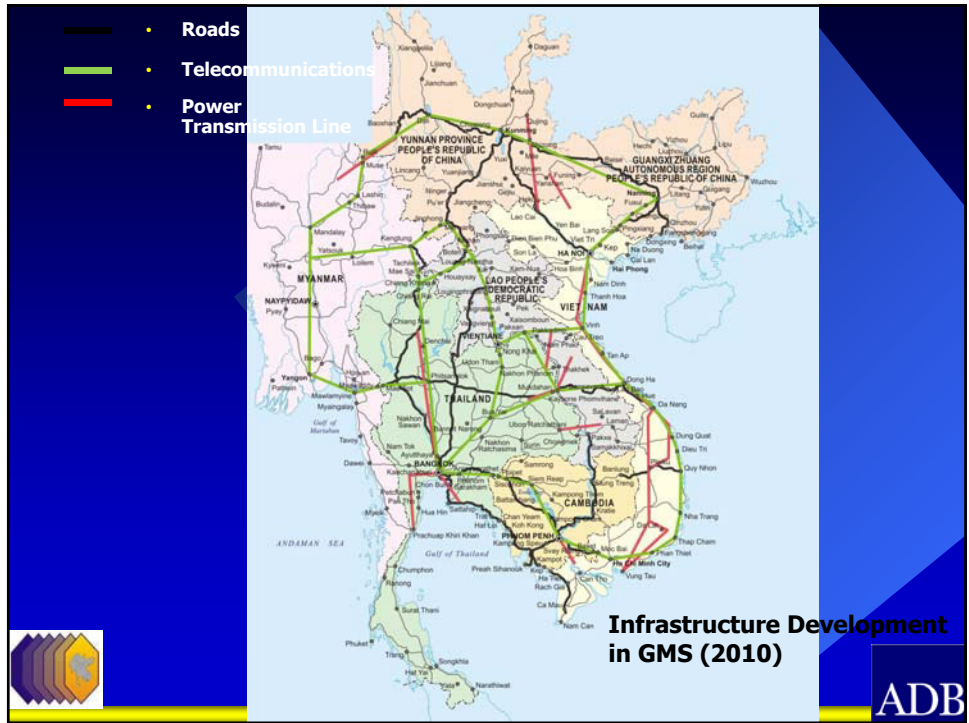
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GMS Program in a Nutshell



- Participating Countries: Cambodia, People's Republic of China, Lao PDR, Myanmar, Thailand, and Viet Nam
- Strategic Priorities:
 - Vision – a more integrated, prosperous, and harmonious subregion
 - “3Cs” – Connectivity, Competitiveness, Community
- GMS projects – totaled \$15 billion as of December 2012





Significant Achievements

- GMS Projects: totaled about \$15 billion as of December 2012
- Improved physical connectivity
- Power grid interconnection, major hydropower projects
- Optical fiber interconnection, information superhighway network
- Some progress in CBTA implementation; bilateral agreements on exchange of traffic rights
- Work on cross-border trade in food and agri products, climate change adaptation
- Increased international tourist arrivals, tourism revenues, MTCO
- GMS Business Forum, MOU on FRETA
- Phnom Penh Plan for Development Management
- Initiatives to address negative externalities (communicable disease control, HIV/AIDS prevention, safe migration)
- Sustainable development efforts to protect fragile ecosystems



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Major Challenges

- Continued development of GMS regional corridors; closely monitoring of progress in economic corridor development
- Exploiting emerging opportunities in a resurgent and dynamic Asia, e.g. linking with PRC and India/South Asia; complementarities with ASEAN
- Effectively addressing soft issues: global warming & climate change, potential negative effects of connectivity
- Increased mobilization of private investments for the GMS program, including public-private partnerships



8

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New GMS Strategic Framework 2012-22

- Endorsed by 4th GMS Summit, Myanmar, 2011
- Anchored on corridor development – widening and deepening
- Multisector approach – stronger cross-sectoral linkages
- Software emphasis (including TTF)
- Knowledge intensive
- Closer link to broader regional integration agenda



9

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Key principles of RIF

- Ensure investments for corridor development are demand driven
- Balance external and domestic connectivity and trade, and carefully assess regional dimensions of national projects
- Adopt multisector approach
- Recognize new, emerging priority areas
- Use spatial prioritization based on sound criteria



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GMS Cooperation in Urban Sector

- The Strategic Framework 2012-2022 provides a central role for urban sector
- Importance of developing urban centers and urban-rural connectivity along GMS corridors
- The 18th Ministerial Meeting in Nanning endorsed formation of a GMS Task Force for Urban Development along the corridors
- Developing a more detailed urban strategy and investment program for the RIF
- A GMS Urban Development Task Force meets today



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Issues

- Ensuring alignment of RIF and national priority
- One country's priority versus other GMS countries' priority
- Strengthened coordination between line ministries and GMS national coordinator
- Multi-sector coordination (tourism, agriculture, environment, HRD, transport facilitation sectors)
- Ownership of GMS projects
- Capacity and ownership of local governments in the Economic Corridors
- Donor coordination



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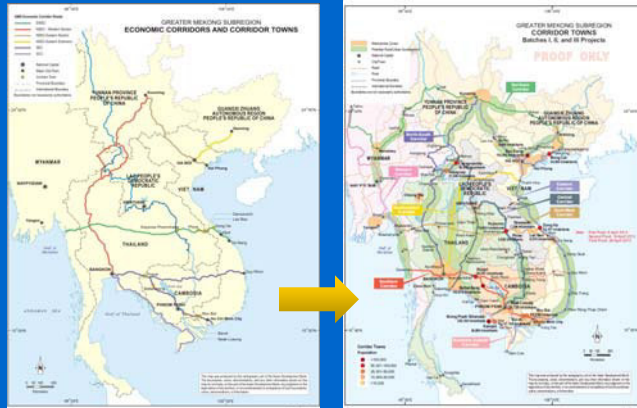
Thank You

For more information:
on the GMS Program – visit
<http://www.adb.org/gms>



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Urban Development in the GMS Corridors: Towards a Strategy



Florian Steinberg
Urban Development and Water Division
South East Asia Department
Asian Development Bank (ADB)

ADB

1

Since 1992: GMS received Support from the Asian Development Bank

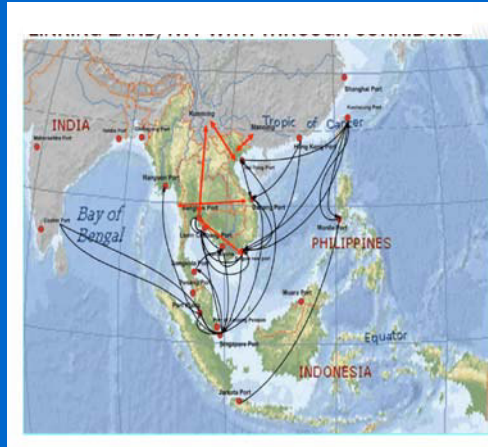
- < 20 years of investments in transport corridors : roads and railways (ongoing)
- Since 1998 : convert “transport corridors” into “**economic corridors**”
- Deepening of development efforts: agriculture/natural resources; energy; **urban development in corridor towns.**
- GMS Strategic Framework: 2012-2022: urban orientation

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2

Strategic Selection of Urban Growth Centers

- Choices of towns with high growth potentials
- Connectivity and market conditions, along a corridor – or beyond
- Hinterland and natural resource base



3

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Urbanization is going to happen

Table 1 | Asia's urban population will nearly double by 2050

| Asian Urbanization | 2010 | 2050 |
|--|--------------|--------------|
| Total Urban Population (millions) | 1,649 | 3,247 |
| Northeast Asia | 805 | 1,284 |
| South Asia | 496 | 1,261 |
| Southeast Asia | 252 | 520 |
| Central Asia | 96 | 182 |
| Urbanization (%) | 41% | 64% |
| Northeast Asia | 50% | 74% |
| South Asia | 30% | 55% |
| Southeast Asia | 42% | 65% |
| Central Asia | 52% | 67% |

Source: UN World Urbanization Prospects, 2007 Revision.

4

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Asia 2050: Most of economic growth will be urban

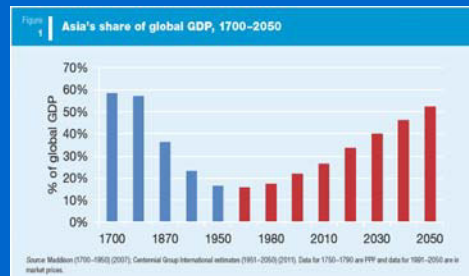
| Country | 1950 | 1975 | 2000 | 2025 | 2050 |
|-----------------|------|-------|-------|--------------|--------------|
| Brunei | 26.8 | 62.0 | 71.1 | 80.9 | 87.2 |
| Cambodia | 10.2 | 4.4 | 16.9 | 26.3 | 43.8 |
| Indonesia | 12.4 | 19.3 | 42.0 | 50.7 | 65.9 |
| Lao PDR | 7.2 | 11.1 | 22.0 | 49.0 | 68.0 |
| Malaysia | 20.4 | 37.7 | 62.0 | 80.5 | 87.9 |
| Myanmar | 16.2 | 23.9 | 27.8 | 44.4 | 62.9 |
| Philippines | 27.1 | 35.6 | 48.0 | 55.4 | 69.4 |
| Singapore | 99.4 | 100.0 | 100.0 | 100.0 | 100.0 |
| Thailand | 16.5 | 23.8 | 31.1 | 42.2 | 60.0 |
| Viet Nam | 9.9 | 14.6 | 24.3 | 36.4 | 54.9 |
| Timor Leste | 11.6 | 18.8 | 24.5 | 40.5 | 59.0 |
| Southeast Asia | 15.5 | 23.3 | 38.2 | 49.7 | 65.4 |

5

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Asia 2050: Most of economic growth will be urban

- Urbanization in Southeast Asia to grow from 42% to 65% during 2010-2050
- Need for national strategies, need for a GMS urban strategy



2000-2100 = "Asian Century":

During this "Asian Century" cities will assume again their historic importance

6

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Urban Systems Growth

Between 2010 & 2040 GMS Urban Areas Will Grow 5X Faster Than Regional Population (UN Coefficients) at 1.77% Annually, versus 0.35% Nationally

| Jurisdiction | 2000 | | 2010 | | 2020 | | 2030 | | 2040 | |
|-----------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Urban | Total | Urban | Total | Urban | Total | Urban | Total | Urban | Total |
| Cambodia | 1,796 | 11,438 | 2,614 | 13,396 | 3,275 | 15,063 | 4,221 | 16,459 | 5,403 | 17,404 |
| China - Guangxi | 12,350 | 43,855 | 18,418 | 46,024 | 23,608 | 47,618 | 26,712 | 47,799 | 27,854 | 46,695 |
| China - Yunnan | 9,903 | 42,360 | 15,959 | 45,967 | 20,457 | 47,559 | 23,146 | 47,740 | 24,136 | 46,637 |
| Lao PDR | 652 | 4,575 | 1,131 | 6,256 | 1,693 | 7,107 | 2,201 | 7,823 | 2,626 | 8,260 |
| Myanmar | 13,910 | 49,790 | 17,970 | 60,430 | 22,869 | 65,123 | 27,956 | 68,453 | 32,629 | 69,813 |
| Thailand | 18,972 | 60,916 | 29,134 | 65,982 | 34,207 | 68,816 | 40,036 | 69,990 | 45,327 | 69,678 |
| Viet Nam | 19,299 | 76,323 | 25,437 | 85,847 | 33,833 | 94,160 | 41,875 | 99,171 | 49,191 | 101,677 |
| Total | 76,882 | 289,257 | 110,663 | 323,901 | 139,942 | 345,445 | 166,148 | 357,434 | 187,166 | 360,164 |

Source: Webster & Gulbrandsen

Note: Future estimates based on urban and total forecast growth rates per UN World Urbanization Prospects 2011 Revision



Urban Development in the Greater Mekong Subregion

Webster & ADB Gulbrandsen

Some Facts about GMS Urban Development

33% of the GMS population (106.7 of 322 Million) lives in urban areas

Urbanization *Levels* vary from **19.5%** in Cambodia to **44.2%** in Thailand

- Low by World Standards: World is >50% Urbanized

But urban areas account for **50 – 65%** of GDP & **75%** in Thailand

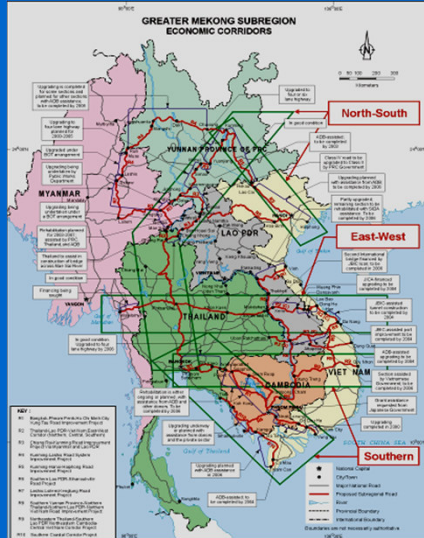
Urbanization *Growth Rates* vary from **2.6%** (CAGR) in Myanmar (**1.7X** National Growth Rate) to **4.9%** in Yunnan (**6X** Provincial Growth Rate)

- Higher than World Average (Mean)

All GMS Jurisdictions have dominant City, all over **1 million** in population, except Lao PDR (Vientiane)

- Vientiane is expected to hit 1 million by 2020

Transformations of Corridors



The original GMS corridors - 1992 as roads, 1998 as "economic corridors":

1. The North-South corridor from Kunming to Bangkok (and Hai Phong)
2. The East-West Corridor from Myanmar through Thailand and Laos to Danang (Vietnam)
3. The Southern Corridor from Bangkok to Ho Chi Minh City (two branches)

By 2012, the corridor system has been substantially enlarged and enriched



2012: Nine GMS Corridors, with several branches and sub-corridors

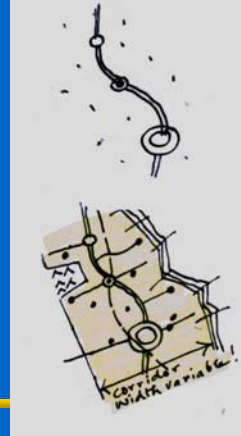
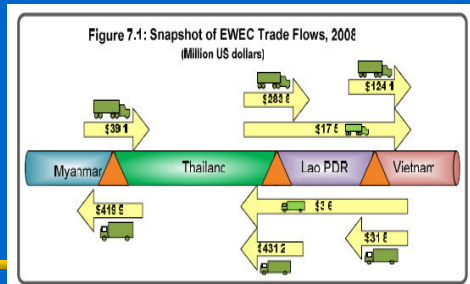
1. Northern
2. Western
3. Northeastern
4. Eastern
5. Central
6. North-South
7. East-West
8. Southern
9. Southern Coastal



Transformations of Corridors

1. Transport corridor
2. Multimodal transport interchange
3. Logistics corridor
4. Urban development corridor
5. Economic corridor

Hinterland development,
rural-urban linkages



11

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Ambitions of a GMS urban strategy – take advantage of corridors

- Balanced urbanization
- Competitive cities
- Inclusive growth
- Green economy



12

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Rationale for Corridor Towns: better prepared for urban future:

- Modern environmental services (water, waste water, solid waste management) = **positive health impacts; environmental infrastructure supports green development**
- Improved climate resilience (flood control measures) = **reduced losses from climate change impacts**
- Improved urban performance = **enhanced productivity, increased attractiveness for investors and residents; support to green economy**



Southern Economic Corridor



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13

What investments in corridor towns ?

Environmental infrastructure:

Access to basic infrastructure;
Cleaner environment;
Mitigation of climate change impacts



Informal markets

Economic infrastructure:

Development of markets;
Logistics centers;
dry ports;
Industrial zones;
incubators for SMEs;
Tourism development



Battambang Flooding



Uncontrolled Solid Waste

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14

Strategic Projects for structural transformation of GMS Corridors

CAM: GMS Corridor Towns Development Project
LAO PDR: GMS Corridor Towns Development Project
VIET: GMS Corridor Towns Development Project

2012 approvals:

CAM: \$47.4 m

LAO PDR: \$41.83 m

VIET: \$131 m

public investments \$ 220 m



Addressing environmental problems



CAM: GMS Southern Economic Corridor Towns Development Project

Environmental
Infrastructure

Current Conditions

Investments

CAM CTDP: \$47.4m

- Urban Roads (+ drainage)
- Solid Waste Management
- Materials Recovery Facilities
- Waste Water Treatment
- River embankment – flood control
- Flood Control
- Climate Resilience



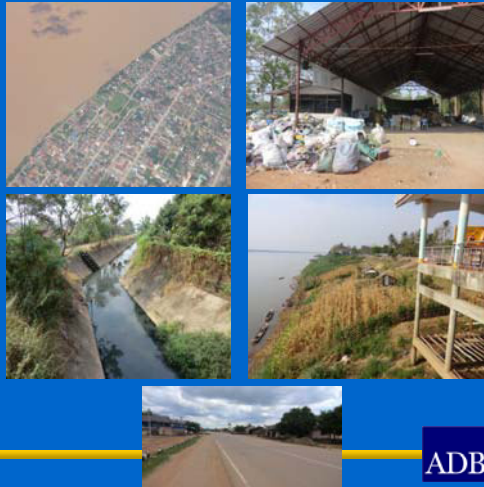
LAO PDR: GMS East West Economic Corridor Towns Development Project

Environmental
Infrastructure
Investments

Current Conditions

LAO PDR CTD: \$41.83m

- Urban Roads (+ drainage)
- Solid Waste Management
- Materials Recovery Facility
- Waste Water Treatment
- Mekong River Embankment



17

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VIET NAM: GMS Corridor Towns Development Project

Environmental
Infrastructure
Investments

Current Conditions

VIE CTD: \$131m

- Urban Roads (+ Drainage)
- Water Supply
- Waste Water Treatment
- Solid Waste Management
- Materials Recovery Facilities
- River Embankment/ Flood Control
- River Port Rehabilitation



18

B

GMS Corridor Towns Development Projects – batch I



Emergence of a New Economic Geography in Southeast Asia

- Modern environmental services (water, waste water, solid waste management)
- Improved climate resilience (flood control measures)
- Improved infrastructure = enhanced competitiveness



19



GMS corridors expanding:

- Integration with PRC
- Inclusion of Myanmar
- Tourism Development

New connectivity:

- Air hubs - airports
- Regional Ports
- High-Speed Rail



GMS Corridor Towns Development Projects – batch II



Eastern and Northern Corridors:

Selected secondary cities with manufacturing and service functions, including tourism

Southern Economic Corridor:

Sihanoukville secondary city, port, manufacturing based on natural gas, supported by railway line, and tourism

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2

GMS Tourism and Aviation



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22

GMS Corridor Towns Development Projects – batch III



Yunnan-Myanmar Western Corridor:

Mawlamyine port: EWEC

Dawei: port city on SEC + new manufacturing center

Lashio: service city on route to Yunnan

GMS Urbanization Drivers: Cross-Border Development?



Public Sector Investments will Trigger Private Investment

| Batches of CTDP | Approval Years | ADB Public Sector (loans + grants) | Cofinancing | Private sector | Indic. Totals |
|------------------|----------------|------------------------------------|-------------|----------------|---------------|
| Batch I | 2012 | \$ 210 million | \$10 m | \$420 m | \$640 m |
| Batch II | 2015 | \$ 220 million | \$200 m | \$440 m | \$860 |
| Batch III | 2018 | \$ 220 million | \$200m | \$440 m | \$860 |
| Approx. 25 towns | 2012-2022 | \$ 650 million | \$410 m | \$1300m | \$2360 |

25

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The World's new growth Frontier: mid-sized cities in emerging markets

GMS towns will be part of shift of the world's economic gravity.

And GMS corridors are key elements to unlock the potentials of new markets



ADB

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1st GMS Urban Task Force Meeting

Urban Development and GMS Regional Cooperation

Phnom Penh

12 July 2013



ADB

Urban Economy

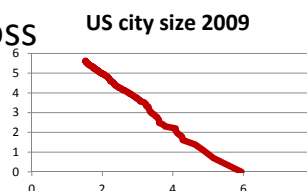
- City as a hierarchy; primary market surrounded by smaller markets and hinterland (and beyond) – urban system – system of cities
- Two traditions – system of cities theories versus economic geography; not mutually exclusive
- Centripetal (Increasing returns to scale) vs and Centrifugal forces (congestion costs); size of market – trade (intracity, intercity and international); non-market factors
- **Size distribution of cities**
- **Determinants of city growth**
- **Defining cities**



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Distribution of cities by size

- Rank-size distribution
- Zipf's law (12 m, 6 m, 4m, 3m,)
- Quite robust relation: across many countries
- 276 biggest US cities 2009
- $\ln \text{popln}$ on vertical (minus 10) versus $\ln \text{rank}$

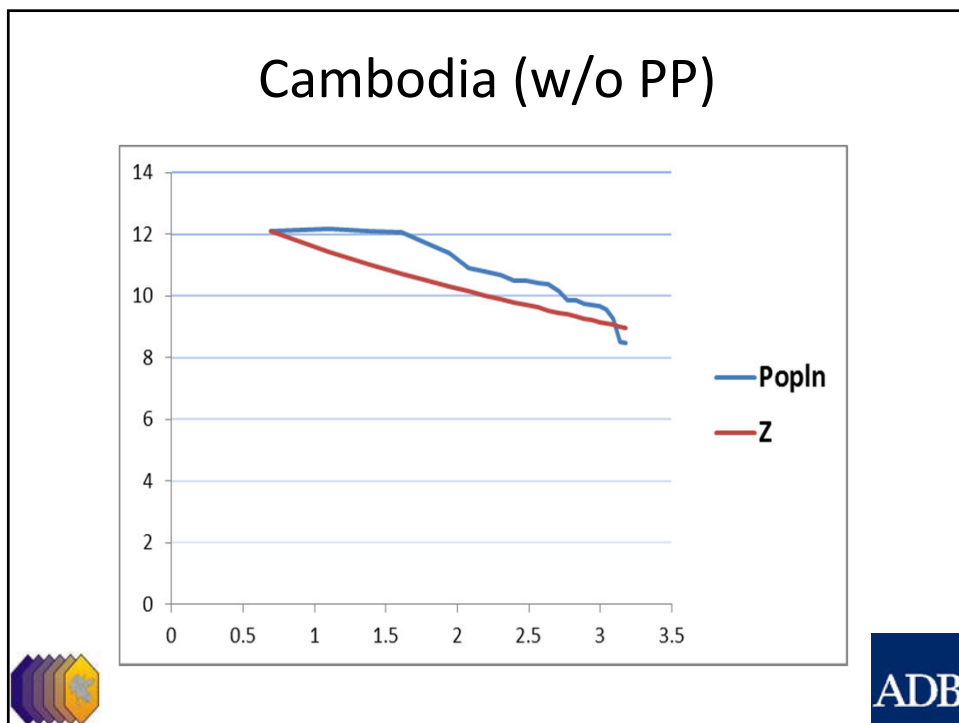
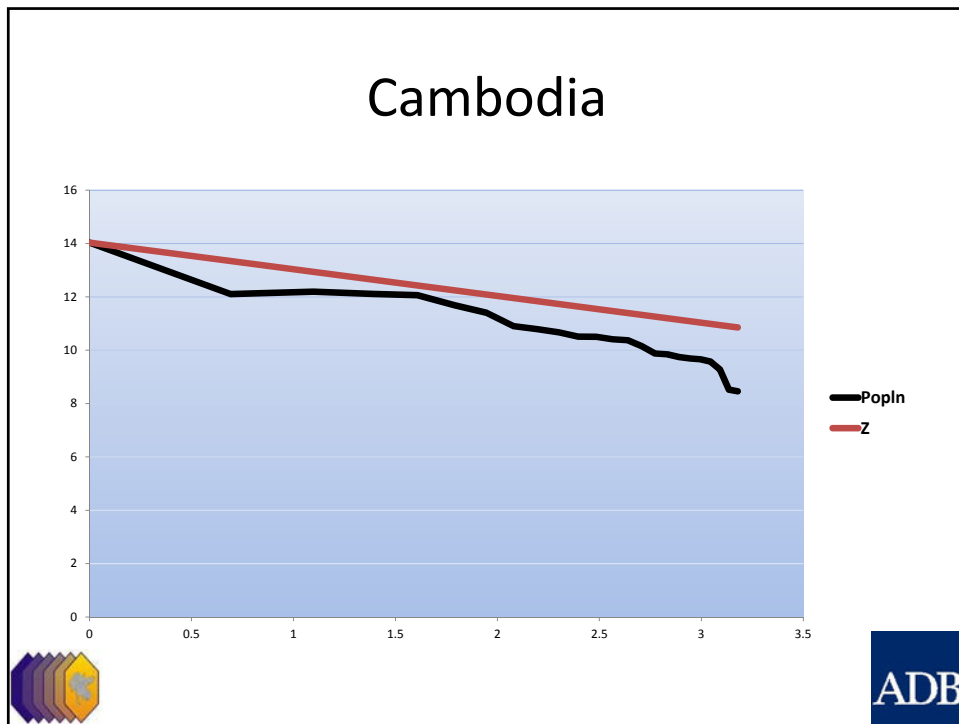


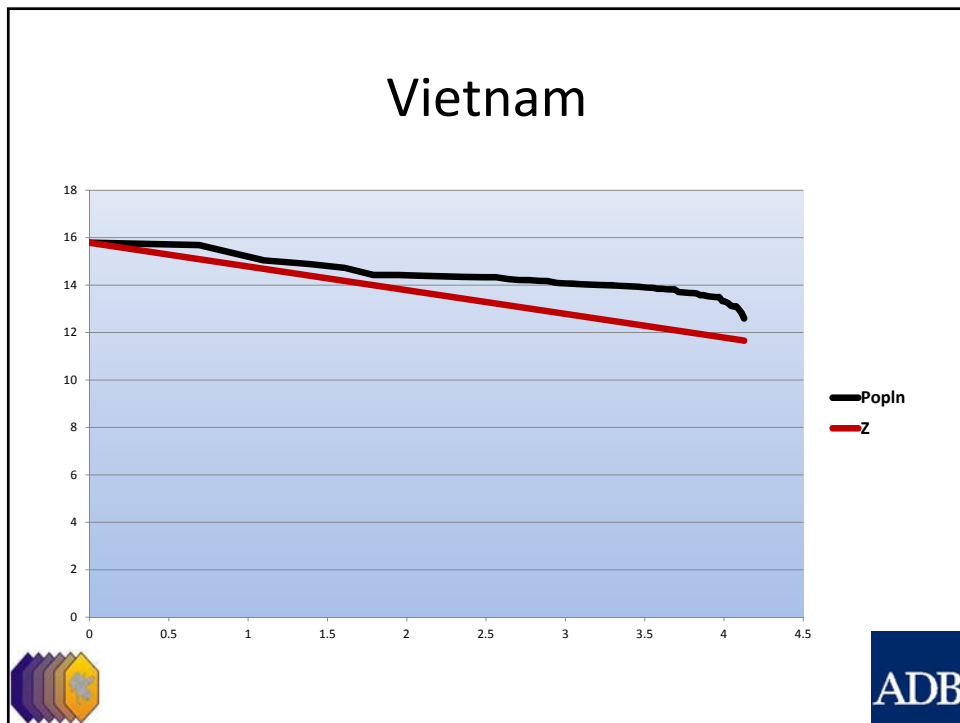
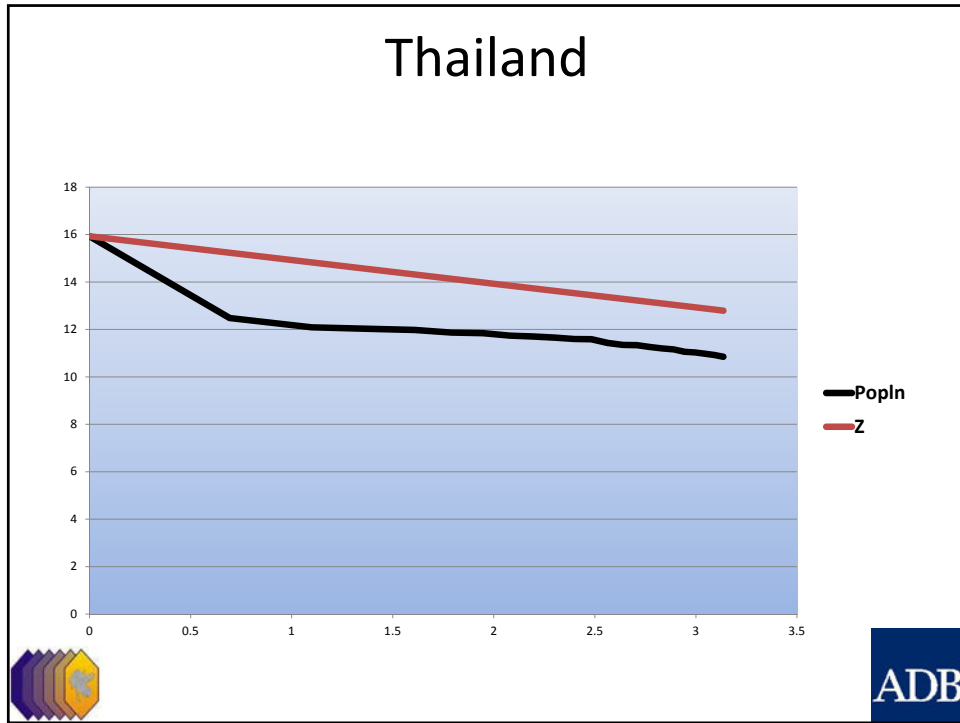
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- “Attempts to match economic theory with data usually face the problem that the theory is excessively neat, that theory gives simple, sharp-edged predictions, whereas the real world throws up complicated and messy outcomes. When it comes to the size distribution of cities, however, the problem we face is that data offer a stunningly neat picture, one that is hard to reproduce in any plausible (or even implausible) theoretical model” Fujita, M., Krugman, P., & Venables, A. J. (2001)
- So what does the GMS region look like?

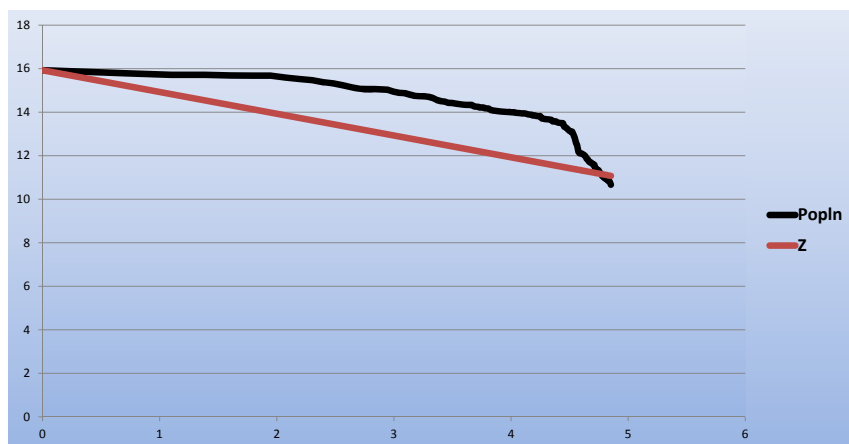


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C, T, V, G and Y



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Implications for GMS urban program

- Generally more egalitarian distribution of city sizes in the GMS; also for other countries in the region (PRC as whole, India).
- Reflection of relative roles of public and private sectors?
- Picking winners will also create losers given limited public resources.
- CTDP interventions in the GMS RIF: Many relatively “like” towns, mostly all needing basic infrastructure.



ADB

Determinants of urban growth (1)

- Two types of factors – intrinsic to the location, and those dependent on nature of spatial interactions between economic agents
- Cities as agglomerations of economic activity; urban system – system of cities.
- Reducing market transactions costs key to increasing specialization and market size



ADB

Determinants of urban growth (2)

- Proximity to markets, neighboring cities, including at higher tier, absence of rival cities
- Industrial composition, adaptation to technology
- Intangibles – openness to new ideas, creativity, etc



ADB

Defining cities: Economic Areas

- Administrative definition of cities versus cities defined as economic area
- Economic area defined based on labor market, housing market and tertiary or services, implying high degree of closure (sales made in the area unlike primary and secondary outside the area)
- Improved predictions/planning, greater applicability to RCI.



ADB

Urban Dev and RC in GMS

- Corridor development – anchor for GMS SF. Focus on urban dev is in its role in supporting corridor widening and deepening
- Both regional and national urban development projects can be helping fill out missing middle (steepening the size distribution). This will require focusing on second/next tier cities. Both regional and national can run in parallel provided there is funds additionality from regional side
- Focus on increasing inter-city flow (goods and people) within region



ADB

Urban Dev and RC in GMS (2)

- Develop databases for identifying Economic Areas, and focus on increasing size of Eas as well as links amongst Eas
- Select potential corridors and large cities for promoting inter-city links cross border e.g. BKK-PP-HCMC on SEC or Kunming-Hanoi on NSEC. Do not include all GMS corridors and towns at first stage
- Identify and measure existing inter-city cross-border links, potential opportunities and constraints towards establishing 3 contiguous EAs on SEC (envision “BanPhnomMinh” over time?)
- Explore and initiate institutional mechanisms to exchange information on, and discuss policies, for promoting the pilot inter-city links above. Include private sector.



ADB

Thank You

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ADB



Kingdom of Cambodia
Nation Religion King

**Ministry of Land Management, Urban Planning
and Construction**

Cambodia: National Urban Development Perspective

Phnom Penh, 12th July 2012

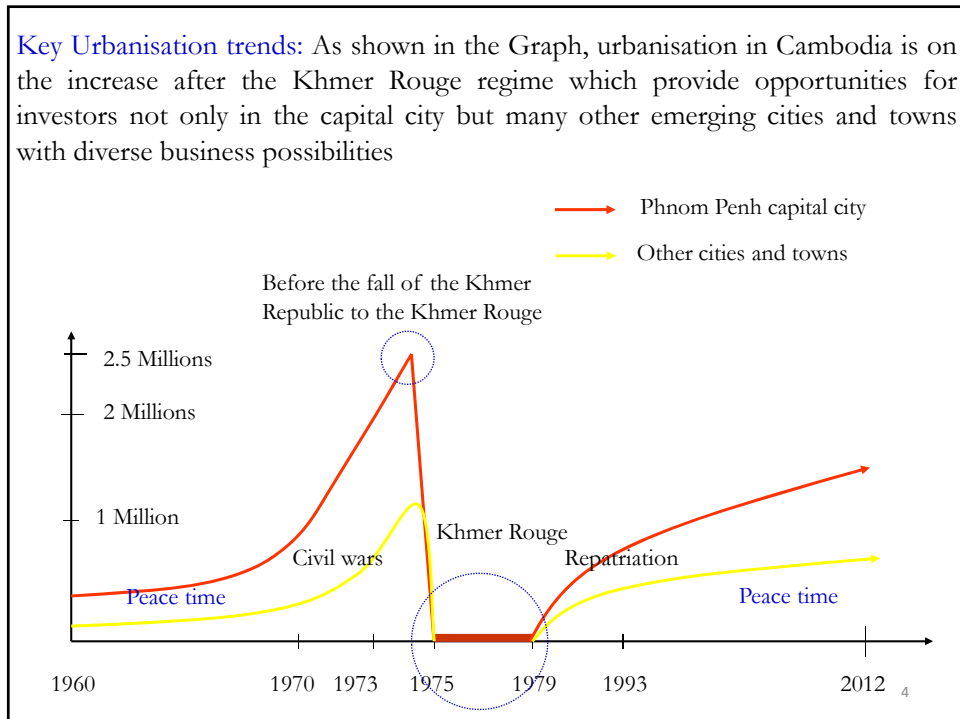
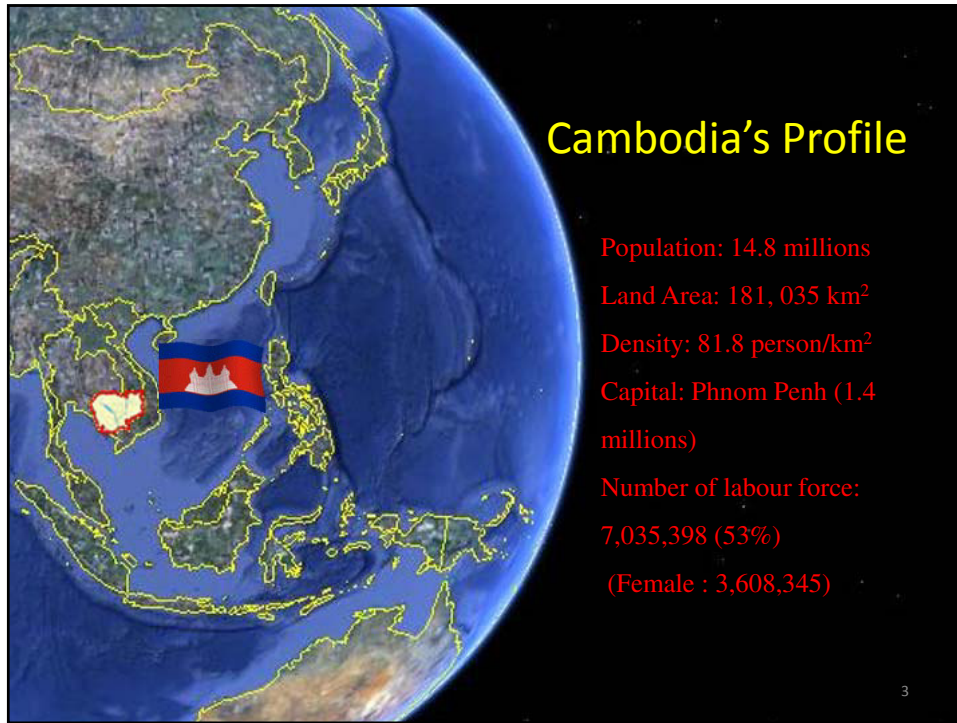
Beng Hong Socheat Khemro (Ph.D.)
Ministry Spokesperson
Deputy Secretary General

1

Content:

- Country's profile and urbanisation trend
- Existing Country's urban Strategy, priority, milestone for urban development
- Institutional urban structure
- Approach, policy and incentives for urban investment
- Development partner in urban sector

2



Urbanisation Trends

- Urban Population Growth: 1.54 %
- Fast growing cities and towns:
 - Capital city of Phnom Penh (2.8 percent annual population growth),
 - Economic pole cities of Siem Reap and Sihanoukvilleial
 - Provincial and district agricultural potential capital cities and towns, Battambang, Sisophon, Kampot, Kampung Speu, Soung, Snoul, Kratie, Kampongcham, Svay Rieng,
 - Provincial and district tourism potential capital cities and towns Steung Treng, Mundulkiri, Ratanakiri, Kep, Koh Kong,
 - Cross border cities and towns, Poi Pet, Barvet, Koh Kong, Samrong,

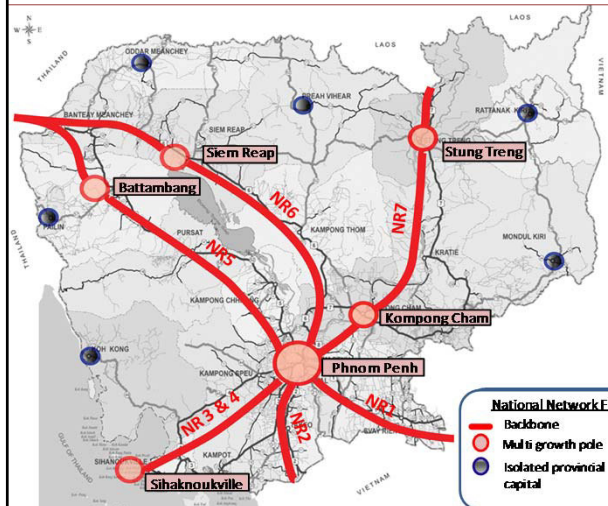
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Existing Country's urban Strategy, priority, milestone for urban development



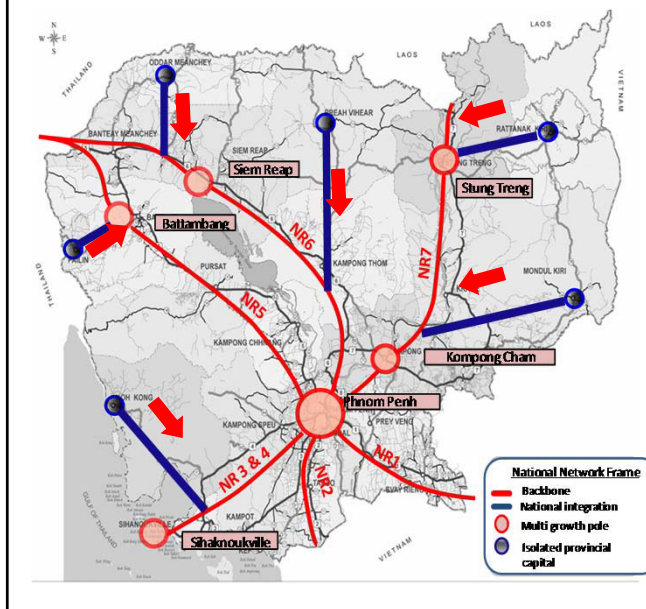
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Through road infrastructure improvement to the capital city and other important key economic poles, the Royal Government hopes to maximise the benefits from the economic poles to other provincial cities and town with proper planning



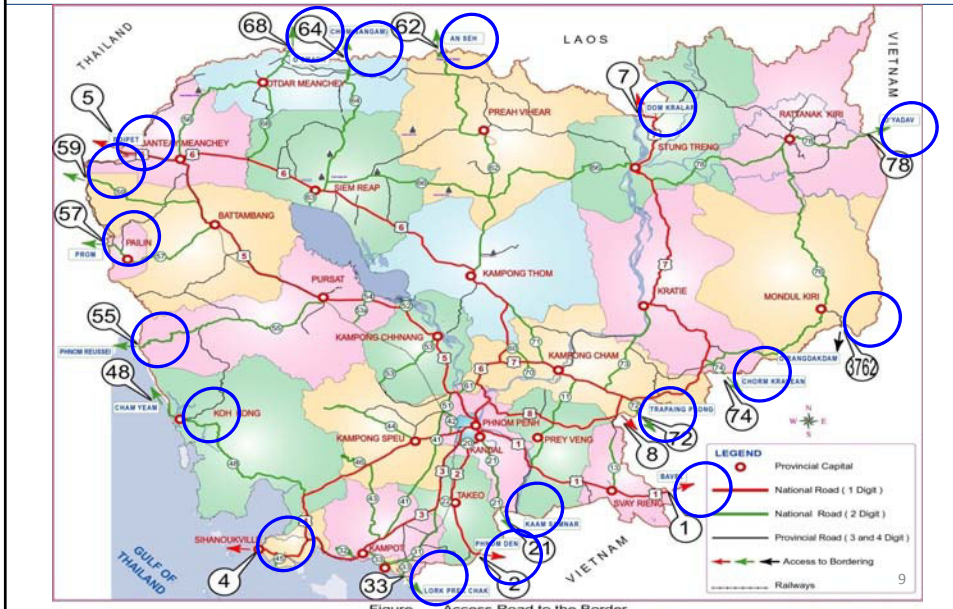
The planning also aim to decentralise development from the capital city to other secondary cities and towns

The Royal Government has invested heavily on infrastructure in order Promotion of national integration

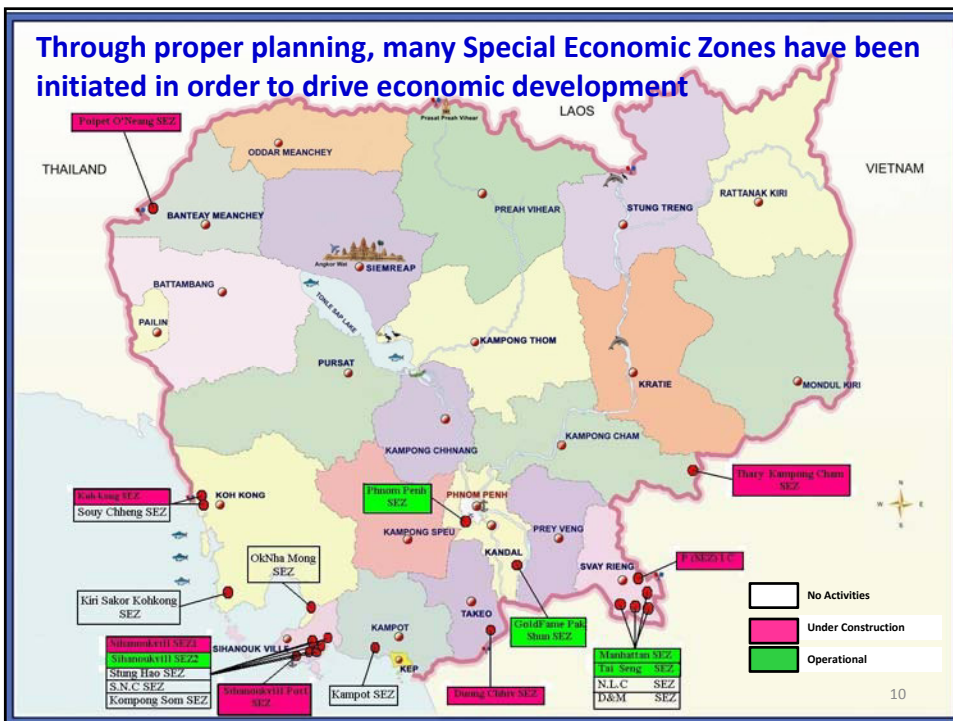


In order to reduce poverty in rural areas throughout the country The Royal Government has invest in building and upgrading road infrastructure connecting urban centres and rural areas as to create more opportunities for rural population through rural-urban linkages and provide them with markets for rural produces.

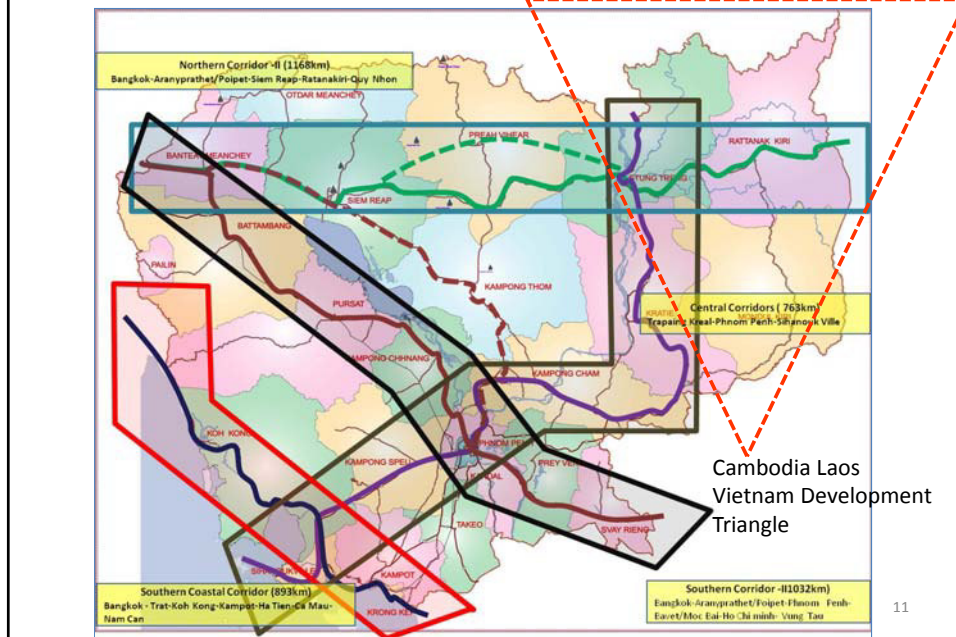
Developing border towns and cities into peace, cooperation, development and friendship with neighbouring countries with improved infrastructure and planning



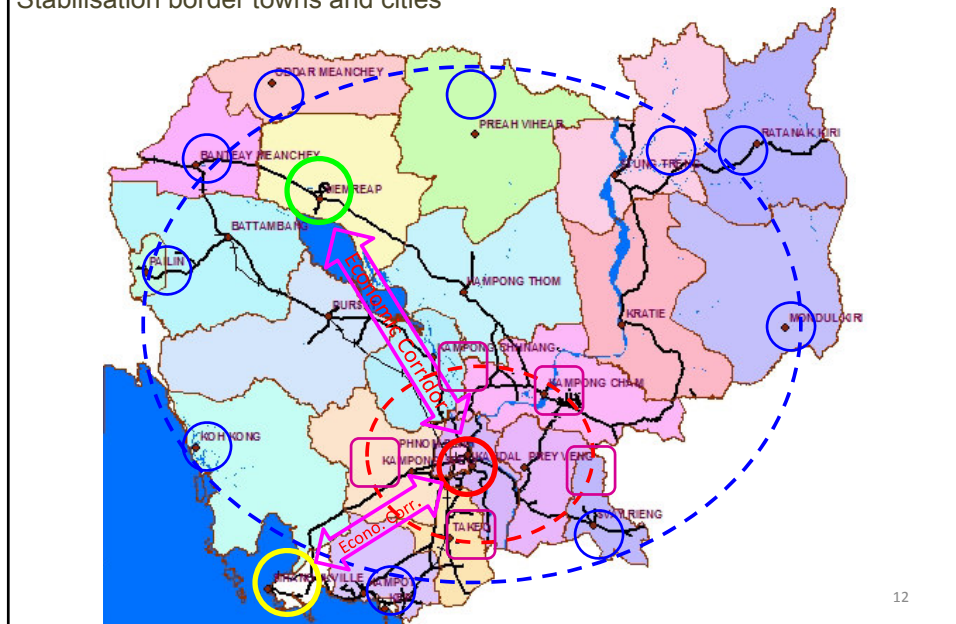
Through proper planning, many Special Economic Zones have been initiated in order to drive economic development

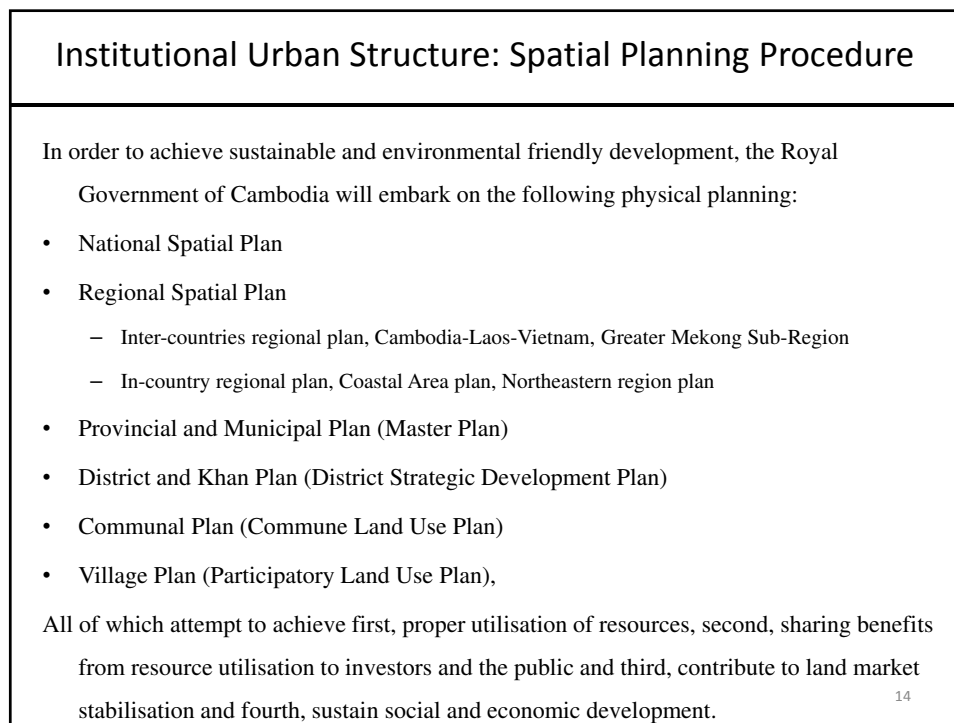
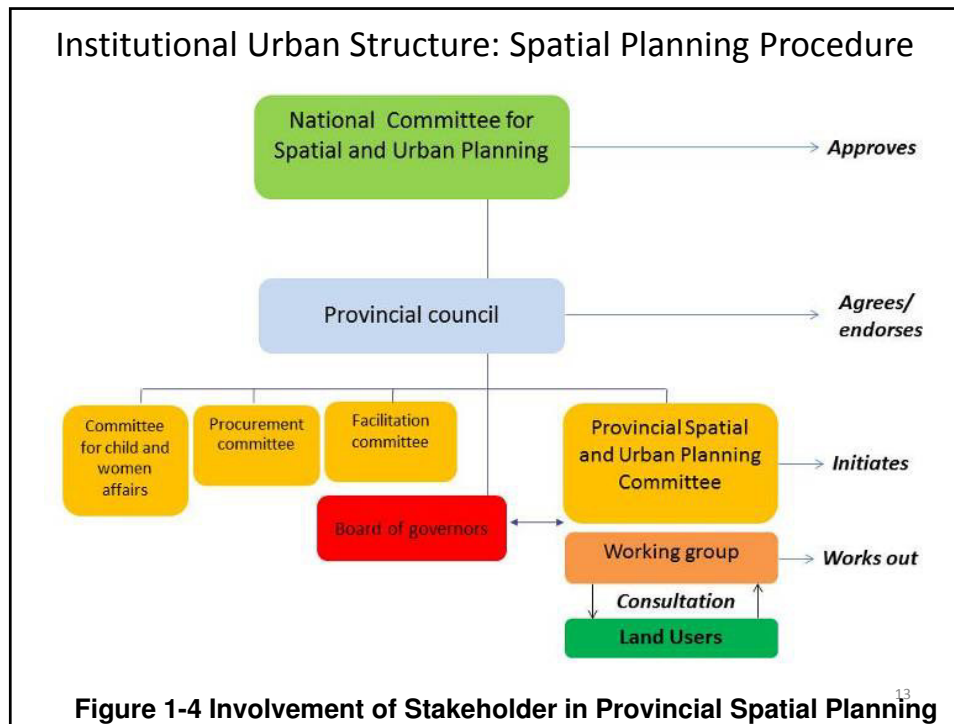


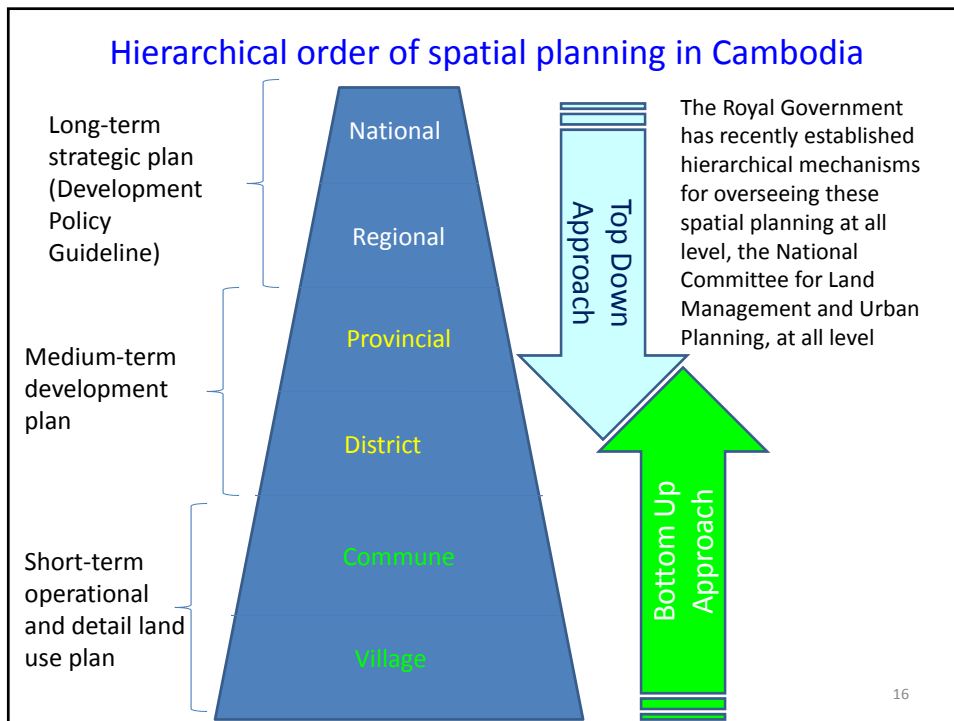
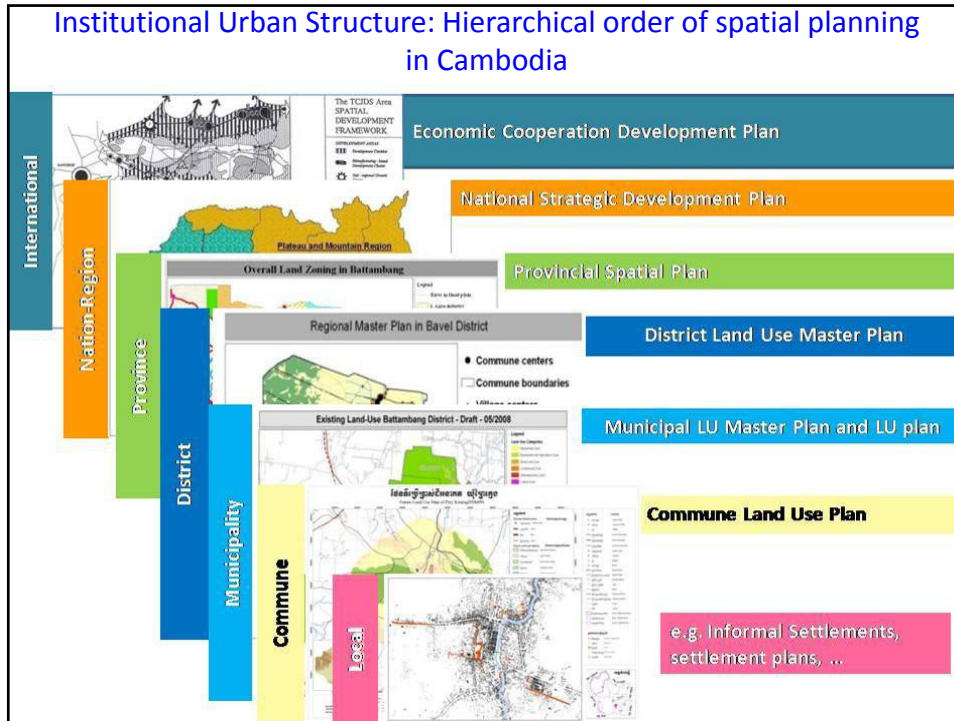
Many urban centres in Cambodia will benefit from the International Development Corridors by improving infrastructure and planning



Strategic Development Role of urban centres in Cambodia: Capital city-the backbone of the country economic development, Economic poles and Stabilisation border towns and cities







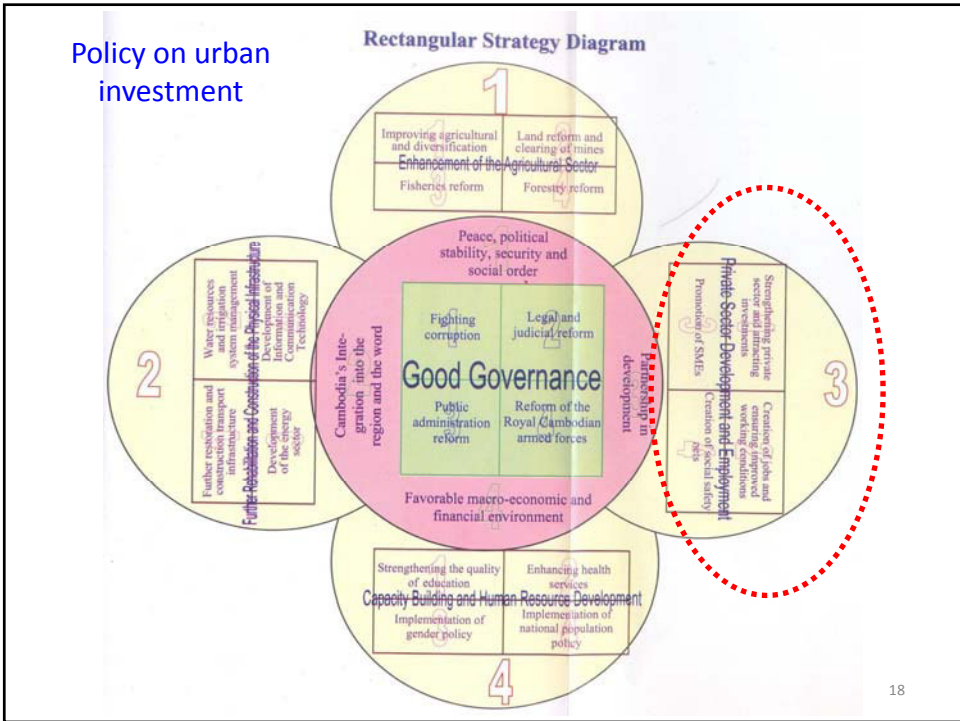
Hierarchical order of spatial planning in Cambodia

In order to achieve sustainable and environmental friendly development, the Royal Government of Cambodia will embark on the following physical planning:

- National Spatial Plan
- Regional Spatial Plan
 - Inter-countries regional plan, Cambodia-Laos-Vietnam, Greater Mekong Sub-Region
 - In-country regional plan, Coastal Area plan, Northeastern region plan
- Provincial and Municipal Plan (Master Plan)
- District and Khan Plan (District Strategic Development Plan)
- Communal Plan (Commune Land Use Plan)
- Village Plan (Participatory Land Use Plan),

All of which attempt to achieve first, proper utilisation of resources, second, sharing benefits from resource utilisation to investors and the public and third, contribute to land market stabilisation and fourth, sustain social and economic development.

17



Policy & Legal Framework for sustainable urban development

- Policy:
 - The Royal Government’s Declaration on Land Policy
 - Interim Paper on Strategic Framework on Land Policy
 - National Spatial Policy
 - Law on Land Management, Urbanisation and Construction
 - Policy on Social Land Concession
 - Policy on State Land Management
 - Land Valuation Policy
- Legal framework:
 - Law on Territorial and Land Management
 - Sub-Decree 86 on Building Permission
 - Land Registration
 - Circular 03 on Squatter Settlement Resolution

As well as many others are in the process of formulation.

19

Development Partner in urban sector

Most Development Partners have so far targeted rural development and other sectors as their priorities for poverty alleviation in Cambodia , thus urban sector has been rather left out.

There have been of course some technical assistance mostly in the forms of research and basic or trial physical planning assisted by the German GTZ and now GIZ and EU in Western region province of Battambang and Siem Reap and the assistance from the French Government on Phnom Penh city master plan as well as JICA on the city’s infrastructure and services such as drainage and public transport.

Other IOs have also have projects and programmes on urban related issues such as housing the urban poor in Phnom Penh by UNHABITAT .

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GMS Urban Development Task Force

12 July 2013 • Phnom Penh, Cambodia

PRC Urban Development Policies/ Strategies

GMS Urban Development Task Force
First Meeting, 12 July 2013
Phnom Penh, Cambodia

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12 July 2013 • Phnom Penh, Cambodia

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Strategies, Priorities, Milestones for Urban Development in PRC

➤ Current Situation of Urbanization

- Since the beginning of reform and opening up, urbanization rate has been raised by 1.02 percentage point on average. In 2012, urbanization rate reached 52.57 % .

➤ Strategies for Urban development

- The Chinese Government attaches great importance to urbanization and made the strategic development of urbanization in the 12th Five-year Plan and the reporting plan of the 18th National Congress of the CPC.

- Based on China's basic national conditions, follow the development laws of urbanization; Push forward the sound development of urbanization.

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Strategies, Priorities, Milestones for Urban Development in PRC

- Orderly advance of citizenization of agricultural transferring population
- Optimize the layout and patterns of urbanization
- Improve the urban sustainable development
- Promote urban and rural development integration
- Strengthen top-level design and promote for reformation

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Institutional Structure PRC's Urban Development

- National Development Reform Commission is taking the lead on Urban sector.
- The relevant Ministries such as Ministry of Finance, Ministry of Public Security, Ministry of Civil Affairs, Ministry of Land and Resources, Ministry of Housing and Urban-Rural Development, Ministry of Agriculture, Ministry of Industry and Information Technology, Ministry of Transport, Ministry of Culture, State Forestry Administration, National Energy Administration are involved in the Urban Sector as well.

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Approaches, Policies and Incentives in Attracting Investments in the Urban Sector

- PRC's urbanization will increase a new 400 million urban population in the next 10 years, and the capital investment in this process will be up to RMB 40,000 billion
- Mobilize funds through multi-channels to support the development of urbanization.
- Actively mobilize private enterprises and other international agencies inclusive of the World Bank and Asia Development Bank to participate in foreign investment.

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Development Partner's Activities and Assistance for Urban Development in PRC

- World Bank and Asia Development Bank have provided a great deal of Loan and TA support for PRC's urbanization.
- By the end of 2012, World Bank and Asia Development Bank had provided a total of loans of 12.056 billion US dollars (7.91 billion US dollars from the World Bank and 4.156 billion US dollars from Asia Development Bank), and had supported a total of 106 urban construction projects (include: the World Bank's 62 projects, Asia Development Bank's 39 projects).
- The World Bank is doing research on PRC's urbanization issues at our request, to provide policy recommendations for PRC's urbanization strategies.

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Thank you!

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Lao Urban Development Policies/ Strategies

GMS Urban Development Task Force
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Strategies, Priorities, Milestones for Urban Development in Lao PDR

- To develop Vientiane Capital, provincial towns and district towns as political, administrative, economic, social and cultural center of the nation and respective localities;
- To develop communities and big villages to become small towns in rural areas and to be places of living and stable livelihood of people;
- To build Luang Prabang becoming center of the northern region;
- To make Xay and Paek towns becoming industrial center with development of potential stellite towns and towns along north-south economic corridor
- To build Vientiane Capital becoming supporting force for economic growth and together with Kaysone Phomvihane town becoming center for growth of the central region, with the development of East West economic corridor towns;
- To build Pakse as an economic and technico-scientific center of the southern region, being main connecting bridge for economic relation with central region, northern region and neighbouring countries.

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Institutional Structure in Lao PDR's Urban Development (1)

- Ministry of Public Works and Transport (MPWT): "to implement directives, policies and plans of the Party and Government relating to public works and transport nationwide, and to be responsible for the overall direction, macro management and regulation of land, water and air transport, railways, housing, urban planning and water supply within the whole country";
 - Provincial Departments of Public Works and Transport (DPWT): 'act as the secretariat to MPWT and Vientiane Capital/Provincial Administration in studies, planning, organization and management of public works and transport activities within their respective provincial boundaries";
- District Offices of Public Works and Transport (OPWT): "act as the secretariat to DPWT and District Administration in management and implementation of public works and transport activities within their respective district boundaries"

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Institutional Structure in Lao PDR's Urban Development (2)

- Urban Development and Administration Authorities: “to plan, implement, manage and control urban development activities” and over time to “become a full Urban Administration Authority”, They assumed tasks previously undertaken by DPWT which were “to construct, improve and maintain urban infrastructure and services including: roads, drainage, collection and disposal of solid waste and other refuse, river bank erosion and flood protection, sanitation and environmental protection, public lighting, and parks and gardens.”
- Ministry of Natural Resources and Environment (MONRE) and its provincial counterpart in each province: Direct management of environment, land, forest, water, air, biodiversity and minerals including management of natural disaster and climate change, meteorology and hydrography countrywide.

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Approaches, Policies and Incentives in Attracting Investments in the Urban Sector

Law on Investment Promotion 2009, Article 4: State Policy on Investment Promotion:

- “The State promotes the investments of all economic sectors, both domestic and foreign, through the formulation of guidelines, the provision of necessary information, the application of policy on taxes, custom duty and labour, the granting of land use right, the application of the investment’s one-door-services as well as the recognition and guarantee of the protection of ownership, the legitimate rights and interests of the investors from the State.
- The State promotes the investments in all sectors, activities and all regions in the whole country, except those zones and activities that are detrimental to the national security and peace....”

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Development Partner's Activities and Assistance for Urban Development in Lao PDR

- Vientiane Integrated Urban Development Project
- Solid Waste Management and Income Generation for Vientiane's Poor
- Vientiane Urban Infrastructure and Services Project
- Secondary Towns Urban Development Project
- Vientiane Sustainable Urban Transport Project
- Small Towns Development Sector Project
- GMS East-West Economic Corridor Towns Development Project
- Pakse Urban Environmental Improvement Project

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Thank You

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Urban Development Policies/Strategies of The Republic of the Union of Myanmar

GMS Urban Development Task Force
First Meeting, 12 July 2013
Phnom Penh, Cambodia

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Situation and Key Challenges for Urban Development in Myanmar

- Rapid economic growth resulting from change in political and economic policies of the nation, has put a lot of pressure on urbanization as well as the urban development process.
- Need to achieve sustainable and balanced development for the nation as a whole.
- Understanding different potential of Regions and States to attract the expected flow of investments both local and foreign as well as infrastructure project finance due to decentralization.

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Urbanization

The majority of Myanmar's citizens still live in the rural areas .. that is likely to change—at a rapid speed and on a large scale.

- First, it needs to plan proactively for its urban expansion, putting in place a modern planning system.
- Second, Myanmar needs to invest in the infrastructure that cities require to run smoothly and to cater to the needs of their citizens.
- Third, it needs to consider the governance of cities.

Mc Kinsey Global Institute: Myanmar's moment: Unique Opportunities, major challenges, June 2013. p. 8

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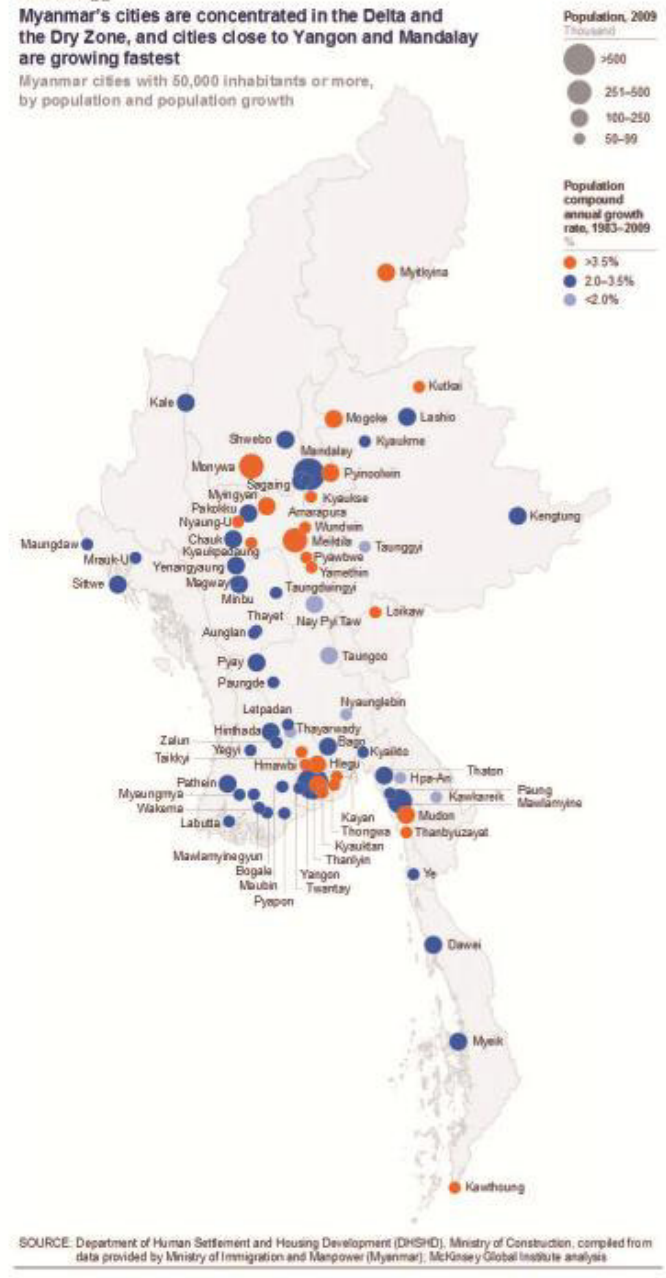
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12 July 2013 • Phnom Penh, Cambodia

Exhibit 33

Myanmar's cities are concentrated in the Delta and the Dry Zone, and cities close to Yangon and Mandalay are growing fastest

Myanmar cities with 50,000 inhabitants or more, by population and population growth



Mc Kinsey Global Institute: Myanmar's moment: Unique Opportunities, major challenges, June 2013. p. 90

Infrastructure

- Myanmar's infrastructure is not sufficient ... to support the higher growth and future demand driven by developing industrial sectors and an urbanising population.
- Between 2010 and 2030, ... Myanmar will need to invest \$320 billion in its infrastructure if the economy is to achieve growth of 8 percent a year.
- The majority of infrastructure investment—60 percent—will need to be in residential and commercial real estate, but there is also a huge need for power plants, water-treatment plants and road and rail networks.
- Mc Kinsey Global Institute: Myanmar's moment: Unique Opportunities, major challenges, June 2013. p. 12

Exhibit 29

Myanmar's population living in large cities with 200,000 plus inhabitants, could double from just 13 percent to one-quarter of the population in 2030

Share of country population living in cities of more than 200,000 inhabitants % 2010

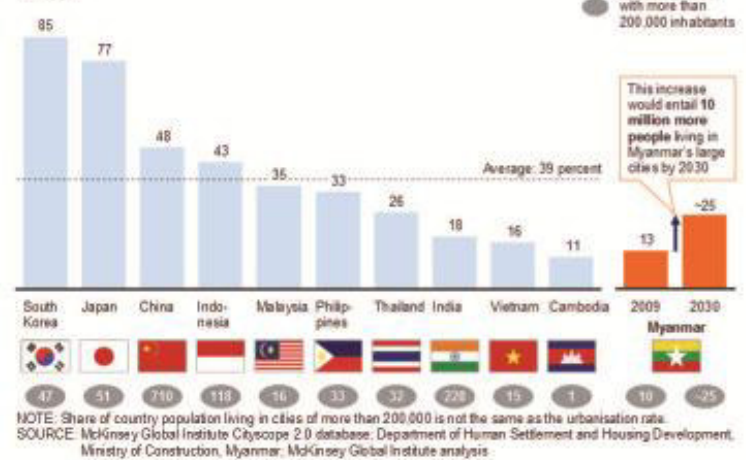
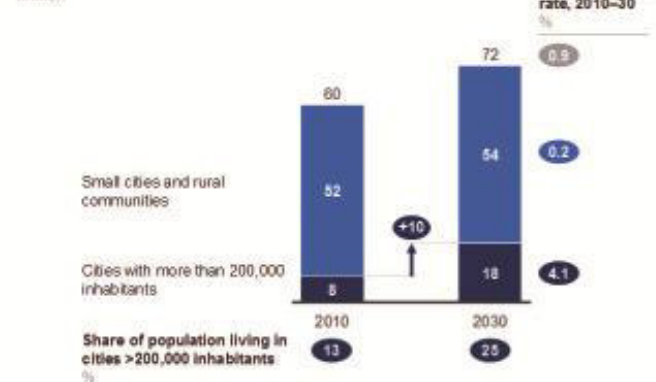


Exhibit 30

Between 2010 and 2030, ten million more people could live in Myanmar's large cities—equivalent to two cities the size of Yangon

Population of Myanmar Million



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Mc Kinsey Global Institute: Myanmar's moment: Unique Opportunities, major challenges, June 2013. p. 84

Key Strategic Issues

- Increase of urban population and demand for job opportunities;
- Insufficiency of adequate Laws and Regulations;
- Need to establish and implement systematic spatial development and landuse planning;
- Sustainable allocation of investments both local and foreign, infrastructure projects as well as limited financial resources throughout the regions and states;
- Provision of sufficient mitigation measures for the natural disasters (such as flooding, earthquake, fire hazard).

Goals

- **Establishment of systematic National Spatial Development Planning System;**
- **Establishment of integrated, sustainable and resilient urban network system that will lead to balanced development and sustainable allocation of investment and financial resources;**
- **Upgrading of the organizational and legal setup of the urban development institutions.**

Goal 1

- **Establishment of systematic National Spatial Development Planning System;**
Strategy 1: Drafting of Myanmar National Spatial Development Plan that will support and materialize National Comprehensive Development Plan (NCDP);
Strategy 2: Integration of urban land use in drafting National Comprehensive Land Use Plan to systematically allocate reserved land for future urban development;

Goal 2

- **Establishment of integrated, sustainable and resilient urban network system that will lead to balanced development and sustainable allocation of investment and financial resources;**

Strategy 1: Developing Integrated Urban Network System through survey and analysis of the socio-economic potentials of the individual urban centers;

Strategy 2: Building resilience of the urban centers and the urban network system;

Goal 3

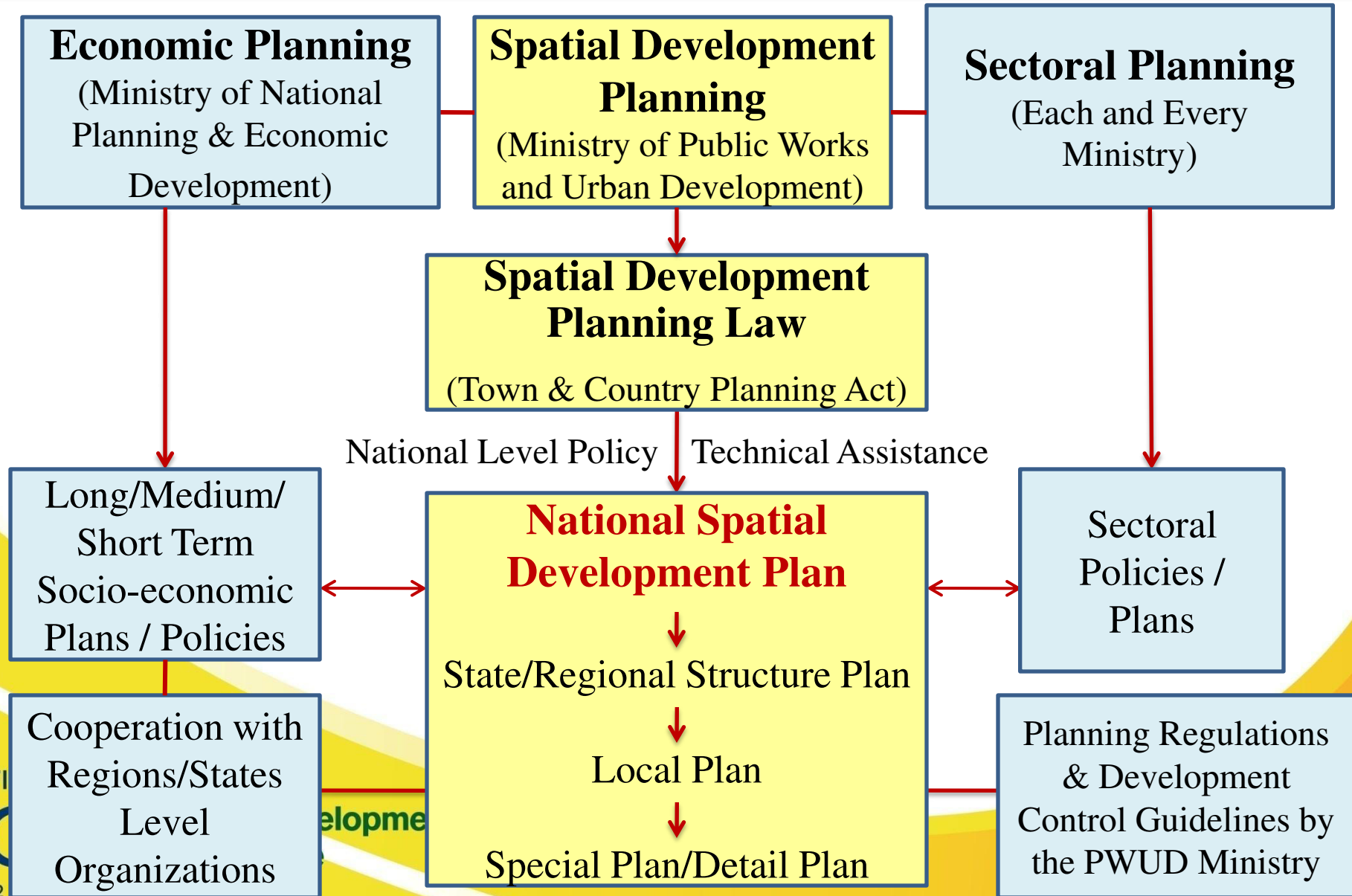
- **Upgrading of the organizational and legal setup of the urban development institutions.**

Strategy 1: Setting up spatial development planning policies and guidelines for National, as well as Region and State levels;

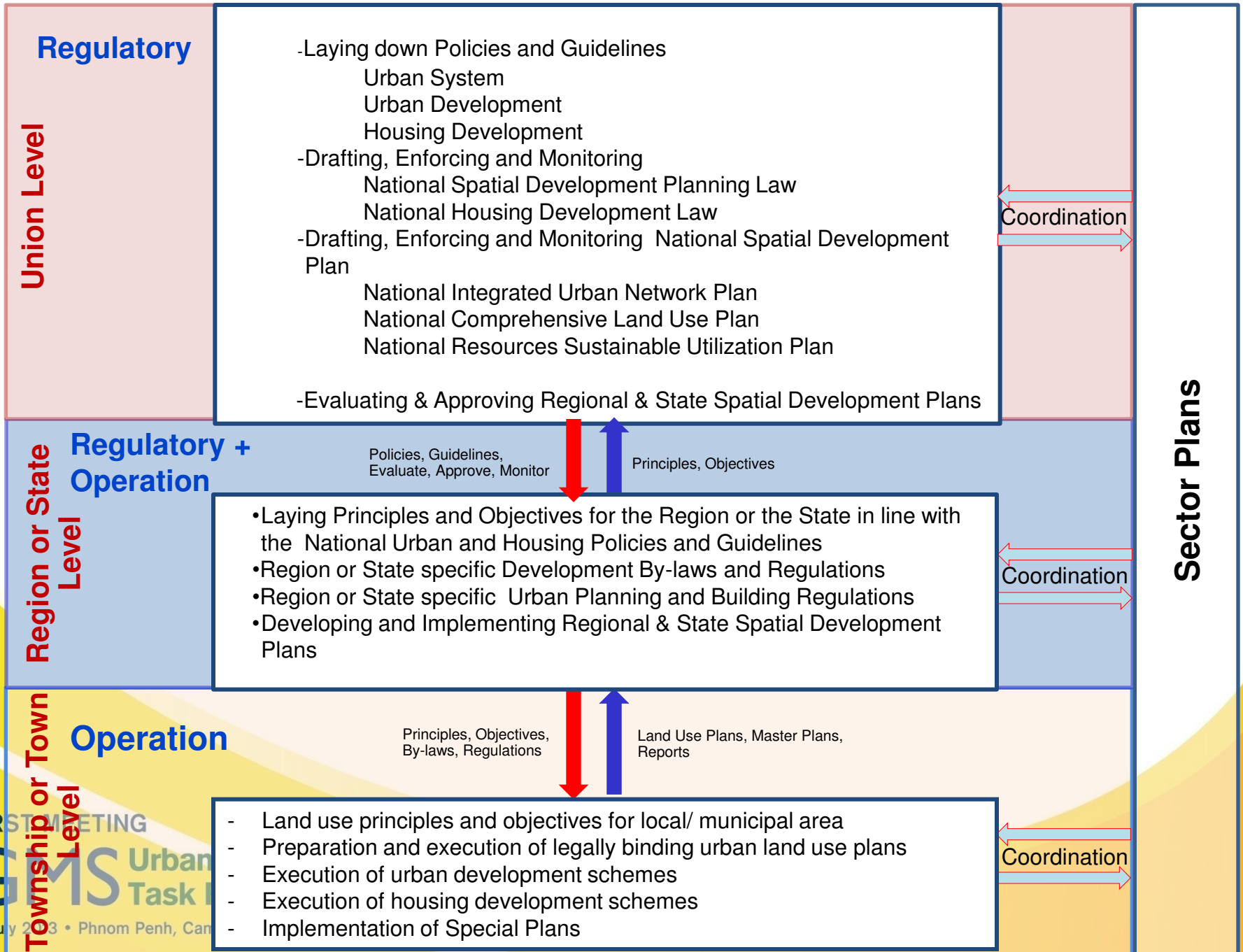
Strategy 2: Modification of existing laws and drafting and enforcing new spatial development planning laws, rules and regulations;

Strategy 3: Strengthening and continuous upgrading of the urban development institutions.

Establishment of National Comprehensive Development Plan



Proposed National Spatial Development Planning System



Approaches, Policies and Incentives in Attracting Investments in the Urban Sector

THE FOREIGN INVESTMENT LAW (THE PYIDAUNGSU HLUTTAW LAW NO 21/2012)

2nd November, 2012

The Republic of the Union of Myanmar

MYANMAR INVESTMENT COMMISSION NOTIFICATION NO. 1/2013

Nay Pyi Taw (31st January, 2013)

Classification of Types of Economic Activities

- **The Reform Process**
- Phase 1. - Political Reform
- Phase 2.- Economic Reform
- Phase 3. - Administrative Reform
- Phase 4. - Restructuring of Public Sector and Private Sector Development

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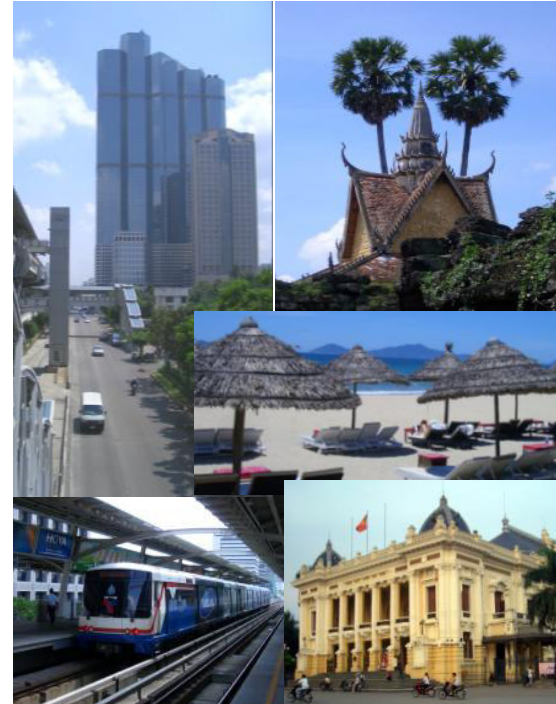
12 July 2013 • Phnom Penh, Cambodia

Thank You

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THAILAND URBAN DEVELOPMENT POLICIES/STRATEGIES

BY
MS. PRANEE NANTASENAMAT

GMS URBAN DEVELOPMENT TASK FORCE
FIRST MEETING, 12 JULY 2013
PHNOM PENH, CAMBODIA



STRATEGIES, PRIORITIES, MILESTONES FOR URBAN DEVELOPMENT IN THAILAND

THAILAND



Land Area: 511,973 km²
Population: 64 million
Density: 125 person/km²
Capital City: Bangkok

GDP 365.56 (USD BILLION)

NATIONAL DEVELOPMENT STRATEGIES

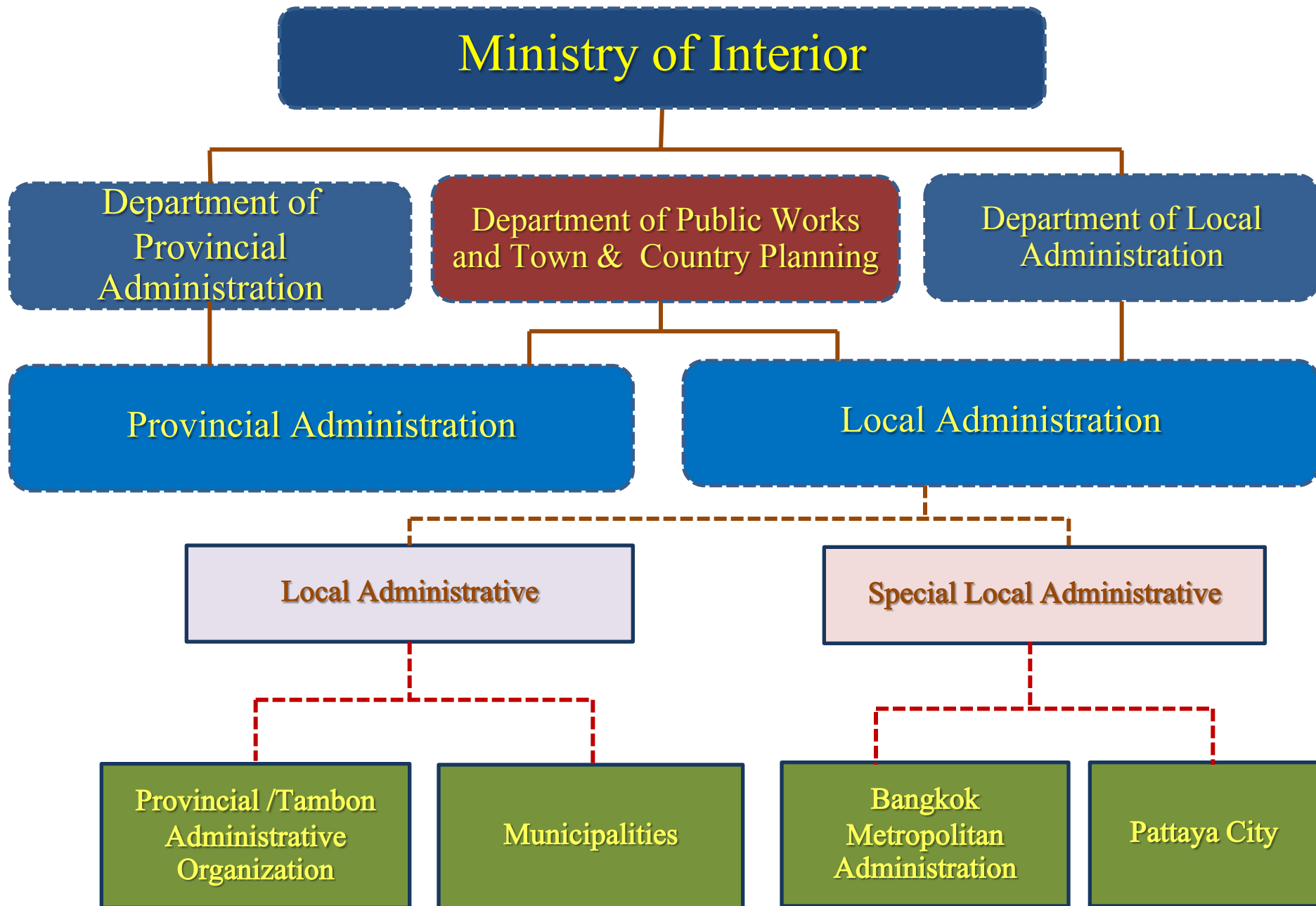


The 11th National Economic and Social Development Plan (2012 – 2016)

- Environmentally friendly cities
- **Compact** urban designs, with emphasis on the expansion of **green spaces** and increased energy efficiency.
- Intensive land use both inside and beyond cities and establish measures to **curb urban sprawl**.
- Integrated water management to support sustainable food and energy security and **alleviate floods and droughts through city plan**.
- Improve the **efficiency of the methods and processes of public administration** to be more efficient, including the Town Planning act amendment.

INSTITUTIONAL STRUCTURE IN THAILAND'S URBAN DEVELOPMENT

URBAN DEVELOPMENT INSTITUTIONAL STRUCTURE

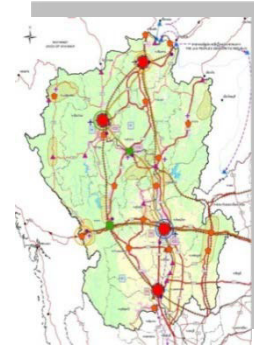


THE PLAN HIERARCHY AND CHARACTERISTIC

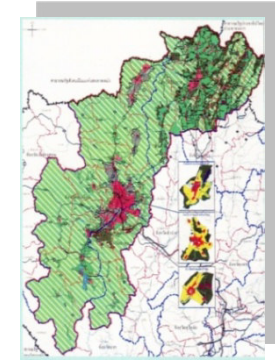
Policy Plan



National Plan



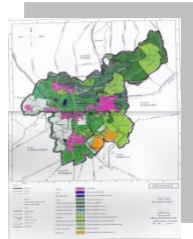
Regional Plan



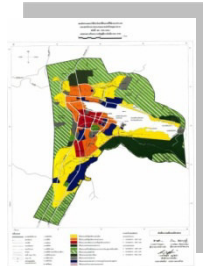
Sub Regional Plan

Law Enforcement

Comprehensive Plan



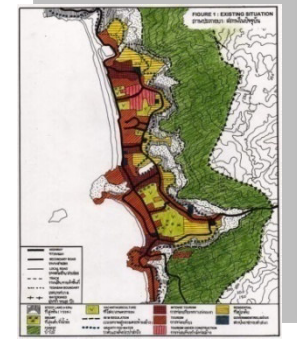
Provincial Plan



Town Plan

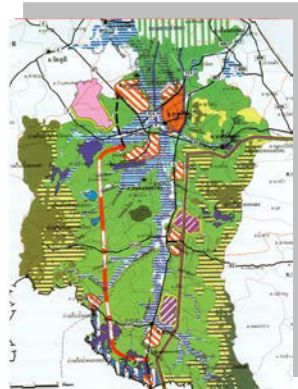


Specific Plan



Land Readjustment

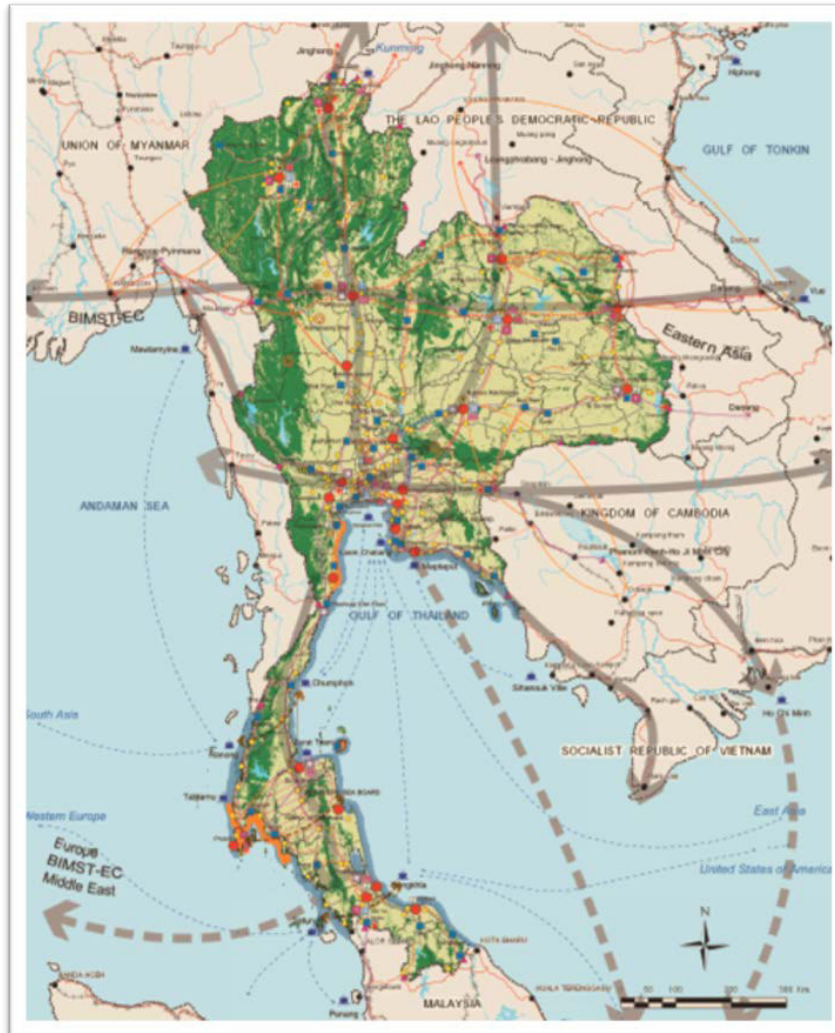
Development Guideline



Development Plan



APPROACHES, POLICIES AND INCENTIVES
IN ATTRACTING INVESTMENTS
IN THE URBAN SECTOR

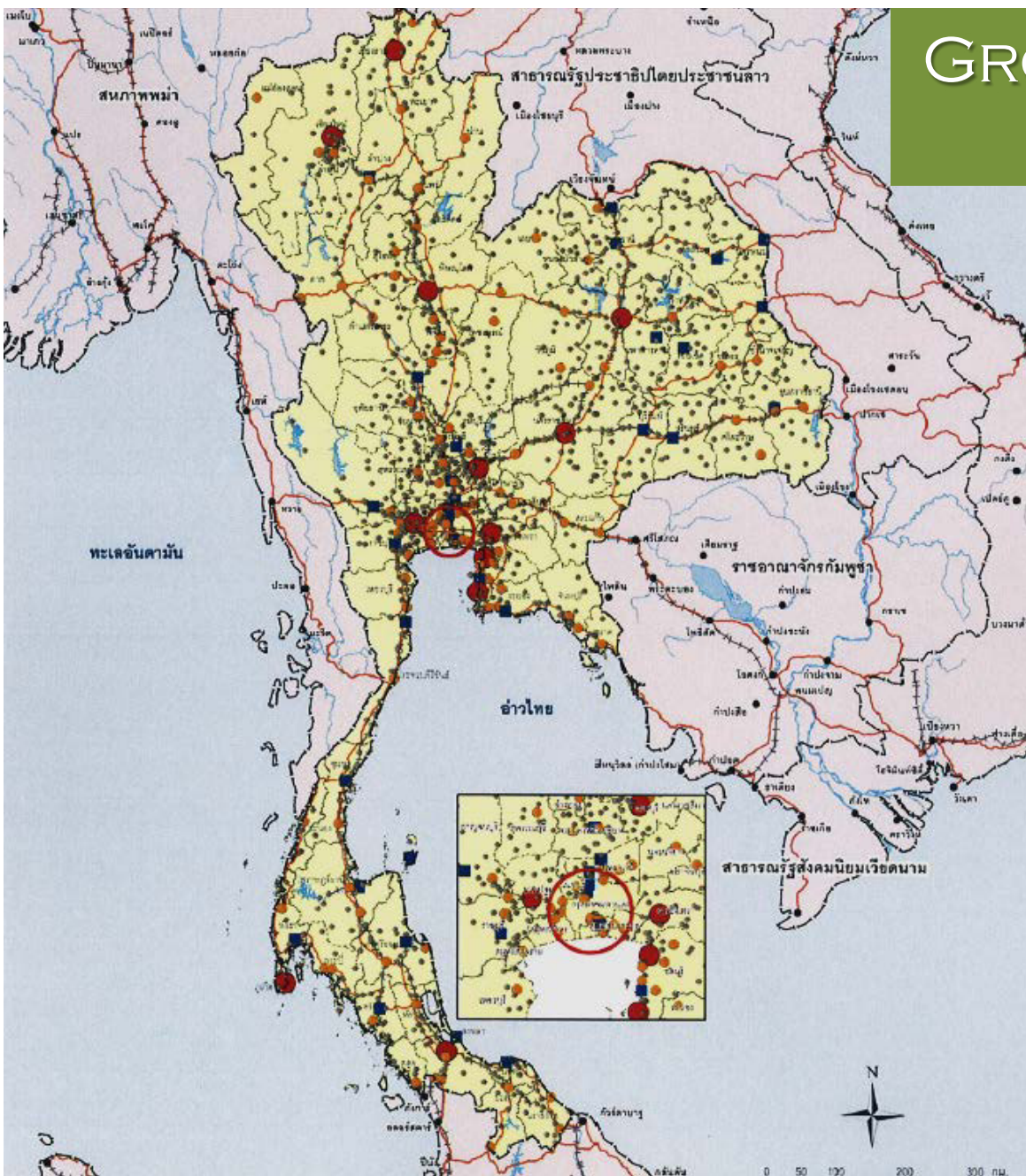


ECONOMIC POTENTIAL ZONE DEVELOPMENT

- 1) Developing Industrial Corridor connected to Suvarnabhumi International Airport and eastern deep-sea port
- 2) Developing cities on the industrial corridor and industrial areas

NATIONAL SPATIAL DEVELOPMENT FRAMEWORKS

GROWTH DISTRIBUTION TO ALL REGIONS



1) Sharing out the growth of Bangkok to nearby provinces.

2) Developing more regional cities.

3. promoting city clusters development concept, depending on the basis of roles and functions of the cities.



NATIONAL SPATIAL DEVELOPMENT FRAMEWORKS

LINKAGE TO OTHER ASEAN COUNTRIES

GMS



INDONESIA – MALAYSIA – THAILAND GROWTH TRIANGLE (IMT-GT)



http://commons.wikimedia.org/wiki/File:IMT-GT_map_02.JPG

IMT-GT ROADMAP FOR DEVELOPMENT

FRAMEWORK OF COOPERATION

STRATEGIC THRUSTS

Facilitate and Promote Intra- and Inter-IMT-GT Trade and Investment

Promote Growth of Agriculture, Agro-Industry and Tourism

Strengthen Infrastructure Support and Connectivity

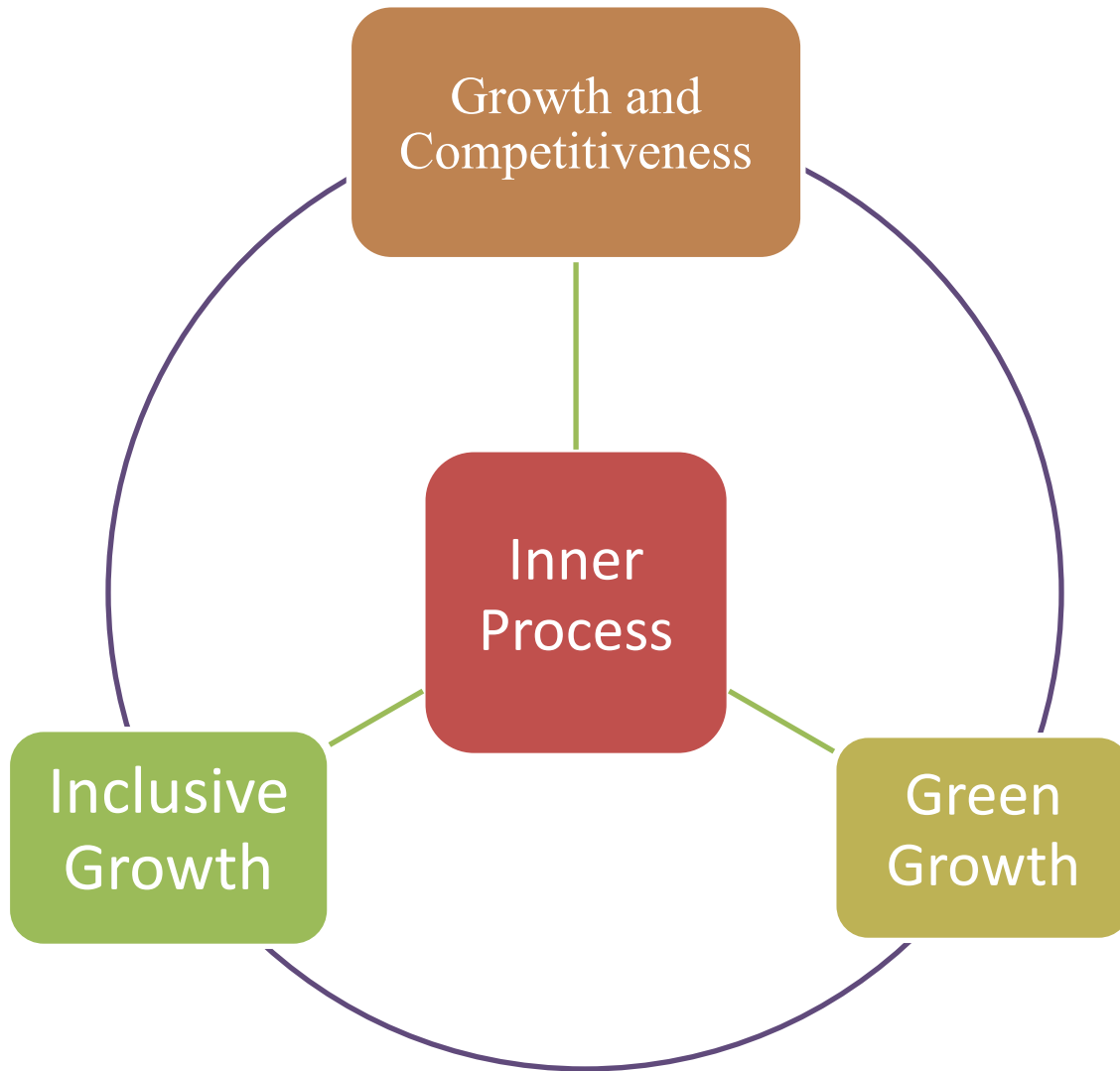
Address Human Resource Development /Environment and Natural Resource Management Concerns

Strengthen Institutional Support, Including Enhancement of Public-Private Sector Collaboration

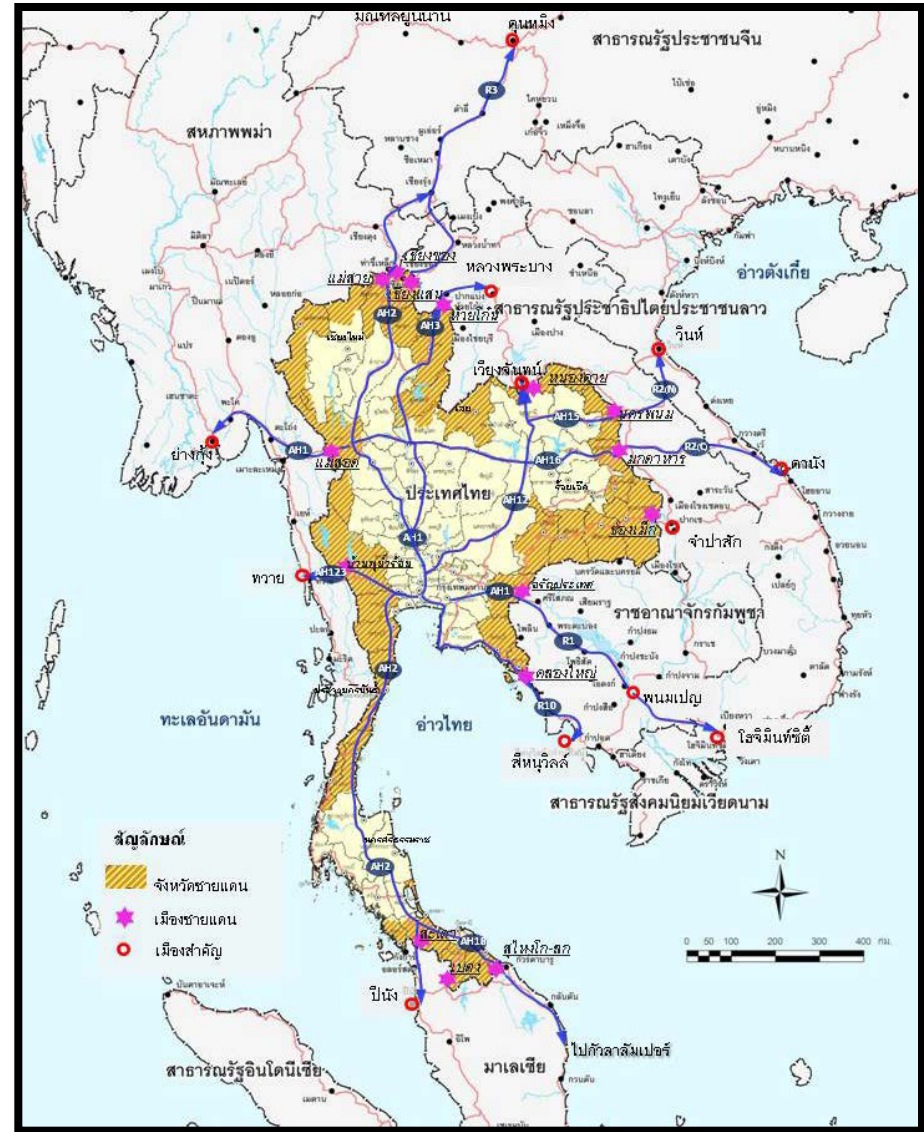
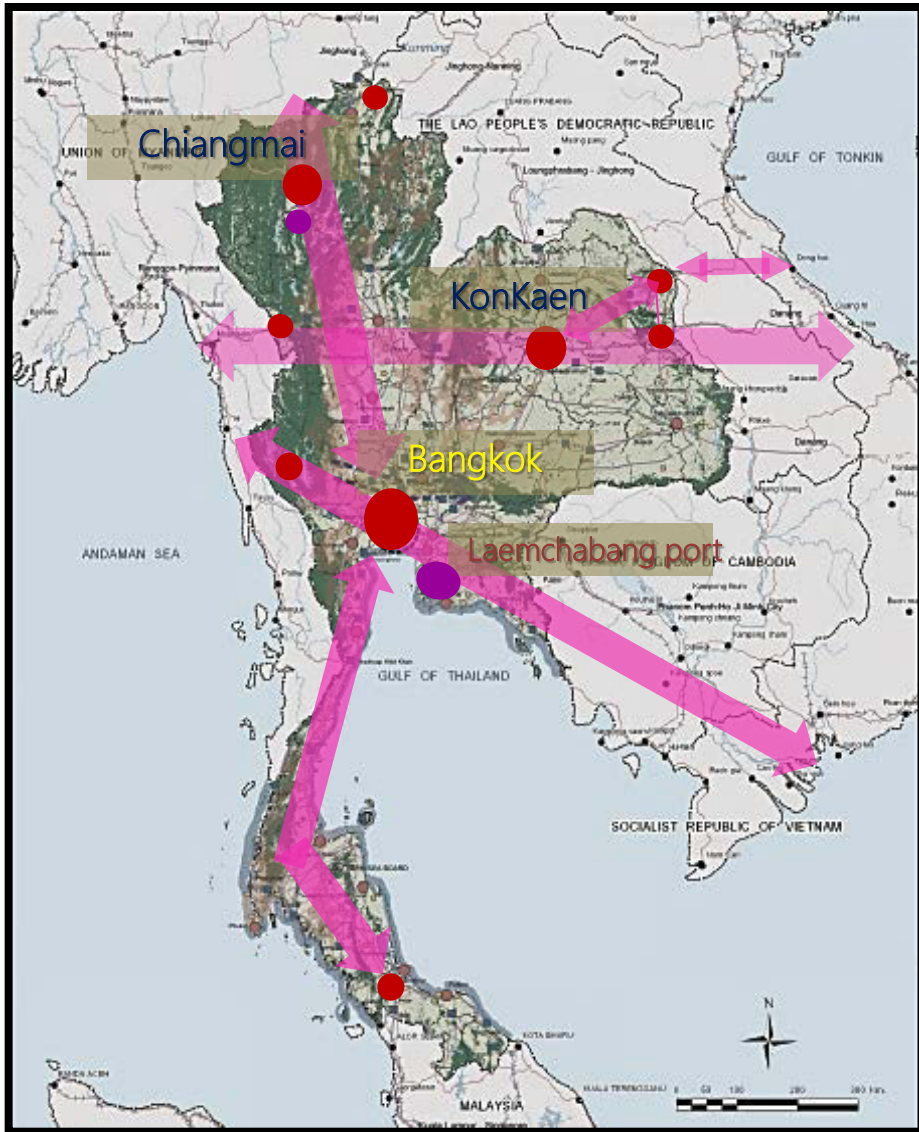
- Accelerated & Sustained Economic Growth
- Reduced Poverty and Improved Quality of Life
- Peace and Stability

- The Greater Mekong Subregion (GMS) Transport Sector Strategy (2006–2015) identified nine road corridors .
- the three major GMS economic corridors have been substantially completed, namely, the North–South, the East–West, and the Southern economic corridors.
- The countries of the GMS have formed the Economic Corridors Forum to bolster efforts in transforming GMS transport corridors into economic corridors.

THAILAND COUNTRY STRATEGY



THAILAND COUNTRY STRATEGY



private sector plays additional roles in infrastructure development



THANK YOU FOR YOUR ATTENTION

SAWASDEE






FIRST MEETING

GMS Urban Development Task Force

12 July 2013 • Phnom Penh, Cambodia




Vietnam Urban Development Policies/Strategies

FIRST MEETING

GMS Urban Development Task Force

12 July 2013 • Phnom Penh, Cambodia



Urban Portfolio

- Urban land: 100.000ha (10% country land).
- Total population: 88 million.
- Urban population: 37 million
- Urbanization: 33%.
- Migration from rural to urban areas about 1 to 1.3 million/year.
- 760 cities and towns.
- 77% urban population access water supply services.
- 50% of solid waste collected and treated.
- 95% urban population access electrical power supply.

FIRST MEETING
**GMS Urban Development
 Task Force**
 12 July 2013 • Phnom Penh, Cambodia

Vietnam Urban Development Orientation and Strategy with Vision toward year 2050

Development Objective:

- Gradually develop Vietnam urban system toward urban network model.
- Develop synchronic and modern technical and social infrastructure; create good urban living quality and environment; develop advanced urban architecture with national identity.
- Have high position and competitiveness in socio-economic development at national, regional and international level.

Urban population growth:

- By 2015: about 35 million people, ratio of urbanization 38%.
- By 2025: about 52 million people, ratio of urbanization 50%.

Urban centers:

- By 2015: over 870 cities & towns.
- By 2025: nearly 1000 cities & towns.

FIRST MEETING
**GMS Urban Development
 Task Force**
 12 July 2013 • Phnom Penh, Cambodia

Vietnam Urban Development Orientation and Strategy with Vision toward year 2050

Land for Urban Development:

- 2015: 335.000ha = 1,06% of country land, 95m²/person.
- 2020: 400.000ha = 1,3% of country land; 90m²/person.
- 2025: 450.000ha = 1,4% of country land; 85m²/person.

Urban Infrastructure:

- Water Supply:
 - 2015: 80% of population access to water supply service.
 - 2025: 90% of population access to water supply service.
- Electricity: urban population access electrical power supply in 2015
- Housing:
 - 15 m²/person in 2015.
 - 20m²/person in 2025.

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URBAN DEVELOPMENT STRATEGY UPTO 2020

Strategy

- Metropolitan regions
- Great cities, big cities (city of national or regional center)
- Key urban development exits on the North-South and West-East
- Viet Trung, Viet Lào, Vietnam-Cambodia corridor

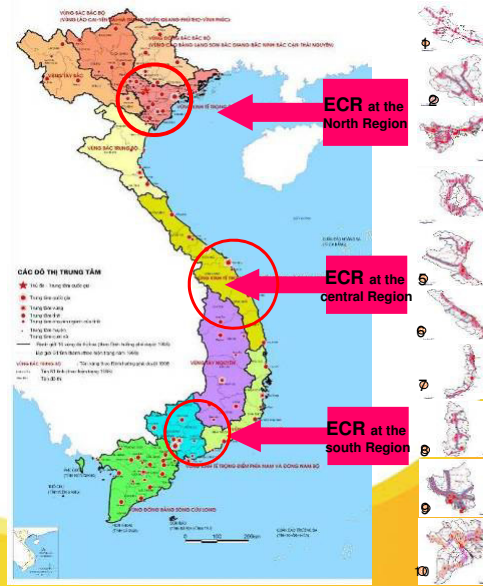


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Priority for Urban Development

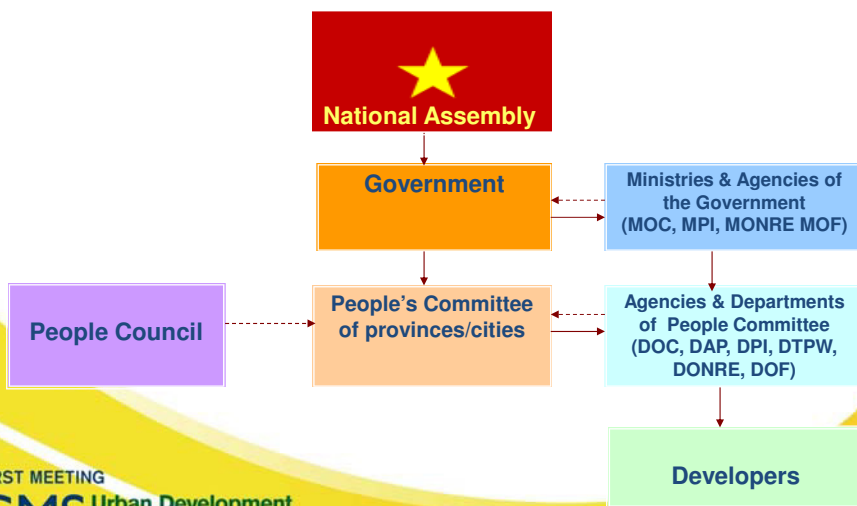
- From now on up to 2015: focal economic regions, metropolitan areas, national development poles.
- 2015 - 2025: urbanized regions, reduce the dispersed and locally developed centers.
- 2025 - 2050: Network regions.

- 6 Socio-Economic regions (main urbanization region)
- 10 designated sub-urbanization regions covering the 63 provinces
- 3 Economic Core Regions for the North, the Central and the South



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Institutional Structure in Vietnam's Urban Development



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| GOVERNMENT AGENCIES IN CHARGE OF URBAN PLANNING | | |
|--|--|--|
| Plans | Responsible Ministry | Contents |
| [Space] Urban Construction Plan (Law on Construction) Urban Plan (Law on Urban Planning from 1 January 2010) | Ministry of Construction | 1) The orientation of national urban development (till 2025) 2) Regional construction master plan 3) Urban Plan (general plan, zoning plan, detailed plan) 4) Construction master plan in rural residential areas |
| [Land] Land Use Plan (Law on Land) | Ministry of Natural Resources and Environment | - The plan is formulated from a viewpoint of management and use of land as resources |
| [Investment] Socioeconomic Development Plan for 10 years and 5 years | Ministry of Planning and Investment | - Orientation for transportation infrastructure development and regional development - Economy targets such as products and population - As a base of budget request of each ministry. |

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| Approaches, Policies and Incentives in Attracting Investments in the Urban Sector |
|---|
| <p>Estimation of Investment needs for infrastructure development (2011-2015): USD 85 billion, in which urban infrastructure investment accounts for 30%</p> <ul style="list-style-type: none"> • Domestic investment: 75-80% (state budget: 18%; government bonds: 4%; State credit: 5,5%; state enterprises: 10%; private sector: 45%) • FDI: 20-25%. <p>Public investment in urban development:</p> <ul style="list-style-type: none"> • Investment sources: local budget, subsidy from state budget, loan from municipal development funds, ODA, State Owned Commercial Banks (SOCBs), municipal bonds. • Sectors: mainly in non-revenue sectors, e.g. public transport, water supply and wastewater treatment plants, environment, and administration reform. <p>Participation of Private Sector in Urban development:</p> <ul style="list-style-type: none"> • Form of Investment: BOT, BTO, BOO, BT, PPP, 100% private investment. • Diversified sub-sectors: Urban transport, water supply, sewage systems; and wastewater and solid waste management, housing & new town development, health service, education, training, culture, sport. <p>FIRST MEETING GMS Urban Development Task Force 12 July 2013 • Phnom Penh, Cambodia</p> |

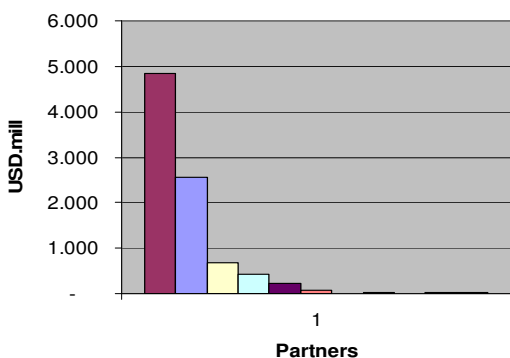
Incentives for Foreign Investment in Urban development

- **FDI attraction in:**
 - Areas: difficult socio-economic conditions, Hi-tech Zone, Economic Zone.
 - Sectors: urban transport, clean water supply and waste water treatment, health care (hospitals), environment treatment.
- **Tax incentives for Foreign investor**
 - Preferential CIT: tax rate of 10% within 30 years;
 - CIT exemption for 4 years and 50% reduction for 9 years;
 - Import tax exemption for goods imported to form fix assets of investment projects.
- **Land lease exemption:**
 - For BTO, BOT and PPP projects: Project enterprises are exempted from land use fees for the land granted by the State or exempted from land rent fees for the area that is used to build BT works during construction.
 - For BT projects: BT enterprises are exempted from land build BT. works during construction.

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Development Partner's Activities and Assistance for Urban Development in Vietnam

Current ODA Commitment in Urban Development



- JBIC (Urban Infrastructure & Environment)
- WB (Urban upgrading & infrastructure)
- ADB (Urban Infrastructure & Environment)
- GTZ (Water&Sanitation)
- AFD (Water&Sanitation)
- Finland (Water & Sanitation)
- Norway (Drainage & Sanitation)
- Swizeland (Drainage)
- Spain (Urban Transportation)
- The Netherland (Drainage & Sanitation)
- Korea (Drainage, urban planning)

FIRST MEETING
GMS Urban Development Task Force
 12 July 2013 • Phnom Penh, Cambodia

Thank You

For more information:

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Foreign Economic Relations Department
Ministry of Planning and Investment
E-mail: hieult@mpi.gov.vn



FIRST MEETING
**GMS Urban Development
Task Force**
12 July 2013 • Phnom Penh, Cambodia

ADB

FIRST MEETING

GMS Urban Development Task Force

12 July 2013 • Phnom Penh, Cambodia

GMS Regional Investment Framework (RIF)

Proposed Urban Development Sector Pipeline

FIRST MEETING

GMS Urban Development Task Force

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ADB

Urban Strategy: Principles and Components

Strategic principles:

- Spatial structure using the corridor system
- Focused economic incentives for attracting investors
- Enhancing employment and quality of life in all regions

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Task Force
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Urban Strategy: Principles and Components

Urban project components:

- “Hardware” (infrastructure) plus “software” (capacity building and logistics), geographically targeted
- Selection of cities, small and large, based on economic importance
- Effective role and responsibility of local authorities

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Urban Devt. Pipeline's Support for the New GMS Strategic Framework

- Widening and deepening of the GMS economic corridors through the development of areas along and contiguous to the corridors
- Strengthening multi-sector linkages in the context of climate change with energy, agriculture, and environment sectors
- Emphasis on capacity development and knowledge generation and management

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Background in Developing the Urban Development RIF Pipeline

- Part of the overall RIF Pipeline (2013-2022)
- Includes projects identified in ADB's own operation plans, and projects identified/proposed by countries
- Subject to review and confirmation by the GMS Urban Development Task Force
- Consolidated RIF pipeline to be initially endorsed at ECF-5 (Bangkok, 7 August 2013; Formal endorsement at 19th GMS MC (Vientiane, 11 December 2013)

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Macro-Summary of Pipeline

- Total of 7 projects for a total of \$594.5 million
 - 3 investment projects (\$587 million)
 - 4 technical assistance projects (\$7.5 million)
- By potential financing source:

| | | | |
|-------------------|--|------------|--|
| ADB (+ cofinance) | | Government | |
| Other DPs | | PPP | |

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Proposed Urban Development Sector Pipeline

| PROJECT (Participating Countries) | TIMELINE | EST. AMOUNT (in million USD) |
|---|-----------|--|
| Investment Projects | | |
| Corridor Town Development II (CAM, LAO, VIE) | 2015-2020 | Total : 250-300 CAM- 57.00 LAO- 45.00 VIE- 155.00 |
| Corridor Town Development Project III (MYA) | 2016-2018 | Total: 80 |
| Corridor Town Development Project IV (CAM, LAO, VIE) | 2018-2022 | Total: 250-300 |

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Proposed Urban Development Sector Pipeline

| PROJECT (Participating Countries) | TIMELINE | EST. AMOUNT (in million USD) |
|--|-----------|--|
| TA Projects | | |
| PPTA: Corridor Town Development II (CAM, LAO, VIE) | 2013-2015 | Total: 2.0 TASF- 1.5 PRC Fund for Poverty Reduction- 0.5 |
| PPTA: Corridor Town Development III (MYA) | 2014-2016 | Total: 1.5 |
| RCDTA: Strengthening Urban Planning in GMS Corridor Town Development Project (CAM, LAO, MYA, VIE) | 2014-2017 | Total: 2 M |
| PPTA: Corridor Town Development IV (CAM, LAO, VIE) | 2016-2018 | Total: 2.0 TASF- 1.0 TBD- 1.0 |

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Geographical Location of the Pipeline



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Geographical Location of the Pipeline

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Geographical Location of the Pipeline

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Next Steps and Required Action

- Finalization and confirmation of the pipeline by the Urban TF prior ECF -5
- Consolidated RIF pipeline to be initially endorsed at ECF-5 (Bangkok, 7 August 2013; Formal Endorsement as part of consolidated RIF pipeline at 19th MC (Vientiane, 11 December 2013)


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 **ADB** GREATER MEKONG SUBREGION
CORE ENVIRONMENT
PROGRAM

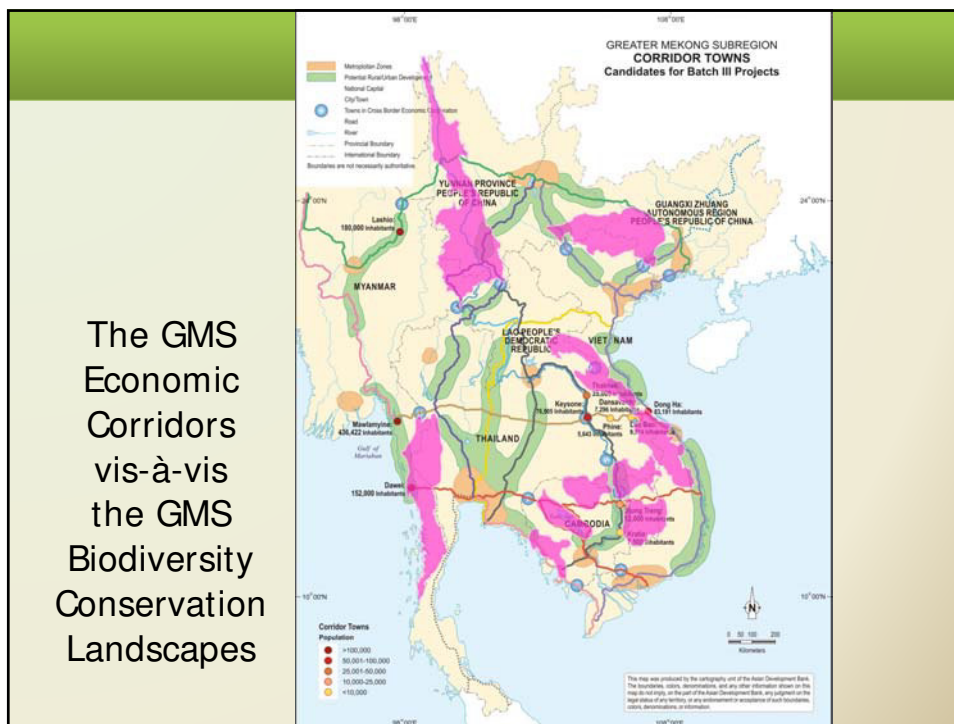
Urban Development and the Environment: Issues and Cooperation

12 July 2013

Mr. Sanath Ranawana
GMS Core Environment Program

Outline

- ❖ **New Generation of Investments**
- ❖ Environmental Implications
- ❖ The Way Forward



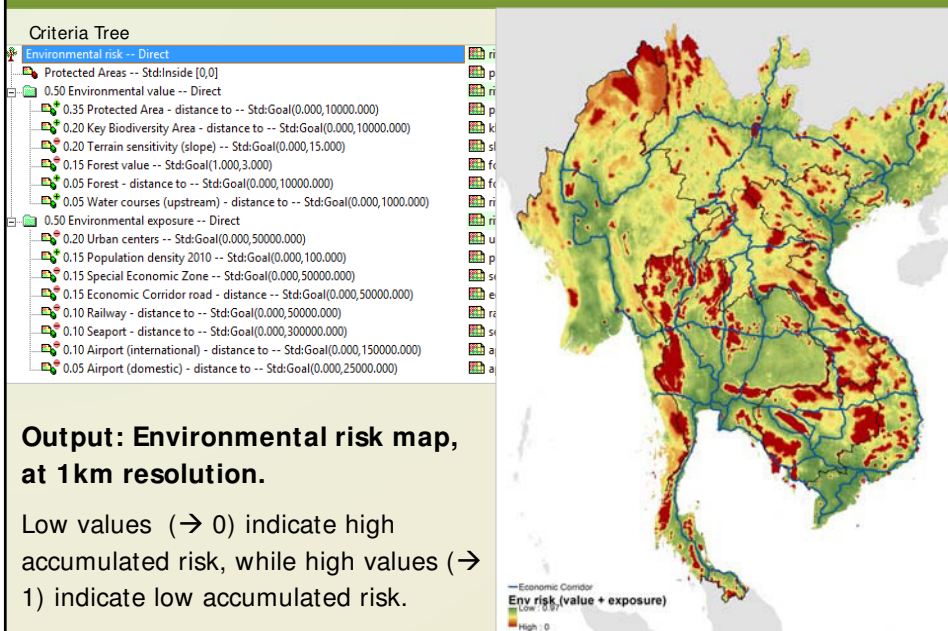
Outline

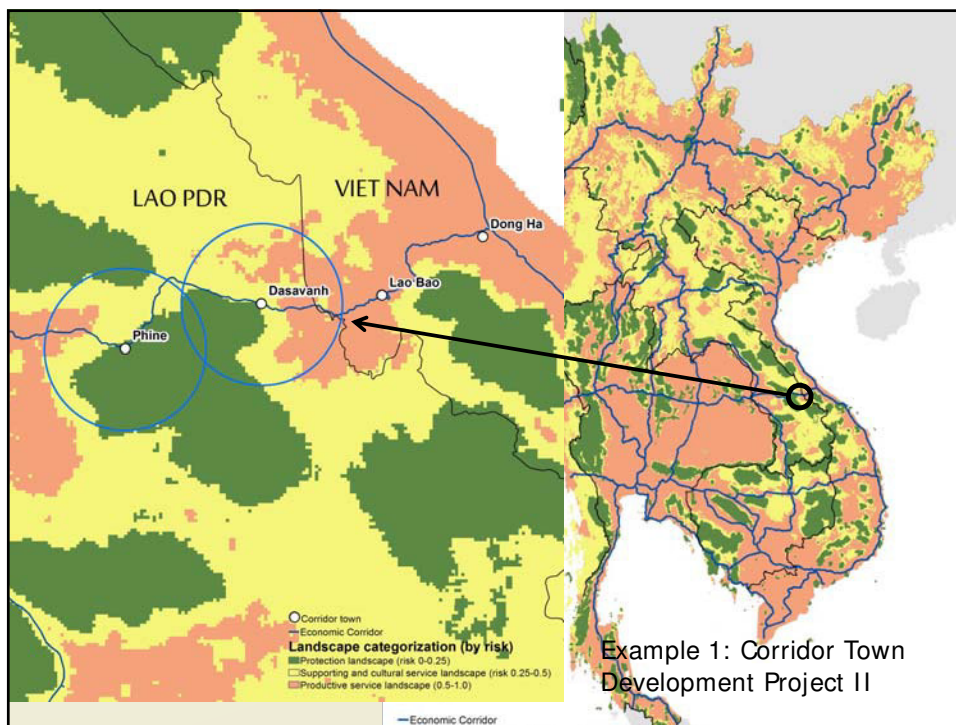
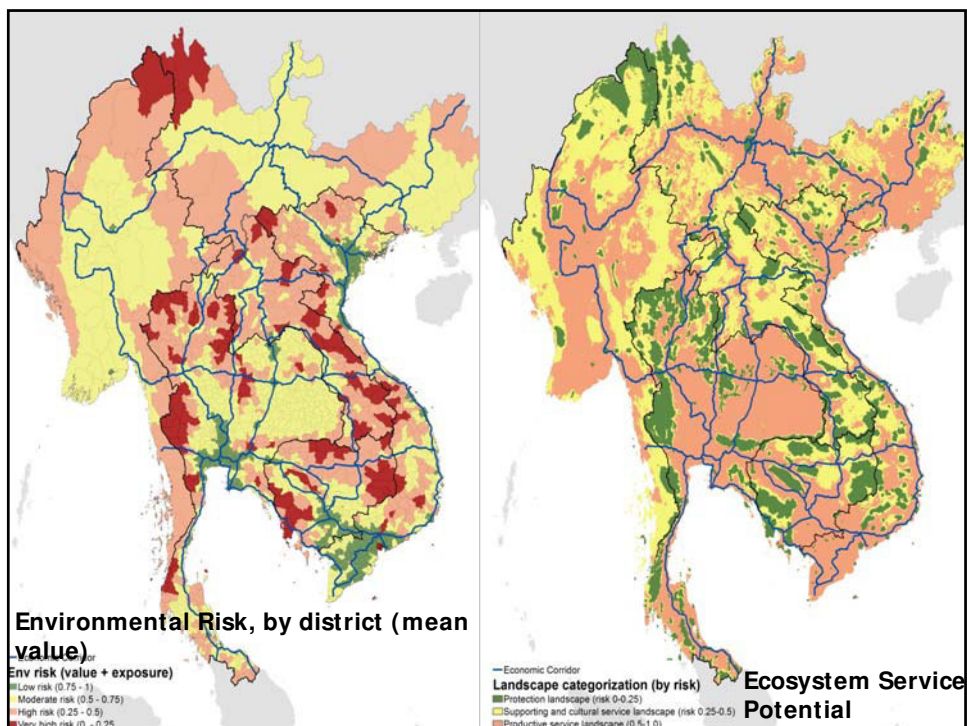
- ❖ New Generation of Investments
- ❖ **Environmental Implications**
- ❖ The Way Forward

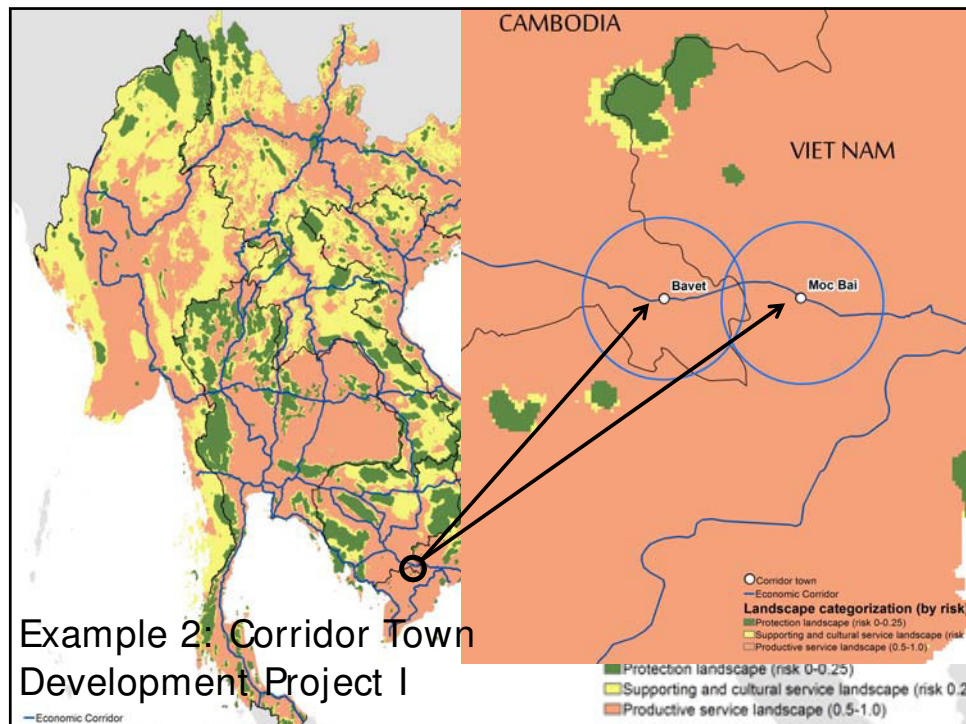
Environmental Filters to RIF Pipeline

- **Objectives:** (i) evaluate the environmental and social impacts of RIF investments; (ii) undertake spatial assessment of investment priorities along GMS corridors; (iii) propose mitigation measures for negative environmental and social implications
- **Methodology:** Spatial Multi-Criteria Analysis (SMCA)
- Classifying landscape by ecosystem services types: (i) productive services; (ii) supporting & cultural services; (iii) protecting services

Spatial Multi-Criteria Analysis







Results of the Analysis

- Priority projects identified in urban, agriculture, transport, energy, tourism sectors.
E.g. Corridor town development project II (Cambodia, Lao PDR, Viet Nam)
- Highlights potential opportunities to maximize ecosystem services
- Highlights potential environmental risks

Outline

- ❖ New Generation of Investments
- ❖ Environmental Implications
- ❖ **The Way Forward**

The Way Forward

- Multi-criteria methodology was applied to RIF pipeline in an *ex post* manner, independent of inputs from sector planners
- Use SMCA to explore the role of environmental assessment in economic corridor development
- The level of objectivity when scoring projects can be enhanced by providing more detailed information
- Identify key environmental, climatic, and social sensitivities of each of the GMS corridors for use by sector planners in locating investments in and between corridors



GREATER MEKONG SUBREGION
CORE ENVIRONMENT
PROGRAM

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**Proposed Terms of Reference
and Work Plan
of the
GMS Urban Development TF**

FIRST MEETING

GMS Urban Development Task Force

12 July 2013 • Phnom Penh, Cambodia

ADB

Terms of Reference

Mandate

- In December 2012, the 18th GMS Ministerial Conference held in Nanning endorsed the formation of a GMS Task Force for Urban Development.
- The endorsement reflects the recognition of the greater potential role of urban development, increased rural-urban links, and spatial prioritization along GMS transport corridors

FIRST MEETING
GMS Urban Development
Task Force
12 July 2013 • Phnom Penh, Cambodia

Terms of Reference

Objectives :

The GMS Urban Task Force for Urban Development will:

- Provide an initial platform and mechanism for exchange of national and regional policies and strategies in the urban sector
- Assess the desirability and viability of establishing a GMS Urban Working Group (WG) or other suitable subregional platforms

FIRST MEETING
GMS Urban Development
Task Force
12 July 2013 • Phnom Penh, Cambodia

Terms of Reference

Objectives : (continued)

- If necessary, prepare a Terms of Reference for the Working Group, proposed participants, organization, and other institutional arrangements
- Facilitate knowledge exchange and promote peer review and cross learning and experience change through regional conference and conduct of national consultations on lessons learned from urban sector efforts

Terms of Reference

Membership:

- 18 GMS country nominated persons (3 for each country)
 - Preferably GMS National Coordinator + 2
 - Medium/high level official (DDGs/DGs)
- 3 from ADB
 - SEUW, SERC, SETC and SEER (EOC)

Terms of Reference

Regional Resources:

- Chair: Host country's Lead Task Force member
 - Host is on rotation basis among GMS countries, in alphabetical order
 - Medium/high level official (DDGs/DGs)
- Co-Chair: Director, ADB SEUW
- Secretariat: SERC and SEUW in coordination with SEER and SETC

FIRST MEETING
GMS Urban Development
 Task Force
 12 July 2013 • Phnom Penh, Cambodia

Terms of Reference

Urban Support Group (USG):

- To be organized in each country to support the TF in facilitating domestic consultations
- USG members may be drawn from relevant agencies such as
 - Ministries of Public Works and Transport,
 - Urban Planning and Construction,
 - Land Management,
 - Environment
 - Economics and Finance
 - Planning and Investment

FIRST MEETING
GMS Urban Development
 Task Force
 12 July 2013 • Phnom Penh, Cambodia

Terms of Reference

Urban Support Group (USG): (continued)

- USG may draw upon academic or urban research institutions based in the country
- Scope:
 - conduct local studies on progress of GMS related urban projects
 - convene events locally

Proposed Urban TF Work Plan

| ACTIVITIES | TIMELINE |
|--|----------------|
| 1. Meet before ECF 5 and prepare report to be approved by GMS SOM prior to presenting to ECF 5 | 12-26 Jul 2013 |
| 2. Undertake national consultations | July-Sep 2013 |
| 3. Prepare country strategy papers of urban development strategy for GMS corridors | July-Sep 2013 |
| 4. Facilitate preparation of proposed regional conference in October 2013 | Aug-Sep 2013 |

Proposed Urban TF Work Plan

| ACTIVITIES | TIMELINE |
|--|--------------|
| 5. Assessment of establishing GMS Urban Working Group and preparation of TOR, as necessary | Aug-Sep 2013 |
| 6. Contribute to development of website that will serve as virtual venue for cross learning and info sharing | Aug-Oct 2013 |
| 7. Prepare report to be approved by GMS SOM prior to presenting to the GMS 19th Ministerial Conference | Sep 2013 |
| 8. GMS Urban Development Strategies – Workshop (in Kunming, PRC) | Oct 2013 |

FIRST MEETING
GMS Urban Development
 Task Force
 12 July 2013 • Phnom Penh, Cambodia

Next Steps and Required Action

- Finalization and confirmation of the Proposed TOR and Work Plan

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GMS Urban Development
 Task Force
 12 July 2013 • Phnom Penh, Cambodia

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on the GMS Program – visit
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FIRST MEETING
GMS Urban Development
Task Force
12 July 2013 • Phnom Penh, Cambodia

**GREATER MEKONG SUBREGION (GMS) TASK FORCE
FOR URBAN DEVELOPMENT (Urban TF)**

Terms of Reference

BACKGROUND

1. The Greater Mekong Subregion (GMS) Economic Cooperation Program comprises Cambodia, PRC through the provinces Yunnan and Guanxi, Lao PDR, Myanmar, Thailand and Viet Nam was established in 1992. As of 2011, the GMS Program has financed 57 public investment projects in the GMS countries totaling about \$15 billion. With the GMS program starting its third decade, the leaders of GMS countries adopted a new Strategic Framework 2012-22 at their 4th Summit meeting in Myanmar in December 2011.¹

2. To operationalize the new Strategic Framework, a comprehensive pipeline of new investment projects is being developed with the help of the Asian Development Bank. As part of this initiative, the ADB assisted the GMS countries in the formulation of an approach towards an urban development strategy² that would focus on development of GMS transport corridors through their widening and deepening. Any urban development strategy for GMS would need to have a multisector approach so as to integrate and interrelate the development of other sectors such as transport, natural resources, agriculture, small and medium enterprise development, and water.

3. In December 2012, the 18th GMS Ministerial Conference held in Nanning endorsed the formation of a GMS Task Force for Urban Development. The endorsement in the Joint Ministerial Statement (attachment 1) reflects recognition of the greater potential role of urban development, increased rural-urban links, and spatial prioritization along GMS transport corridors in the next decade. Investments and non-lending projects in these areas will help widen and deepen the transport corridors, leading to their further development and contributing to inclusive development along and around the regional corridors.

4. In 2012, ADB approved three GMS corridor towns development projects, in Cambodia, Lao PDR and Viet Nam. These projects aim at improvements of environmental infrastructure and enhancement of competitiveness of the participating towns. In 2013, ADB is expected to approve a project preparatory technical assistance (PPTA) for a second GMS corridor towns development project, for ADB approval in 2015. The selection criteria for the towns will be (i) economic growth and investment potential; (ii) potential for cross-border trade and presence of special economic and industrial zones; (iii) potential for tourism development; and (iv) potential for public-private partnerships (PPP) for selected public investments. It is expected that there will be demand for more innovative interventions in terms of green growth and climate resilience, and private sector participation. These projects mark only the start for urban development under GMS. It is expected considerable more projects will be undertaken as part of operationalizing the new GMS Strategic Framework in the medium term.

¹ ADB. 2011. The Greater Mekong Subregion Economic Cooperation Program Strategic Framework. Manila.

² ADB. 2012. The Greater Mekong Subregion (GMS): Towards a Strategy for Urban Development. Manila (TA 8042-REG).

OBJECTIVES

5. The GMS Task Force for Urban Development will:
 - provide an initial platform and mechanism for exchange of national and regional policies and strategies in the urban sector, particularly in relation to strengthening regional cooperation and integration, and development of GMS corridors;
 - assess the desirability and viability of establishing a GMS Urban Working Group (WG) or other suitable subregional platforms for addressing regional issues in urban development;
 - if necessary, prepare a Terms of Reference for the WG, proposed participants, organization, and other institutional arrangements; and.
 - facilitate knowledge exchange and promote peer review and cross learning and experience exchange through organization of a regional conference on urban development, and conduct of national consultations on lessons learnt from urban sector efforts.

ACTIVITIES

6. To achieve the above-mentioned objectives, the Task Force will initiate and coordinate the following activities:
 - a. Undertake national consultations to review national and regional efforts in the urban sector and gather lessons learned from these experiences;
 - b. Identify or review urban development projects with regional implications (cross-border activities; development of regional hubs; standardization of urban environmental targets; city marketing) for further development of the GMS corridors and inclusion in the GMS Regional Investment Framework;
 - c. Facilitate preparation of proposed regional conference in 2013 through providing feedback on conference agenda, content, participants and other preparatory steps, and help organize logistics as necessary in respective own country of members;
 - d. Contribute to development of a website that will serve as a virtual venue for cross learning and information sharing; and
 - e. Meet before the Fifth Economic Corridors Forum (ECF5) and prepare a report to be approved by GMS Senior Officials' Meeting prior to presenting to the ECF5, tentatively scheduled in August 2013 in Thailand.

SUGGESTED TASK FORCE MEMBERS

7. It is proposed that each GMS country nominate 3 persons to the Task Force, headed preferably by the GMS National Coordinator (NC + 2). The suggested members of the Task Force are medium/high level official (DDGs/ DGs) of relevant ministries. It is also suggested that three persons from ADB also join the Task Force.

8. Within each country, the TF may be supported by an Urban Support Group (USG) to facilitate domestic consultations. Representatives in the USG may be drawn from relevant agencies such as Ministries of Public Works and Transport, Urban Planning and Construction, Land Management, Environment, Economics and Finance, and Planning and Investment of Cambodia, PRC, Lao PDR, Myanmar, Thailand and Viet Nam. The USG can also draw upon academic or urban research institutions based in the country. The scope of the USG, if established, would be to conduct local studies on progress of GMS related urban projects, and to convene events locally.

REGIONAL RESOURCES

9. To support the Task Force, the following resources shall be allocated:
- Chair: Host country's Lead Task Force member (Host is on rotation basis among GMS countries, in alphabetical order starting with Cambodia.)
 - Co-Chair: Director SEUW
 - Secretariat: SERC and SEUW in coordination with SEER and SETC

COORDINATION AND SUPPORT

10. Coordination and support for the Task Force's activities from the ADB will be done through the Urban Development and Water (SEUW) and Regional Cooperation (SERC) Divisions of the Southeast Asia Department (SERD)

TERMS OF REFERENCES

National Resource Persons on Country Level GMS Urban Development Strategies

Background

1. The Greater Mekong Subregion (GMS) Economic Cooperation Program comprises Cambodia, PRC through the provinces Yunnan and Guanxi, Lao PDR, Myanmar, Thailand and Viet Nam was established in 1992. As of 2011, the GMS Program has financed 57 public investment projects in the GMS countries totaling about \$15 billion. With the GMS program starting its third decade, the leaders of GMS countries adopted a new Strategic Framework 2012-22 at their 4th Summit meeting in Myanmar in December 2011.

2. To operationalize the new Strategic Framework, a comprehensive pipeline of new investment projects is being developed with the help of the Asian Development Bank. As part of this initiative, the ADB assisted the GMS countries in the formulation of an approach towards an urban development strategy³ that would focus on development of GMS transport corridors through their widening and deepening. Any urban development strategy for GMS would need to have a multisector approach so as to integrate and interrelate the development of other sectors such as transport, natural resources, agriculture, small and medium enterprise development, and water.

3. This Terms of Reference (TOR) is meant for national resource persons who will help their national government and their National Task for Urban Development to put together a draft Urban Development Strategy for GMS Corridors. Six separate assignments will be undertaken for Cambodia, PRC (provinces Yunnan and Guanxi), Lao PDR, Myanmar, Thailand and Viet Nam.

Objectives

4. The objective of this assignment is to draft an urban development strategy for the GMS corridors of the respective GMS country. The draft strategy document shall reflect national priorities and shall form the base document for discussions at national level and among GMS countries. The draft strategy document shall contribute to the formulation of investment proposals under the Regional Investment Framework (RIF).

Activities

5. The consultant will elaborate a draft urban development strategy for the GMS corridors of the respective GMS country, taking into account the following dimensions:

- Parameters of national urban development strategy and urban development targets;
- Economic and environmental conditions of towns on existing GMS corridors,
- Identification of existing investment needs (environmental infrastructure and economic infrastructure);

³ ADB. 2012. The Greater Mekong Subregion (GMS): Towards a Strategy for Urban Development. Manila (TA 8042-REG).

TERMS OF REFERENCES

National Resource Persons on Country Level GMS Urban Development Strategies

Background

1. The Greater Mekong Subregion (GMS) Economic Cooperation Program comprises Cambodia, PRC through the provinces Yunnan and Guanxi, Lao PDR, Myanmar, Thailand and Viet Nam was established in 1992. As of 2011, the GMS Program has financed 57 public investment projects in the GMS countries totaling about \$15 billion. With the GMS program starting its third decade, the leaders of GMS countries adopted a new Strategic Framework 2012-22 at their 4th Summit meeting in Myanmar in December 2011.

2. To operationalize the new Strategic Framework, a comprehensive pipeline of new investment projects is being developed with the help of the Asian Development Bank. As part of this initiative, the ADB assisted the GMS countries in the formulation of an approach towards an urban development strategy³ that would focus on development of GMS transport corridors through their widening and deepening. Any urban development strategy for GMS would need to have a multisector approach so as to integrate and interrelate the development of other sectors such as transport, natural resources, agriculture, small and medium enterprise development, and water.

3. This Terms of Reference (TOR) is meant for national resource persons who will help their national government and their National Task for Urban Development to put together a draft Urban Development Strategy for GMS Corridors. Six separate assignments will be undertaken for Cambodia, PRC (provinces Yunnan and Guanxi), Lao PDR, Myanmar, Thailand and Viet Nam.

Objectives

4. The objective of this assignment is to draft an urban development strategy for the GMS corridors of the respective GMS country. The draft strategy document shall reflect national priorities and shall form the base document for discussions at national level and among GMS countries. The draft strategy document shall contribute to the formulation of investment proposals under the Regional Investment Framework (RIF).

Activities

5. The consultant will elaborate a draft urban development strategy for the GMS corridors of the respective GMS country, taking into account the following dimensions:

- Parameters of national urban development strategy and urban development targets;
- Economic and environmental conditions of towns on existing GMS corridors,
- Identification of existing investment needs (environmental infrastructure and economic infrastructure);

³ ADB. 2012. The Greater Mekong Subregion (GMS): Towards a Strategy for Urban Development. Manila (TA 8042-REG).