

**Greater Mekong Subregion (GMS)  
Fourth Meeting of the GMS Urban Development Task Force  
18–19 August 2015, Nay Pyi Taw, Myanmar**

**Summary Proceedings**

**I. Introduction**

1. The Fourth Meeting of the GMS Urban Development Task Force was held in Nay Pyi Taw on 18–19 August 2015. The objectives of the meeting were to (i) discuss the applicability of “city competitiveness” as a cross-cutting theme in the GMS, as a way to enhance subregional cooperation and connectivity in accordance with the draft GMS Urban Development Strategic Framework; (ii) illustrate the concept by focusing on existing and planned initiatives along a sample border area; (iii) share updates from the Seventh GMS Economic Corridors Forum and other GMS activities, including GMS Urban Task Force member participation at the 21st Annual Meeting of the GMS Working Group on Environment in June 2015; and (iv) discuss other matters (confirm the Urban Development Chapter of the First Progress Report on the GMS Regional Investment Framework – Implementation Plan (RIF-IP); finalize the Technical Note on Cross Border Economic Zones (CBEZs) / Special Economic Zones (SEZs), and preparations of the Fifth Meeting of the Urban Task Force). The meeting agenda is provided in **Appendix 1**.

2. The meeting was chaired by H.E. Tun Tun Naing, GMS National Coordinator, Permanent Secretary and Director General, Foreign Economic Relations Department, Ministry of National Planning and Economic Development, Myanmar. The Meeting was co-chaired by Ms. Tatiana Gallego-Lizon, Director, Urban Development and Water Division (SEUW), Southeast Asia Department (SERD), Asian Development Bank (ADB). GMS Urban Development Task Force members from Cambodia, People’s Republic of China (PRC), Lao People’s Democratic Republic (PDR), Myanmar, Thailand, Viet Nam and ADB attended the event. The list of meeting participants is provided in **Appendix 2**.

**II. Opening Session**

3. H.E. Tun Tun Naing formally opened the meeting by welcoming all delegations to Myanmar. He recognized ADB’s role in supporting activities in the GMS region and emphasized the importance of the urban development task force in enabling urban development and strategic planning. He highlighted the progress made on the GMS urban development strategic framework, which is due for endorsement at the 20th GMS Ministerial Conference in September 2015. He encouraged participants to actively participate in the sessions, and wished all participants fruitful and productive discussions.

4. In her opening statement, the Co-Chair welcomed participants to this milestone meeting, as the task force moves from developing the GMS urban development strategic framework towards exploring its application and implementation. She highlighted recent achievements of the task force, including reaching agreement on the draft GMS Urban Development Strategic Framework, which will be presented at the 20th GMS Ministerial Conference for endorsement in September; and the prioritization of investment and technical assistance under the framework by member countries. She highlighted that the ADB and GMS Secretariat have drafted a capacity development and technical assistance for cross-border zones for discussion and endorsement during the meeting. The theme for the meeting, “competitiveness cities”, is the first cross-cutting theme in the GMS Urban Development Strategic Framework.

5. The head delegates from each country were then asked to provide brief statements. Mr. Iv Lim of Cambodia highlighted the opportunity provided by this forum to learn from experiences from other countries, and urged participants to use such opportunities to walk “hand-in-hand” towards economic development in the region. Ms. Huang Weibo of PRC welcomed the use of the GMS Urban Development Task Force as a platform for the GMS member countries and the ADB to discuss policies and experiences, and to promote training and capacity development. She emphasized that the Chinese government has paid high attention to urbanization issues, including through the recent National New-type Urbanization Plan (2014-2020), and that cities in PRC have served as rapid engines for regional growth. She highlighted both rapid progress in urbanization and the corresponding enhancement in the provision of urban services. PRC welcomes the opportunity to share lessons from these experiences through this platform. Mr. Souksakhone Phengsavath of Lao PDR expressed his thanks and appreciation for the hospitality and welcome by Myanmar and ADB, and wished the participants a fruitful meeting and discussions. Ms. Sumitra Pooltong of Thailand highlighted that the GMS Urban Task Force was very important for regional cooperation and the development of economic corridors, and that urban and town development is the next phase of developing economic corridors, building on initiatives relating to the transport corridor (the first phase) and the logistics corridor (the second phase). She highlighted that Thailand’s national urban development goals are closely aligned with the regional GMS goals. H.E. Dr. Hoang Viet Khang of Viet Nam emphasized the need for the urban development agenda to “catch up” with other sectors under the GMS regional cooperation agenda, and highlighted that the GMS urban development strategic framework has helped to set the stage for achieving this. He also highlighted the need to refine and harmonize definitions of Special Economic Zones (SEZs), Border Economic Zones (BEZs), etc., including as part of the Ministerial meeting.

6. In his statement, Winfried Wicklein, Country Director, ADB Myanmar Resident Mission, expressed his pleasure at being able to participate in this important forum. He highlighted that Myanmar is currently undergoing a historic transition towards opening its trade and borders, developments that are particularly relevant for regional cooperation. The East-West Economic Corridor is becoming a reality, which will facilitate investment, trade and movement of goods and people within the sub-region. Ongoing and planned initiatives supported by the ADB in Myanmar include roads, corridor town development, rural livelihoods development and social protection (including HIV protection). These initiatives will contribute towards opportunities for Myanmar to leverage its strategic location, which connects the GMS sub-region with Central Asia, including through the Central Asia Regional Economic Cooperation (CAREC) program, and South Asia, including through the South Asian Subregional Economic Cooperation (SASEC) program.

### **III. Session 1: Results of the GMS Seventh Economic Corridors Forum (ECF-7)**

7. Ms. Pinsuda Alexander, Economist, Regional Cooperation and Operations Coordination Division (SERC), SERD, ADB presented the results of the GMS Seventh Economic Forum (ECF-7), held in Kunming, Yunnan, China on June 11, 2015. She presented brief summaries and highlights from each of the six sessions of the forum, whose theme was “Fostering Pragmatic Cooperation Towards the Future of GMS Economic Corridors”.

- Session 1: Revisiting the GMS Economic Corridors Strategies and Action Plans (SAPs);
- Session 2: Moving Forward with GMS Section Specific Concept Plans (SSCPs), which included a discussion on a section of the Southern Economic Corridor between Moc Bai (Viet Nam) and Bavet (Cambodia);
- Session 3: GMS Cross-border E-Commerce Cooperation Platform; a framework for which was proposed by the PRC and welcomed by the other GMS countries;

- Session 4: The Next Phase of Transport and Trade Facilitation in the GMS; which focused on support in three core areas, namely (i) expanding transport and traffic rights along GMS corridors, (ii) modernizing customs and border management and (iii) support for enhanced transport and logistics;
- Session 5: Special Economic Zones, which acknowledged SEZs as a major element in economic corridor development, and highlighted the need to clarify their definition; and
- Session 6: Urban Development Strategic Framework (2015-2022), which was welcomed by countries and is slated as a key deliverable of the 20th GMS Ministerial Conference.

8. She concluded by sharing highlights of the joint statement from ECF-7.<sup>1</sup> A copy of Ms. Alexander's presentation is provided in **Appendix 3**.

## Discussions

9. The Chair encouraged the participants to comment, express their views or seek clarification on the key discussion points from the presentation.

10. The PRC delegation thanked the ADB for the presentation, and noted that it was evident that the different platforms under the GMS were working in strong synergy. The Viet Nam delegation highlighted that the "Cross-Border Economic Zones" concept is far away from reality, as it is very challenging to implement. The delegation encouraged the use of "Cooperation of Border Economic Zones" (which would also shorten to "CBEZ") as a goal that would be more achievable. The delegation from Thailand emphasized that pre-conditions for cross-border economic zones are generally favourable, and are moving towards reality. The Lao PDR delegation highlighted the need to harmonize terms and definitions. The ADB delegation encouraged participants to discuss this issue further as part of Session 7 (refer below).

## IV. Session 2: Presentation on Competitive Cities and City Clusters in the GMS

11. Ms. Tatiana Gallego-Lizon, Director, SEUW, SERD, ADB presented some basic concepts and definitions associated with competitive cities and city clusters in the GMS. A copy of Ms. Gallego-Lizon's presentation is provided in **Appendix 4**. The presentation covered the role of city competitiveness and rapid urbanization, provided an overview of the ADB's Cluster-Based City Economic Development (CCED) tool, CCED experience in Asian countries, and opportunities for enhanced competitiveness in the GMS. She also presented case studies that highlighted the lessons learned from the application of CCED principles and tools to cities in South Asia, and the opportunities for city competitiveness initiatives moving forward.

## Discussions

12. During the discussion, the Viet Nam delegation highlighted the need to harmonize definition of key terms associated with city competitiveness, as these may vary across countries. For example, the term "cluster" in Viet Nam could also refer to clusters of small, traditional industrial villages. The delegation sought clarification on the meaning of the term "city cluster development" from the ADB's perspective. The ADB clarified that the case studies presented focused on two types of clusters, "urban clusters" (which focus on spatial planning and development) and "industrial clusters" (which focus on industrial activities and how they

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<sup>1</sup> The joint statement can be accessed at the following link:  
<http://www.adb.org/news/events/seventh-gms-economic-corridors-forum-ecf-7>

come together). The PRC delegation asked to learn more about the CCED approach, and asked if there were specific indicators in the framework for measurement for environment and sustainability aspects, such as cultural heritage. The ADB clarified that the toolkit is intended as a flexible tool, and as such could be tailored and further developed to incorporate these aspects. The Thai delegation shared that as Thailand moves from middle-income to high-income country, dynamics and dimensions are changing significantly, which has led to the realization that a demand-driven (rather than a supply-driven) approach will be increasingly important for effective cluster development.

## **V. Session 3: Country Perspectives on the application of Competitive Cities in the GMS—Presentations by member country representatives**

13. Prior to the task force meeting, countries were requested to present their perspective on the application of competitive cities, to address the following topics: (i) Definition of city competitiveness (Is there a common definition? What is a suggested working definition?); (ii) Characteristics of a competitive city (What are some characteristics that can be used to describe a competitive city?); (iii) Challenges and success factors that drive city competitiveness (What are some of the challenges that your country faces in developing the competitiveness of a city? What are some of the success factors that drive a city to become competitive?); (iv) Role of competitive cities in the GMS (What are your country views on the role of competitive cities in the GMS? How would like to see this concept develop in the GMS? Do you have any examples of competitive cities or city cluster development that can be shared?) and (v) Collaboration with other GMS sector initiatives (Which GMS sector initiatives or working groups would it be important to work with in developing this idea of city competitiveness? What are some areas for potential collaboration with other GMS sector initiatives?).

### **Cambodia**

14. Dr. Meng Bunnarith presented Cambodia's perspective on competitive cities, and presented a definition from the 2014 World Economic Forum, which focused on "the set of factors – policies, institutions, strategies and processes – that determines the level of sustainable productivity of a city", where "sustainability encompasses economic, environmental and social issues." Characteristics such as location and size, entrepreneurship, foreign direct investment and industry, social cohesion, leadership and governance, regional connectivity, human resources (i.e. skills) and technology were cited as important factors for a city to be competitive. Key challenges facing competitive cities in Cambodia include institutions and governance, the policy environment, human capital and development, infrastructure (hard), financing, and the emergence of the country from civil strife. Success factors that can drive city competitiveness include political stability, decentralization and deconcentration (D&D), investment law and policies, connectivity (including infrastructure such as seaports), natural resources, cluster-based development (such as Special Economic Zones) and the links between urban development and GDP growth. The delegate noted that more than 90% of the country's population was living in less than 40% of the country's territory, with the highest population densities in and around Phnom Penh. An overview of the policy environment relating to rural-urban development, the role of competitive cities in the GMS and collaboration with other GMS sector initiatives was also presented. A copy of Cambodia's presentation is provided in **Appendix 5**.

### **PRC**

15. Mr. Lei Zhuning, Specialist from the Yunnan Provincial Government, gave the presentation on behalf of PRC. The delegate highlighted three aspects of city competitiveness: (i) urban general economic competitiveness (an ability of a city to create value); (ii) urban livable



and business-friendly competitiveness (a city's ability to attract economic entities) and (iii) urban sustainable competitiveness (a city's ability to compete in the long-term). He emphasized that Chinese research organizations had defined an index and ranking system used to rank Chinese cities. PRC's urbanization is now in a period of reform and transition, as the former factor-driven mode of economic development featuring fast growth and expansion of scale is no longer sustainable. He emphasized that an ideal competitive city should not necessarily be large in scale, but rather be based on competitive advantages. The delegation emphasized that developing the competitiveness cities concept in the GMS requires an understanding that (i) economic competitiveness is not the only focus, and that (ii) coordination of cities at different levels of development is necessary. A case study for the Central-Yunnan City Cluster, which comprises Kunming and surrounding second-tier cities and incorporates integration along six dimensions (infrastructure, industrial development, market system, social development, urban planning and environmental protection) was presented. A copy of PRC's presentation is provided in **Appendix 6**.

## **Lao PDR**

16. Mr. Noupheuak Virabouth, Deputy Director General, Department of Housing and Urban Planning, Ministry of Public Works and Transport, presented for Lao PDR. Adopting the definition from the 2014 World Economic Forum (refer above), he highlighted how six global “megatrends” – namely, urbanization, rising inequality, sustainability, technological change, industrial clusters and global value chains, and governance – were affecting Lao PDR. A four-part taxonomy of city competitiveness, covering institutions, policies and regulation of the business environment, and “hard” and “soft” connectivity were presented. Key challenges for Lao PDR included the need to strengthen the management and coordination between organizations involved in urban development; constraints such as skills shortage, inadequate and high-cost basic infrastructure, low level of technology, and the absence of sea ports; and the challenge of developing mining and hydropower to sustain current growth in the manufacturing and service sectors. Other challenges include improving the ease of doing business, addressing traffic issues and constructing regional highways, improving transport and trade facilitation (including through capacity building and upholding relevant laws and regulations), and defining the mechanism for involvement in the ASEAN Economic Community. Success factors include the country's strategic location and opportunities to participate in the sub-regional, regional and global economic networks; an emphasis on improving commercial production, exports, and market linkages under the National Growth and Poverty Eradication Strategy; and political support for an open market policy which has resulted in increasing foreign and domestic investments as well as increased foreign aid and assistance. Competitive cities were viewed as driving forces of national economic development. A copy of Lao PDR's presentation is provided in **Appendix 7**.

## **Myanmar**

17. Aye Aye Myint, Director of Urban and Planning division, Ministry of Construction presented the Myanmar perspective. Her presentation emphasized that Myanmar does not yet have a common definition of city competitiveness, but utilizes a working definition based on attractiveness for investment, attractiveness of intellectual talents, and resilience, based on which characteristics for competitive cities can be developed. Key challenges in developing competitiveness cities in Myanmar include weak linkage between economic and spatial development; a lack of a strong or specific spatial policy; weak coordination; weak institutional, legal and governance mechanisms and a lack of strong mechanisms for private sector participation; challenges in human resources and capacity; and disaster risk reduction and resilience. She highlighted that the recent opening up of the country, economically, politically and socially provided for significant opportunities, including in four identified economic corridors,

two growth poles, six nodes and twenty key hubs. Myanmar views competitive cities as cities that serve as growth poles, hubs and nodes that will bring inclusiveness and reduce poverty, and also catalysts of sustainable development in rural and urban areas. Examples of tourism city cluster development and border trade city cluster development were presented. Areas for potential collaboration with other GMS sector initiatives include connectivity, tourism, HR development, cross border planning and collaboration, and the environment. A copy of Myanmar's presentation is provided in **Appendix 8**.

## **Thailand**

18. Ms. Sansanee Srisukri, Expert on City Planning Analysis, Department of Public Works and Town & Country Planning, Ministry of Interior gave the presentation for the delegation of Thailand. She discussed that the common definition of city competitiveness includes aspects on better living conditions, social cohesion, economic sustainability, and environmental sustainability. She also noted that the national committee addressing competitiveness in Thailand, which includes a focus on economic clusters and the physical environment. In terms of a suggested working definition, she proposed that a competitive city has better physical conditions (infrastructure, public facilities, livable/pleasant atmosphere), a local administration with a far-sighted view (i.e. towards long-term goals) and is able to identify critical environmental problems in the city. In terms of characteristics, a competitive city is one that is responsive to tackle crises (including natural disasters and climate change), can harmonize with nature, can involve public-private partnerships, have mechanisms to drive social enterprises, social business and SMEs, and can constantly be learning and involving to spur ideas, entrepreneurship, innovation and growth. Key challenges for Thailand included the need for a far-sighted and long-term perspective, the need to have efficiency community and municipal services, the need to enhance the environment for doing business, and the need to control and address serious environmental pollution. Conversely, keys to success include vision and governance, entrepreneurship, socialization, and social cohesion. Thailand's view on the role of competitive cities in the GMS including those cities that can successfully attract foreign investments, that can be "green" and "creative", and that have a strong public-private collaboration. She stressed, however, that the role of a city can vary significantly within and across different countries. Areas to develop this concept further could include Duo-Cities (i.e. for cities to work together so as to aggregate their actions to address common problems such as water pollution, solid and/or toxic waste management). The delegate stressed the need for collaboration and action around specific issues, to support entrepreneurship, SMEs and social business, to develop creative solutions that go beyond resources (e.g. biodiversity, tourism, etc.) and to promote urban revitalization. The delegate encouraged the GMS Urban Task Force to collaborate with the environment, transportation and agriculture working groups. A copy of Thailand's presentation is provided in **Appendix 9**.

## **Viet Nam**

19. Ms. Luong Thi Hong Hanh, Deputy Director General, Department of Infrastructure and Urban Center, Ministry of Planning and Investment, gave the presentation on behalf of the Viet Nam's delegation. Ms. Hanh stated that there was no common definition for competitive cities in Viet Nam, and proposed a working definition as "the degree to which cities can produce goods and services which meet the test of wider regional, national and international markets, while simultaneously increasing real incomes, improving the quality of life for citizens and promoting development in a manner which is sustainable." The strong competition between cities and provinces in Viet Nam to attract foreign investment and create growth poles was highlighted, as well as progress and results from the last 20 years. Ms. Hanh gave an overview of the Provincial Competitiveness Index (PCI) which has been applied in Viet Nam since 2006 and utilizes ten different sub-indices that capture key dimensions of the local business

environment that can be directly influenced by the actions and attitudes of provincial officials. Viet Nam's progress in attracting projects to industrial zones, coastal economic zones, and bordering economic zones were highlighted. Key challenges related to city competitiveness in Viet Nam include a "one-size-fits-all" approach to urban planning, insufficient and ineffective infrastructure, a lack of housing and urban amenities, and deficiency of skilled labor. She also highlighted the "unhealthiness of the business environment", including issues related to governance. In terms of successes, Ms. Luong pointed to the importance of location, a long-term vision, city marketing, strong leadership, availability of capital, and other factors had contributed to successful competitive cities such as Da Nang. The delegation expressed the role of competitive cities in the GMS being to "lead the regions' economic performance", and have a higher level of affluence and potential to attract investments. She emphasized that competitive cities in the GMS can take many forms, including major metropolitan areas, cities with specialized roles (e.g. based on tourism potential and/or location in coastal, border or highland areas), clusters and smart cities. She proposed a large set of working groups and areas where further collaboration across the GMS sectors was possible. A copy of Viet Nam's presentation is provided in **Appendix 10**.

## **VI. Session 4: Discussion to Synthesize Country Perspectives**

20. The chair invited different participants to share their views on the presentation. The co-chair shared some potential questions for discussion, including whether this forum should seek a common definition of city competitiveness for all GMS countries, what kind of role the GMS urban task force should play for piloting activities, and what opportunities for knowledge sharing and exchange may exist.

21. The Viet Nam delegate commented that the definition of competitive cities is more common in a European rather than the Asian context, noting that a set of guidelines or indices to compare Asian cities on their competitiveness would be very useful. The Chinese delegation noted that to reach a common definition across countries may be difficult, but that it was important to continue sharing knowledge across the GMS countries. Noting the challenges of developing a common definition of competitive cities, the Thai delegation remarked that a harmonized approach and direction for the competitive cities agenda for GMS countries may be most useful.

22. The chair encouraged the countries to continue to coordinate, cooperate and brainstorm on these issues. The co-chair mentioned the possibility of a working paper that could explore future directions for competitive cities and city cluster development in the GMS region in greater depth, and requested the countries to keep this option in mind over the course of the meeting.

## **VII. Session 5: Overview on the Cross-border Economic Activities along Urban Centers along Myanmar-Thailand border.**

23. The Co-Chair introduced the session on cross-border economic activities in urban centers along the Myanmar-Thailand border. Anupma Jain, Senior Social Specialist, SEUW, SERD, ADB gave an overview of the presentations in Session 5, and requested each presenter to make their presentations.

### **Session 5a: Presentation on the Pilot Initiative on the GMS Economic Corridors Section-Specific Concept Plans: EWEC Section between Myawaddy–Mae Sot.**

24. Ms. Pinsuda Alexander, Economist, SERC, SERD, ADB presented the economic corridors section specific concept plans, whose objectives were to initiate planning processes for conceptual development plans, promote a bottom-up, participatory planning process, and

adopt a broad, multi-sectoral approach so that the concept plans could serve as a basis for future regional and cross-border planning and provide inputs to the ongoing corridor projects. Three pilot locations, one in each of the three major economic corridors, were selected. These were Bavet, Cambodia– Moc Bai, Viet Nam (Southern Economic Corridor), Mae Sot, Thailand – Myawaddy, Myanmar (East-West Economic Corridor) and Jinghong, PRC–Luang Namtha, Lao PDR (North-South Economic Corridor). Key inputs and tools for the study included cross-border planning task forces, multi-sectoral SWOT (Strengths, Weaknesses, Opportunities, Threats) analyses, spatial multi-criteria assessments, and linkages with other ongoing projects and GMS priority projects. Two workshops in the Bavet–Moc Bai border area and the Mae Sot–Myawaddy border area have already been held, with a third workshop planned in the Jinghong–Luang Namtha border area. Initial observations from the workshop include the need to (i) leverage business-to-business relationships to enhance trade and investment; (ii) address transnational issues including communicable diseases, single-stop inspection and customs control area, and flood control; and (iii) strengthen cross-border and inter-agency coordination. Next steps for this initiative will be to share and verify the concept plans through national workshops, link with key local, national and sub-regional plans where possible, identify key stakeholders and their roles, and undertake comprehensive master planning to draw out top priorities for development and the best modality or financing approach. A copy of Ms. Alexander's presentation is provided in **Appendix 11**.

#### **Session 5b. Presentation on the GMS East-West Economic Corridor Eindu to Kawkareik Road Improvement Project**

25. Mr. James Leather, Principal Transport Specialist, Transport and Communications Division (SETC), SERD, ADB presented the Eindu Kawkareik Road Improvement project, which covers a 66.4 km section of the AH1 road between Eindu and Kawkareik in Kayin State, Myanmar. This road carries about a quarter of Myanmar's land-traded goods. Key features of the project include a design speed of 80 kilometers per hour, raising the road to avoid annual flooding and providing year round access, widening and straightening the road to improve safety (particularly at dangerous corners), separating motorcycles from trucks and cars, and improved safety features such as lighting and crossings in key locations (schools, markets etc.). The project would improve connections from Myanmar to Thailand and beyond, improve connection to and within Kayin State, reduce travel time and transport costs, manage floods and provide year-round access and improve road safety. He emphasized that such improvements are linked closely to competitiveness in cities, as it affects the ability of a company locating in a Special Economic Zone, for example, to reliably plan on the time and costs associated with accessing or transporting goods. A copy of Mr. Leather's presentation is provided in **Appendix 12**.

#### **Session 5c. Presentation on the Third GMS Corridor Towns Development Project**

26. Ms. Eri Honda, Principal Urban Development Specialist, SEUW, SERD, ADB presented on the Third GMS Corridor Towns Development Project, which will focus on the three towns of Mawlamyine, Hpa-An and Myawaddy, all located along the GMS East-West corridor in Myanmar. The project will focus on improved basic infrastructure (solid waste management and water supply), enhanced city competitiveness (through heritage protection, industrial zone infrastructure and joint spatial development planning) and project implementation and management support. Her presentation focused on the project activities in Myawaddy, which is located along the Myanmar-Thailand border. The strategic regional context for the project includes improved links between and access to Yangon (and its international airport), the Indian Ocean, Thailand (and beyond), and the South of the country. Specific strategic issues to be addressed for each town were presented. For Myawaddy, a Section-Specific Concept Plan (refer Session 5a) for the Mae Sot–Myawaddy border area would provide an overall vision for

the border area. The project also includes a focus on increasing economic activity by increasing interest in heritage buildings. A copy of Ms. Honda's presentation is provided in **Appendix 13**.

#### **Session 5d. Presentation on Activities Planned on the Thailand side of the Border**

27. Ms. Sumitra Pooltong, Strategic Planning Expert, National Economic and Social Development Board of Thailand presented on activities under the Special Economic Zone Development on the Thailand side of the border. She began her presentation with an overview of the Special Economic Zone (SEZ) model in Thailand, which consists of (i) border SEZs, and (ii) inland area SEZs, which comprise (a) industrial clusters, (b) serviced innovation and (c) tourism/free zones. The 10 target areas being supported under the first (2015) and second (2016) phase of SEZ development are all located in the border areas. The first priority is in Mae Sot, Tak Province, where there is strong demand from the private sector and where border trade had increased an average of almost 20% between 2009 and 2013. SEZs in Thailand are supported through tax incentives, infrastructure, labor (e.g. permission to employ foreign unskilled workers), finance, one-stop services (relating to investment; and also labor, health care and immigration) and markets (including an SEZ investor guidebook in several languages). Each proposed SEZ will target certain industries and sectors, and initial infrastructure investments (mainly towards improving transport, utilities and customs checkpoints) amount to about \$320 million in 2015-2016. It was noted that development for Mae Sot was being done in the context of an infrastructure and customs checkpoint development plan covering 2015 to 2020. A copy of Ms. Pooltong's presentation is provided in **Appendix 14**.

#### **Session 5. Discussion to Synthesize Perspectives on Urban Planning and Development along Myanmar-Thailand Border Area**

28. The Co-Chair provided a brief synthesis of the four presentations in Session 5 before opening the discussion for questions and comments.

29. The Myanmar delegation emphasized that the initiatives presented were well-targeted and addressing key bottlenecks, and appreciated the ADB's support for these initiatives. The delegate presented an update of SEZs on the Myanmar side of the Thai border. The delegate emphasized that Myanmar was working actively on the planning and capacity building front so as to prepare for these and other pipeline investments.

30. The PRC delegation expressed appreciation for the views expressed by other delegates. The delegate reflected on the training program held with all of the GMS countries in Yunnan province, PRC, where urban planning policies, laws and systems at different levels were discussed. He noted that, from his perspective, there was not an inherent competition or contradiction between urban competitiveness and regional cooperation. In terms of competitiveness, local characteristics of cities were important; whereas in terms of regional cooperation, a free exchange of experiences and knowledge was important, particularly as natural resources were shared between countries. The delegate noted that PRC has many decades of experience in spatial development and construction, including experience from the Cluster-Based City Economic Development (CCED). This experience had demonstrated that mobility and transportation is critical to quality-of-life and economic competitiveness, as are issues such as urban regeneration, protection of the environment and balanced urban-rural development. The delegation looked forward to future collaboration with the GMS countries, noting that lots of work was still needed in integrated and participatory planning, strengthening infrastructure development, and conducting strategic environmental assessments.

31. Peter Brimble, Deputy Country Director, Myanmar Resident Mission, ADB, emphasized need to ensure that large-scale infrastructure projects as part of economic corridor development

have spillover benefits for surrounding communities along the corridors, “deepening” their impact. This means ensuring that development is highly integrated, benefits surrounding communities through spillover effects, and addresses the needs of indigenous and marginalized populations. He stated that a regional approach to economic corridors had been adopted in the context of the ADB’s Country Partnership Strategy for Myanmar, and that the ADB was complimenting infrastructure investments along economic corridors with entrepreneurship development for the tourism sector and health and HIV interventions. He also noted that Thailand’s role in promoting Thai SEZs was focused more on promoting private sector involvement rather than directly financing economic zones, which was a different approach as compared to some of the other GMS countries. He requested the Thailand delegation to share their thoughts on SEZs on the Thailand-Cambodia border, which were initially proposed to be developed on the Cambodia side of the border (as most of the labor for the SEZs was expected to be from Cambodia), but more recently had been proposed for the Thai side of the border.

32. The Thai delegation noted that a co-production approach was being taken along the border SEZ with Cambodia, as the expectation was that investors on both sides of border would be interested in developing production and value chains by locating their businesses in the SEZ. Thailand discussed history of the EWEC, noting that the Mawlamyine deep sea port in Myanmar had featured in the early discussions around the extension of the EWEC into Myanmar. The delegate requested clarification on what the status and current thinking about the deep sea port was.

33. The ADB delegation noted that the port at Mawlamyine had been further studied and found not to be as suitable as it was not deep enough and because access to alternative ports was being improved (through the rehabilitation of key roads). The Myanmar delegation confirmed that there was not enough water depth at Mawlamyine to construct a deep sea port, and provided further details and progress on the ports that were being studied and developed.

34. The chair closed the first day of the meetings after this session.

## **VIII. Synthesis of the Day 1 Session**

35. The second day of the meeting was chaired by H.E. Tun Tun Naing GMS National Coordinator, Permanent Secretary and Director General, Foreign Economic Relations Department, Ministry of National Planning and Economic Development, Myanmar. The Meeting was co-chaired by Ms. Tatiana Gallego-Lizon, Director, Urban Development and Water Division (SEUW), Southeast Asia Department (SERD), Asian Development Bank (ADB). H.E. Tun Tun Naing formally opened the second day of the meeting by welcoming all participants.

36. Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB, provided a synthesis of the discussions during the first day as follows:

- Results of the GMS Seventh Economic Corridors Forum (ECF-7);
- Presentation on Competitive Cities and City Clusters in the GMS;
- Country perspectives on competitive cities;
- Application of ‘competitive cities’ to the EWEC, which included a look at city cluster development

37. The following key take away points were emphasized:

- Set the stage for looking at the cross-cutting theme of ‘competitiveness’ within the ‘transformation process of transport corridors to economic corridors’.

- Regional cooperation and connectivity is necessary for city competitiveness along an economic corridor.
- Deepened discussions and links with the paper presented at the 2<sup>nd</sup> GMS Urban Task Force meeting entitled “Urban Development in the GMS: The Role of Cities in Promoting GMS Sustainability and Competitiveness” (January 2014).
- Joint planning exercises brought together national and local authorities to discuss planning, infrastructure needs and economic objectives of a specific section of a corridor or border towns.
- A city cluster approach can help a country harness its comparative advantage, strengthen industrial links, and generate spill-over effects with a border country.
- Equally important to mitigate adverse consequences is by expanding benefits to communities along the border and protecting their interests.
- Need for simultaneous (and phased) development efforts on both sides of a border.

38. In terms of links with “Competitiveness” in the GMS Urban Development Framework, the following points were noted:

- Provision of priority infrastructure and services contributing most effectively to sustainable, inclusive growth in urban regions and corridors;
- Support for special economic zones development, particularly at border points;
- Fostering employment opportunities, particularly in respect of logistics, and major infrastructure for industry;
- Targeted investments in education and skills development; and
- Technical assistance on institutional and systems development.

39. A copy of Ms. Jain’s presentation is provided in **Appendix 15**.

#### **IX. Session 6: Update and discussions on GMS Corridor Towns Development Projects and other Initiatives**

40. Ms. Tatiana Gallego-Lizon, Director, SEUW, SERD, ADB presented an overview of progress to date on the GMS urban development activities. Her presentation highlighted key points from the detailed background document for this session that was provided to all participants. Her presentation covered (i) investments and (ii) technical assistance. In terms of investments, the corridor town development projects (CTDP) were ongoing in Cambodia, Lao PDR and Viet Nam. As evidenced by low disbursement figures, progress has been slow, with key challenges relating to implementation capacity and slow project start-up. Lessons from these experiences have informed the design of the second and third phase CTDP projects. The second phase projects in Cambodia, Lao PDR and Viet Nam are due to commence in 2016, while the third phase project in Myanmar is under preparation. The geographical focus of the fourth phase, whose preparation is due to commence in 2016, is still to be decided. In terms of technical assistance (TA), the TAs presented addressed key urban development issues in the GMS and informed ongoing or future investment projects. Ongoing TAs cover project preparation for the 3rd Corridor Towns Development Project in Myanmar, climate resilience in the GMS, climate change mitigation initiatives to benefit women and GMS livelihood support for corridor towns. A capacity development technical assistance (CDTA) on Economic Zones in border areas is under preparation, and is in the focus of Session 7. A copy of Ms. Gallego-Lizon’s presentation is provided in **Appendix 16**.

#### **X. Session 7: Proposed Technical Assistance on Capacity Development for Economic Zones in Border Areas**

41. Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB, presented the proposed TA on Cross Border Economic Zones. Her presentation gave an overview of the proposed TA, the history and consultations leading to its development, the background and rationale behind the focus on border areas, and proposed areas for discussion. She noted that the concept of cross-border economic zones had been discussed since before the 6<sup>th</sup> GMS Economic Corridor Forum in August 2014, and had been further elaborated in consultations and discussions in 2014 and 2015. Border areas have been seen as a weak link for the economic corridors agenda, and are becoming increasingly important as trade and investment flows in the region increase. Developing cross border economic zones are expected to enhance intra-GMS trade and investment, generate spill-over effects (i.e. economic benefits of increased trade) between the two countries sharing a common border, and play an important role in economic and infrastructural integration. Several challenges to making this concept a reality were noted, including how management of industrial and urban services, and related issues such as cost recovery, would be managed in border areas. Conversely, success factors such as infrastructure, existing cross-border synergies, favorable legal and regulatory environment and incentives, competitive advantages, livability and coordinated governance and professional zone management can be used to determine the nature of economic zone development and the levels of intervention required for each priority border point identified. Developing this concept further required action planning, joint planning and management, and eventually linking these to investments. She further noted that the TA will pave the way for essential diagnostic studies and capacity development for subsequent investment through the 4<sup>th</sup> GMS CTD in 2018.

42. She proposed the following key areas for discussion and confirmation:

- **Impact:** Enhanced economic and infrastructural integration of urban centers in the border areas for regional corridor development and cooperation in the Greater Mekong Subregion (GMS).
- **Outcome:** Strengthened capacity of priority border area institutions to prepare and implement the next generation corridor towns development project in 2018.
- **Outputs:**
  - i) Scoping study of potential cross-border economic zones in the GMS is completed.
  - ii) Cross-border economic zones action plan for selected border areas is adopted.
  - iii) Comprehensive institutional development and capacity development program is developed and implemented.
  - iv) Flagship program for the GMS CTD IV is defined and applied.
- **Budget and financing:**
  - i) TA \$900,000 (ADB TA and PRC Regional Poverty Reduction and Cooperation Fund).
  - ii) Government contribution: counterpart staff, meeting or workshop rooms, and other in-kind contributions (value ~ 10% of TA cost).
- **Implementation:**
  - i) Government focals : GMS National Coordinators (or delegated representative).
  - ii) Consulting expertise: To include seven international specialists and GMS national research coordinators or associates.
- **Terminology**
  - i) Border economic zones, or
  - ii) Economic zone development in border areas, or
  - iii) Cooperation in border economic zones.



- **Views on the 4th GMS CTD**

43. A copy of Ms. Jain's presentation is provided in **Appendix 17**.

44. The Co-Chair provided a brief overview of Sessions 6 and 7, and requested comments from each delegation on the key areas for discussion.

#### **Viet Nam**

45. The Viet Nam delegation noted that the ADB's investment generally supported the impact, outcomes and outputs of the TA, and suggested that a reference to the border areas covered be included. The delegation noted the need for more streamlined coordination with respect to the inclusion of GMS investments as part of country programming, adding that the division and project officer responsible, and their contact information, should be clearly communicated. The delegation noted that in order to be effective, consultants would need to have access to the right data and information, and as such the domestic consultant should be carefully selected. The need for allocating resources for facilitating the work of the consultants, such as meeting rooms and local transportation costs, was noted. The delegation suggested that the ADB financing versus government financing for the TA should be clearly delineated, with clarity on what part of the government financing will be in-kind and what part will require financing. For a regional TA with many governments, the arrangements for such domestic financing is on a volunteer basis, and may be different depending on what kind of support each government is able to provide. Implementation arrangements should be broader than just the GMS national coordinators, and should include a role for the GMS national secretariat. In terms of terminology, he proposed the use of "Cooperation in Border Economic Zones" rather than "Cross-Border Economic Zones", noting that the acronym for both terms was the same (i.e. CBEZ). The delegation was generally supportive of the current proposal for the 4th GMS CTD.

#### **Thailand**

46. The Thailand delegation supported the impact, outcome and outputs proposed. In the impact statement, the delegation, requested that "in the border areas and towns" be added. With respect to government contributions, the delegation noted that the Thai government's contributions would be in-kind and should be indicated as such. The delegation was comfortable with the implementation arrangements. She noted that Thailand and Cambodia had a committee working jointly on what they called the "joint border economic zones". The delegation also emphasized that outputs may require varying degrees or depths of discussions, decisions and legal action, depending on the countries involved in the respective border areas. This would affect the delivery schedules for the outputs, and should be carefully considered in the design of the TA.

#### **Myanmar**

47. The Myanmar delegation expressed its interest in being an active part of the CDTA and the PPTA for the 4th GMS CTD. The delegation supported the proposed impact, outcomes and outputs. In terms of outputs for the CDTA, the delegation noted synergies between the outputs proposed and work that is proposed for cross-border economic zones in Myanmar to complement activities under the 3rd GMS CTD. The delegation noted the ~10% counterpart financing was acceptable for Myanmar, and would be further discussed once there was more clarity on how much financing was needed. The delegation found the proposed implementation arrangements and terminology suitable.

## **Lao PDR**

48. The Lao PDR delegation sought clarification on “infrastructural integration” and suggested that the term “individual border areas” be used so that it is clear that this infrastructure will be at the national level and for respective countries. The delegation had no comments on the outcome and outputs, budget and financing and implementation. In terms of terminology, the delegation was generally supportive, and proposed an alternate formulation for consideration i.e. “Border Economic Zones in Cooperation”.

## **PRC**

49. The PRC delegation is comfortable with the impact, outcome and outputs. In terms of the outcome, the PRC delegation noted that “... and implement” implied that the countries involved in the CDTA would also be involved in implementation of the 4th GMS CTD, and suggested that this language is refined and finalized as preparation for the TA continues. In terms of the outputs, the delegation sought clarification on whether the technical paper referred to in the next steps was the same as the concept paper for the CDTA. PRC is comfortable with the implementation arrangements. PRC concurred with other country delegations that the selection of the right consultants was critical. For terminology, PRC was flexible in terms of how this was formulated. The PRC noted that initiatives on border economic zones were currently underway with some of PRC’s GMS country neighbors, including Lao PDR, Viet Nam and Myanmar.

## **Cambodia**

50. The Cambodia delegation thanked all the countries for the productive discussions. The delegation supported the impact statements as currently formulated i.e. “urban centers in the border areas”, noting that Cambodia does not typically use the term “border town” in its internal documents. In terms of the outcome, the delegation requested that the word “plan” be included as follows: “to plan and prepare...” as planning was a crucial dimension of preparation that should be highlighted. The delegation requested that the government counterpart financing be carefully considered so as to ensure that the implementation support to be provided was reasonable and cost efficient. The delegation also requested that the government should provide input on the selection of the local consultant. They suggested that implementation arrangements should not refer to the GMS National Coordinator, but rather, the government institution or Ministry responsible for implementation. The delegation proposed that a joint working group on cross border areas could be established to ensure that important issues were not overlooked during the TA implementation.

## **ADB**

51. The ADB clarified that the impacts, outcomes and outputs would be revised to incorporate the comments received. The ADB noted that planning was explicitly included under the second output, which referred to cross-border action plans, and would also be highlighted in the outcome as recommended. The ADB shared that a detailed implementation schedule for the TA had been prepared, and that the timelines for key outputs was structured so as to inform the preparation and implementation of the 3rd and 4th GMS CTD projects. The ADB acknowledged the importance of making the scope and amount of counterpart financing clear, particularly given the regional nature of the project, and will incorporate this in the TA paper. In terms of implementation arrangements, the ADB emphasized that the goal is to use existing implementation arrangements where they exist, but the need for new mechanisms such as working groups would be considered where there are no existing implementation structures. The TA paper would be revised to emphasize that the GMS national coordinators would serve

as focal points that would ensure coordination across the various GMS initiatives. In terms of terminology, the ADB recommended a further discussion. On consultants, it was clarified that an Economist had been included as part of the key specialists, but had been inadvertently left out of the presentation. The ADB further confirmed that national experts recruited under the consultancy would be confirmed by the respective countries, and that this would be reflected in the TA paper.

## **XI. Session 8: Next Steps and Way Forward**

### **Session 8a. GMS Regional Investment Framework Implementation Plan 2014–2018**

52. Ms. Pinsuda Alexander, Economist, SERC, SERD, ADB presented an overview of the GMS Regional Investment Framework – Implementation Plan (RIF-IP) which covers 93 projects with a cumulative value of US\$ 30.4 billion. Of these 93, there are 4 investment projects and 4 technical assistance projects classified under the “Urban Development” or “Other Multisector / Cross-Border Economic Zones” categories. She presented how the implementation plan was monitored and how status reports were generated and formatted. It was anticipated that there will be relatively few changes to the agreed RIF-IP during its implementation, except for when required in case of an addition, deletion or modification of a project. She noted that work will commence on developing an online (web-based) version of the monitoring system, which would be securely stored and accessible for on-demand updating and review by the GMS countries and by ADB. She further noted that the RIF-IP monitoring framework provides an opportunity to assess project progress and performance at regular intervals (i.e. every six months). A copy of Ms. Alexander’s presentation is provided in **Appendix 18**.

### **Session 8b. Working Group on Environment - Selected Support Options to the Urban Task Force**

53. Mr. Lothar Linde, Spatial Planning and Knowledge Management Specialist, GMS Environment Operation Center presented an overview of the Core Environment Program (which serves as the Secretariat to the Working Group on the Environment) and the support that it can provide to the Urban Task Force. The key roles for the Working Group on the Environment were presented as follows: (i) develop databases, guidelines and tools for assessments; (ii) assess impact of urban developments on the natural landscape; (iii) promote environmental considerations in spatial planning; and (iv) coordinate regional meetings for information and experience sharing. Opportunities for meeting and joint knowledge events were highlighted, such as joint trainings on spatial planning tools and consultative meetings. More information on the Core Environment Program is available at: [www.gms-eoc.org](http://www.gms-eoc.org). A copy of Mr. Linde’s presentation is provided in **Appendix 19**.

### **Session 8c. Next Steps**

54. Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB, presented the next steps, focusing on (i) the proposed TA on capacity development for economic zones in border areas; and (ii) the Work Plan 2015-2016; and (iii) confirmation and clearance of the GMS Urban Development Strategic Framework (2015-2022) for final printing and for further processing of the TA. A copy of Ms. Jain’s presentation is provided in **Appendix 20**.

55. Following the discussion on the proposed TA on capacity development for economic zones in border areas, Ms. Jain presented the deliverables and anticipated timelines for each of the outputs, and also presented revisions to the impact, outcome, budget and financing, implementation arrangements, consulting expertise and terminology, which were subsequently

discussed and further updated following feedback from country delegations. The final revised sections (shown in *italics*) were as follows:

- **Impact:** Enhanced economic and infrastructural integration of urban centers in the *individual border towns or areas* for regional corridor development and cooperation in the Greater Mekong Subregion (GMS).
- **Outcome:** Strengthened capacity of *selected* priority border area institutions to *plan*, prepare and implement the next generation corridor towns development project *and cooperation*.
- **Budget and financing:**
  - i) TA \$900,000 (ADB TA and PRC Regional Poverty Reduction and Cooperation Fund).
  - ii) Government contribution: counterpart staff *and* meeting rooms, and other in-kind contributions *on a voluntary basis* (value ~ 10% of TA cost).
- **Implementation:**
  - i) Government focals: GMS National Coordinators (or delegated representative) *from GMS National Secretariat or GMS Coordinating Office*.
  - ii) *Specific joint-border task force groups or committees will be set up (where one does not exist) to help coordinate TA activities (Output 2 and 3).*
  - iii) Consulting expertise: To include seven international specialists and GMS national research coordinators or associates. *National experts should be confirmed by respective countries.*
- **Terminology:**
  - i) Economic zone development in border areas (*\*might also referred to as cooperation in border economic zones in some GMS countries*)

56. The next steps in terms of the 2015-2016 Work Plan are as follows:

- Prepare a working paper on competitive cities and city cluster development in the GMS;
- Implement GMS Urban Development Strategic Framework 2015 – 2022 (post-endorsement at Ministerial Conference)
- Implement Technical Assistance on Economic Zone Development in Border Areas (post-approval)
- Finalize Technical Note on special economic zones / cross-border economic zones;
- Preparation of the next RIF-IP monitoring report;
- Continue cooperation with the other GMS sector initiatives

57. The next steps in terms of confirmations needed from GMS member countries were:

- Clearance of the GMS Urban Development Strategic Framework 2015–2022 for final printing in advance of the 20th GMS Ministerial Conference in September 2015;
- Further TA processing - scope and implementation arrangements of the technical assistance on capacity development for cross-border economic zones.

58. There was broad agreement on the proposed next steps, including revisions to the proposed TA on capacity development for economic zones in border areas, the 2015-2016 work plan, and the timeline for clearance and final printing of the GMS Urban Development Strategic Framework (2015-2022).

## **Next Meeting for the GMS Urban Development Task Force**

59. The co-chair requested the delegation from Thailand to share their views on hosting the next GMS Urban Development Task Force in Thailand. The delegation for Thailand expressed their pleasure in hosting the next meeting in Thailand in August or September 2016. The venue (i.e. Bangkok or a corridor town) would be finalized moving forward. The theme for the next meeting will be defined following further consultations, including via videoconference.

## **XII. Closing Session**

60. The co-chair wrapped up the meeting by thanking countries for their active participation and fruitful discussions during the meeting. She noted that the meeting allowed participants to advance their understanding of city competitiveness and clustering in the GMS countries, both in theory and in application. She wished participants a safe return journey and looked forward to further interactions and discussions of task force between now and the 5th GMS Urban Development Task Force meeting.

61. The chair thanked the participants for their contributions and insights towards what, by all accounts, had been a useful and productive meeting. The chair then closed the meeting by expressing confidence that the meeting had provided excellent preparation for the upcoming 20th GMS Ministerial Conference in September 2015.

**PROVISIONAL AGENDA**  
*(as of 17 August 2015)*

**Meeting Objectives**

- Discuss the applicability of ‘city competitiveness’ as a cross-cutting theme in the GMS, as a way to enhance subregional cooperation and connectivity in accordance with the draft GMS Urban Development Strategic Framework.
- Illustrate the concept by focusing on existing and planned initiatives along a sample border area (urban and economic planning, road and infrastructure improvements in the border area, and capacity development activities in economic zone development). The Myawaddy in Myanmar – Mae Sot in Thailand will be used as a case example.
- Share updates from the Seventh GMS Economic Corridors Forum and other GMS activities, including GMS Urban TF member participation at the 21<sup>st</sup> Annual Meeting of the GMS Working Group on Environment in June 2015.
- Discuss other matters (confirm the Urban Development Chapter of the First Progress Report on RIF-IP; finalize the Technical Note on CBEZs/SEZs, and preparations of the Fifth Meeting of the Urban TF).

<b>Chair:</b>	U Tun Tun Naing, GMS National Coordinator, Permanent Secretary and Director General, Foreign Economic Relations Department, Ministry of National Planning and Economic Development, Myanmar
<b>Co-Chair:</b>	Ms. Tatiana Gallego-Lizon, Director, Urban Development and Water Division (SEUW), Southeast Asia Department (SERD), Asian Development Bank (ADB)

**DAY 1: 18 August 2015, Tuesday**

0830-0900	<b>Registration</b>
0900-0930 (30 mins)	<b>Opening Session</b> <ul style="list-style-type: none"> <li>• Welcome Remarks by Chair</li> <li>• Introductory Remarks and Recap of 3<sup>rd</sup> GMS Task Force Meeting on Urban Development by Co-Chair</li> <li>• Brief statements of Heads of Country Delegations and Mr. Winfried F. Wicklein, Country Director, ADB Resident Mission in Myanmar</li> </ul>

<b>DAY 1: 18 August 2015, Tuesday</b>	
	Group Photo
0930-0945	<b>Coffee, Tea Break</b>
0945-1000 (15 mins)	<b>Session 1. Results of the GMS Seventh Economic Corridors Forum (ECF-7)</b> <ul style="list-style-type: none"> <li>Ms. Pinsuda Alexander, Economist (Regional Cooperation), Regional Cooperation and Operations Coordination Division (SERC), SERD, ADB</li> <li>Question and Answer</li> </ul>
1000-1045 (45 mins)	<b>Session 2: Presentation on Competitive Cities and City Clusters in the GMS</b> <ul style="list-style-type: none"> <li>Ms. Tatiana Gallego-Lizon, Director, Urban Development and Water Division (SEUW), SERD, ADB</li> <li>Question and Answer</li> </ul>
1045-1200 (15 mins per country)	<b>Session 3. Country Perspectives on the application of Competitive Cities in the GMS– Presentations by member country representatives</b> Country Presentations of: <ul style="list-style-type: none"> <li>Cambodia</li> <li>People’s Republic of China</li> <li>Lao People’s Democratic Republic</li> <li>Myanmar</li> <li>Questions and Answers (15 mins)</li> </ul>
1200-1330	<b>Lunch</b> Venue: Yangon Kitchen Restaurant
1330-1400 (15 mins per country)	<b>Session 3 (continued). Country Perspectives on the application of Competitive Cities in the GMS– Presentations by member country representatives</b> Country Presentations of: <ul style="list-style-type: none"> <li>Thailand</li> <li>Viet Nam</li> </ul>
1400-1430 (30 mins)	<b>Session 4. Discussion to Synthesize Country Perspectives</b> Facilitator: Chair and Co-Chair
1430-1445	<b>Coffee, Tea Break</b>

<b>DAY 1: 18 August 2015, Tuesday</b>	
1445-1500 (15 mins)	<b>Session 5: Overview on the Cross-border Economic Activities along Urban Centers along Myanmar-Thailand border.</b> <ul style="list-style-type: none"> <li>Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB</li> </ul>
1500-1520 (20 mins)	<b>Session 5a: Presentation on the Pilot Initiative on the GMS Economic Corridors Section-Specific Concept Plans: EWEC Section between Myawaddy–Mae Sot.</b> <ul style="list-style-type: none"> <li>Ms. Pinsuda Alexander, Economist (Regional Cooperation), SERC, SERD, ADB</li> </ul>
1520-1540 (20 mins)	<b>Session 5b. Presentation on the GMS East-West Economic Corridor Eindu to Kawkareik Road Improvement Project</b> <ul style="list-style-type: none"> <li>Mr. James Leather, Principal Transport Specialist, SETC, SERD, ADB (or Representative from Myanmar)</li> </ul>
1540-1600 (20 mins)	<b>Session 5c. Presentation on the Third GMS Corridor Towns Development Project</b> <ul style="list-style-type: none"> <li>Ms. Eri Honda, Principal Urban Development Specialist, SEUW, SERD, ADB</li> </ul>
1600-1630 (30 mins)	<b>Session 5d. Presentation on Activities Planned on the Thailand side of the Border</b> <ul style="list-style-type: none"> <li>Khun Sumitra Pooltong, Strategic Planning Expert, National Economic and Social Development Board of Thailand</li> </ul>
1630-1700 (30 mins)	<b>Discussion to Synthesize Perspectives on Urban Planning and Development along Myanmar-Thailand Border Area</b> Facilitator: Chair and Co-Chair
1830-2000	Dinner, hosted by Myanmar Venue: Thanlwin Meeting Room



<b>DAY 2: 19 August 2015, Wednesday</b>	
0830-0845 (15 mins)	<b>Synthesis of the Day 1 Session</b> <ul style="list-style-type: none"> <li>Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB</li> </ul>
0845-09:30 (45 mins)	<b>Session 6. Update and discussions on GMS Corridor Towns Development Projects and other initiatives</b> <ul style="list-style-type: none"> <li>Ms. Tatiana Gallego-Lizon, Director, SEUW, SERD, ADB</li> </ul>
0915-0935 (20 mins)	<b>Session 7. Proposed Technical Assistance on Capacity Development for Economic Zones in Border Areas</b> <ul style="list-style-type: none"> <li>Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB</li> </ul>
0935-1015 (40 mins)	<b>Discussion to Synthesize Sessions 6 and 7</b> Facilitator: Chair and Co-Chair
1015-1030	Coffee, Tea Break
1030-1130 (1 hr)	<b>Session 8. Next steps and the way forward</b> <ul style="list-style-type: none"> <li>The Urban Development Section of the First Progress Report of the RIF Implementation Plan (2014-2018)</li> <li>Finalization of the technical note on CBEZs/SEZs</li> <li>Other updates, including results of GMS Urban TF member participation at 21<sup>st</sup> Annual Meeting of the Working Group on Environment (June 2015, Bangkok, Thailand)</li> <li>Next Meeting (Date, Host, Theme)</li> <li>Other matters</li> </ul> Presentations by: <ul style="list-style-type: none"> <li>Ms. Pinsuda Alexander, Economist (Regional Cooperation), SERC, SERD, ADB;</li> <li>Mr. Lothar Linde, Spatial Planning and Knowledge Management Specialist, GMS Environment Operation Center, Bangkok, and</li> <li>Ms. Anupma Jain, Senior Social Sector Specialist, SEUW, SERD, ADB</li> </ul> Open Discussion to be moderated by Chair and Co-Chair
1130-1200 (30 mins)	<b>Closing Session</b> <ul style="list-style-type: none"> <li>Wrap-up by Co-Chair</li> <li>Concluding Remarks by Chair</li> </ul>
1200-1400	Lunch Venue: Yangon Kitchen Restaurant

## LIST OF PARTICIPANTS

*(as of 19 August 2014)*

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|    |                    | Fax         | : +95 67 407027  |
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## ASIAN DEVELOPMENT BANK

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|    |                           | Email       | : wwicklein@adb.org   |
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## ASIAN DEVELOPMENT BANK

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|    |                         | Fax         | :   |
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## ASIAN DEVELOPMENT BANK

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# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 1: Results of the GMS Seventh Economic Corridors  
Forum (ECF-7)***

# Overview of ECF7

- *Hosted in Kunming, Yunnan, PRC, 11 June 2015*
- Theme:  
*Fostering Pragmatic Cooperation Towards  
the Future of GMS Economic Corridors*
- *Marked a new cycle of ECF*
- *Included GMS Governors Forum and Economic Corridor Week activities*





# 大湄公河次区域第七届经济走廊论坛

The Seventh Greater Mekong Subregion Economic Corridors Forum

中国·昆明/Kunming, PRC

2015年6月11日/11 June 2015

主办：中华人民共和国商务部

中华人民共和国云南省人民政府

亚洲开发银行

Sponsored by: Ministry of Commerce of the People's Republic of China, Government of Yunnan Province, Asian Development Bank

# Session 1: Revisiting the GMS Economic Corridors Strategies and Action Plans (SAPs)

- SAPs were prepared for each of the three major economic corridors in 2008—2009 and were endorsed in 2009-2010

## Reasons for the SAPs

- Set a strategic framework to transform transport corridors into economic corridors
- Integrated multi-sector activities and projects

## Garner support for:

- Operationalizing multi-sector approach
- Improving coordination
- Sustaining implementation
- Mobilizing financial resources
- Broadening support



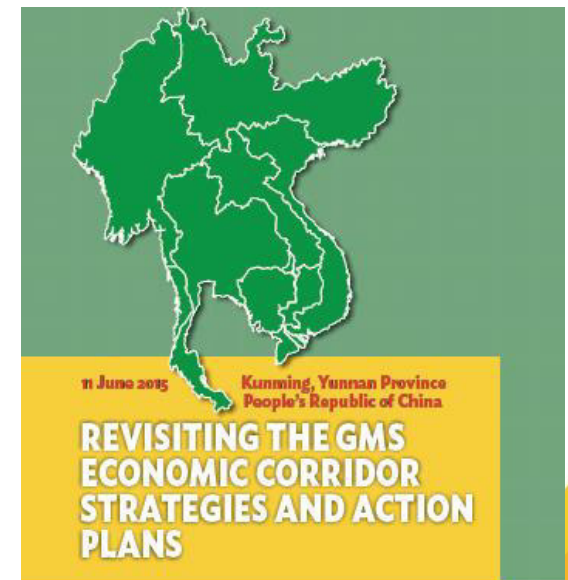


# Session 1: Revisiting the GMS Economic Corridors Strategies and Action Plans (SAPs)

- Overall assessment: 74.5% of 192 projects completed or ongoing
- Most notable achievements in road transport and connectivity; rail and power require further attention
- Good progress in tourism, social, and environmental sectors
- More efforts required for investment promotion and private sector participation
- Need to accelerate cross-border transport and trade facilitation initiatives

## SAPs contributions:

- Provided a strategic framework for corridor development
- Promoted a multi-sector approach
- Encouraged participation of local authorities in corridor development
- Economic corridor planning process could have been strengthened by more regular monitoring and updating, and greater engagement with the private sector.



## **Session 2: Moving Forward with GMS Section Specific Concept Plans (SSCPs)**

- Presentation on the Southern Economic Corridor Section (Moc Bai, Viet Nam- Bavet, Cambodia)
- There was strong interest from all parties to plan and expand the border area.
- Spatial Planning is an important tool to realize effective border area development.
- These Concept Plans are taken from Workshop SWOT analyses and draw the inputs of multiple stakeholders, including national and local authorities and the private sector.

## Session 3: GMS Cross-border E-Commerce Cooperation Platform

- PRC proposed a Framework on Cross-Border E-Commerce Cooperation Program and proposed to serve as a focal on this topic for the period 2015-2017
- Other GMS countries welcomed the initiative:

*“We believe that establishment of this Cooperation Platform will firmly advance the development of cross-border e-commerce, expand the consumer market, increase trade volumes and generate mutual benefits in the GMS.”*

- Areas for further development and exploration include knowledge sharing, enabling regulatory environment and banking regulations, and adequate protection and information for buyers and sellers.

## Session 4: The Next Phase of Transport and Trade Facilitation in the GMS

- TTF Action Program is built around Australian DFAT funded TA Support for Implementing the Action Plan for Transport and Trade Facilitation in the GMS Sub-project 2 (SP2)
- Complemented by 3 Japan Fund for Poverty Reduction TAs providing in-depth support for Customs, with additional Border Trade projects covering Viet Nam – Lao PDR, Viet Nam-Cambodia and Viet Nam - PRC

### Three Core Areas of the TTF Action Program

- Core Area 1: Expanding Transport and Traffic Rights along GMS Corridors
- Core Area 2: Simplifying and Modernizing Customs and Border Management, including Customs Transit
- Core Area 3: Support for Enhanced Transport and Logistics

# Session 5: Special Economic Zones

- Presentations from PRC, Thailand and ADB's Economic Research and Regional Cooperation Department

## Countries' feedback

- There is a need to clarify the definition of SEZs and make a distinction between cross-border SEZs and in-border SEZs; Cambodia stressed the complexities of developing cross-border SEZs due to the lack of common policies and regulations among countries to govern cross-border SEZs
- SEZ are a major element in economic corridor development
- Border towns and land border gates are important gateways, especially for the AEC in 2015, and require appropriate infrastructure

# **Session 6: Urban Development Strategic Framework (2015-2022)**

Presented by Tatiana Gallego-Lizon, Director of the Urban Development and Water Division of ADB's Southeast Asia Department

GMS Countries welcomed the UDSF, which will be a key deliverable of the 20<sup>th</sup> GMS Ministerial Conference

# Major Outcomes of ECF7

- ECF7 Joint Statement  
<http://www.adb.org/news/events/seventh-gms-economic-corridors-forum-ecf-7>
- GMS Urban Development Strategic Framework (2015-2022)
- Re-focus on GMS Economic Corridors, Strategies and Action Plans and Corridor Section Specific Concept Plans
- GMS Cross-Border E-Commerce Cooperation Platform

FOURTH MEETING

**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# THANK YOU

FOURTH MEETING

**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar





FOURTH MEETING

# GMS Urban Development Task Force

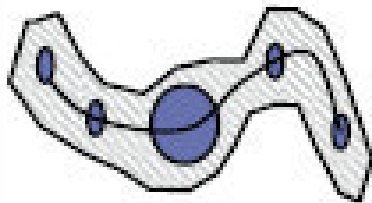
18–19 August 2015 • Nay Pyi Taw, Myanmar



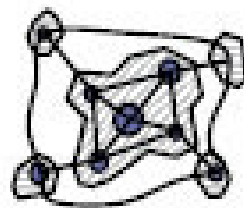
*Session 2: Competitive Cities and City Clusters in the GMS*

# Overview: An introduction to....

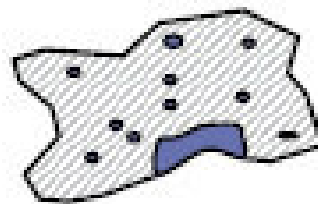
1. City competitiveness and rapid urbanization
2. ADB's Cluster-based local economic development (CCED) tool
3. CCED experience in Asian cities
4. Opportunities for enhanced competitiveness in the GMS



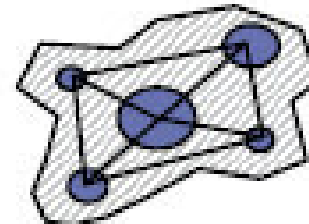
Linear



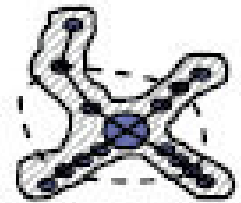
Regional networked



Primate



Polycentric



Polycentric linear

# THE RISE OF ASIAN CITIES

PERCENTAGE OF ASIA'S POPULACE  
LIVING IN URBAN AREAS



**OVER 70%**  
OF THE REGION'S  
**GDP**  
IS DERIVED FROM  
**CITIES**

BY 2020...



Many of Asia's major cities have been established in some of the most hazardous locations possible



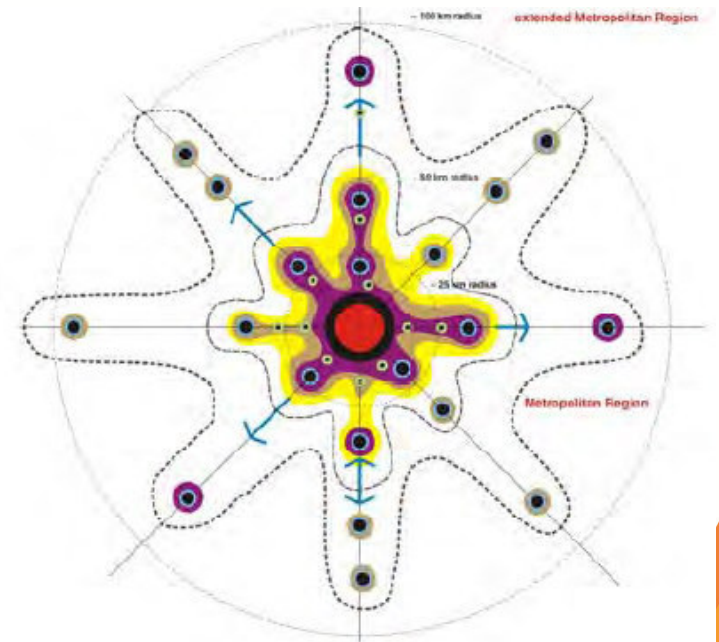
**MOST ASIAN CITIES**  
LACK EFFECTIVE  
WASTEWATER  
TREATMENT SYSTEMS

**MORE THAN TWO-THIRDS**  
**OF COLLECTED SOLID WASTE**  
IS NOT DISPOSED OF  
PROPERLY



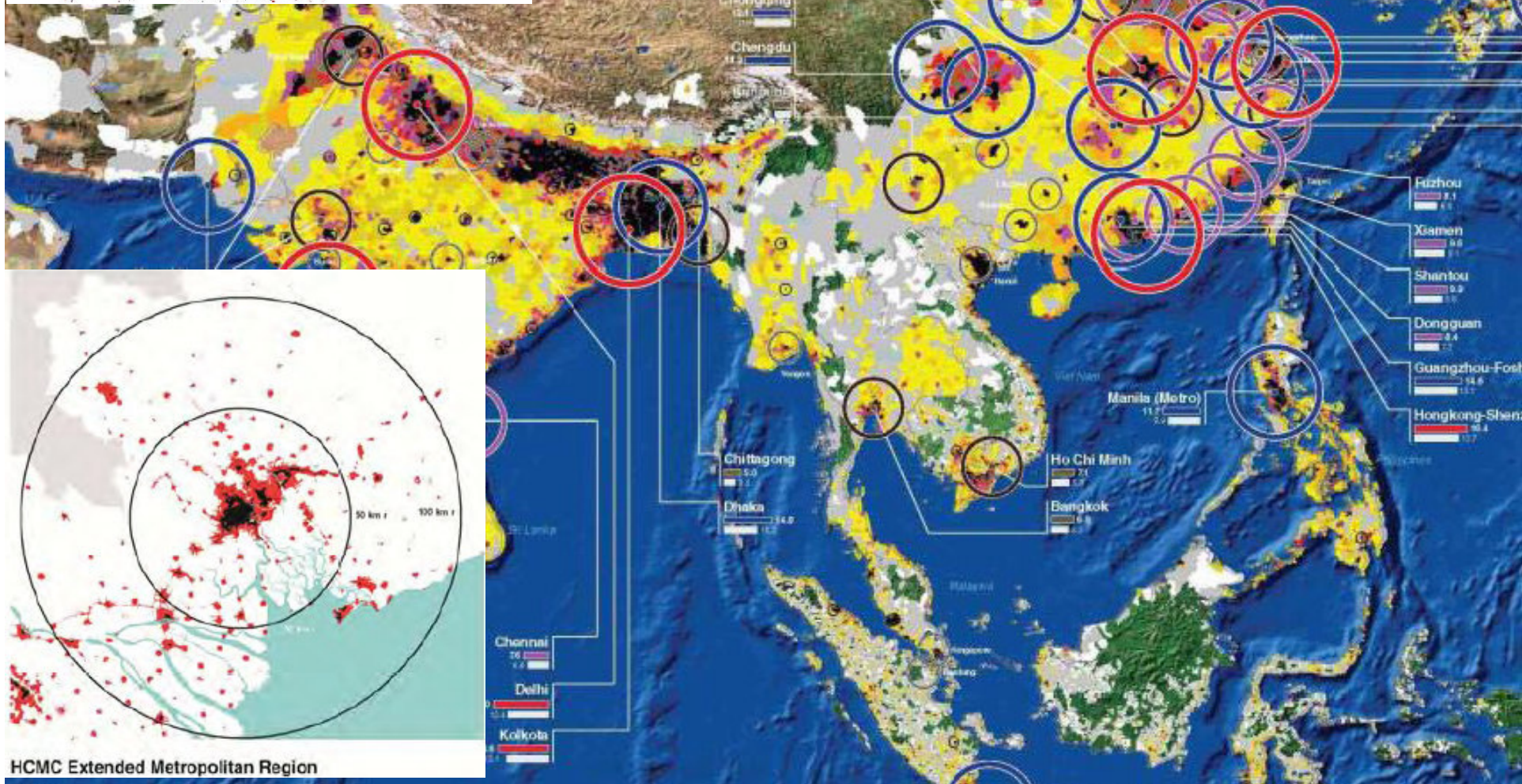
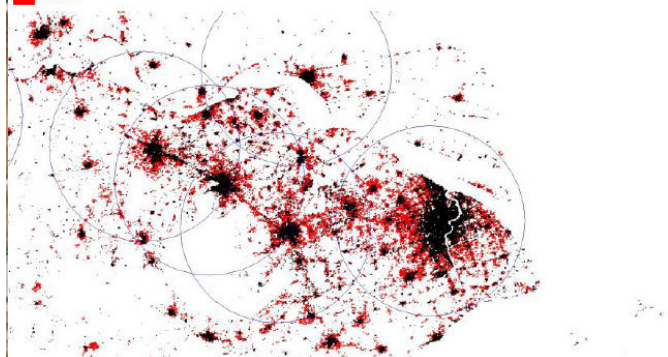
# Spatial Development and City Clusters

- Human settlements: spatial, economic and human interrelation.
- New forms of development that respond to topography, environmental, social and economic parameters (e.g transportation corridors).
- Growth of metropolitan and city regions.
- Benefits of clustering (i) infrastructure and services integration, (ii) planning, (iii) financing





Urban Built-up Land城市建成区  
 2000  
 2010





# City Competitiveness – A Definition

According to a study by **Webster and Muller (2000)**,

‘Urban competitiveness refers to the ability of an urban region to produce and market a set of products (goods and services) that represent good value (not necessarily lowest price) in relation to comparable products of other urban regions. Non-tradeables, e.g., local services, are part of the competitiveness equation.

An urban economy that produces goods and services for local people of high value relative to price, supports the export economy of the city, making it more competitive, as well as directly raising the quality of life and standard of living for people living in the urban region.’

FOURTH MEETING  
**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

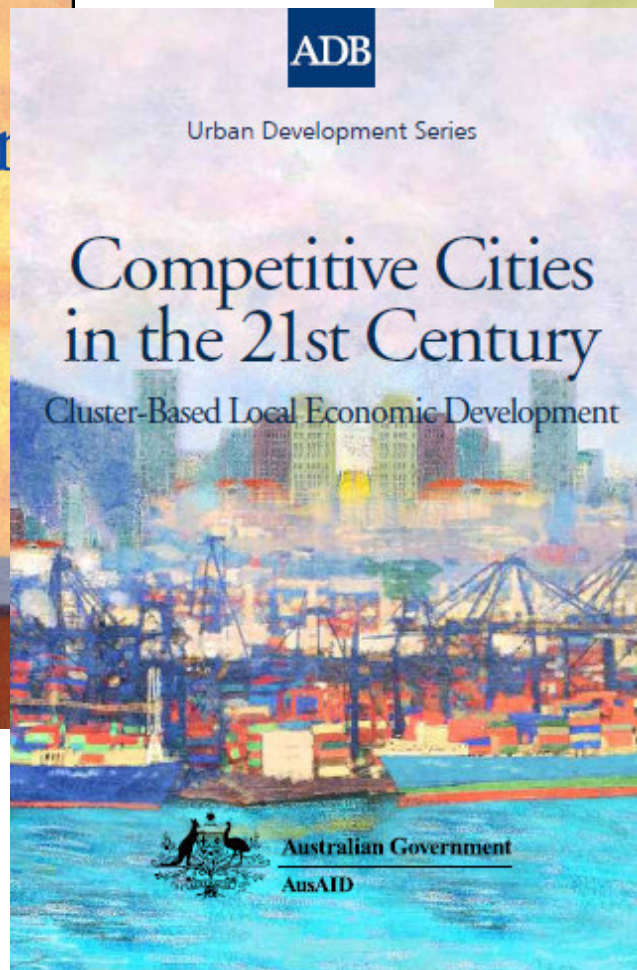
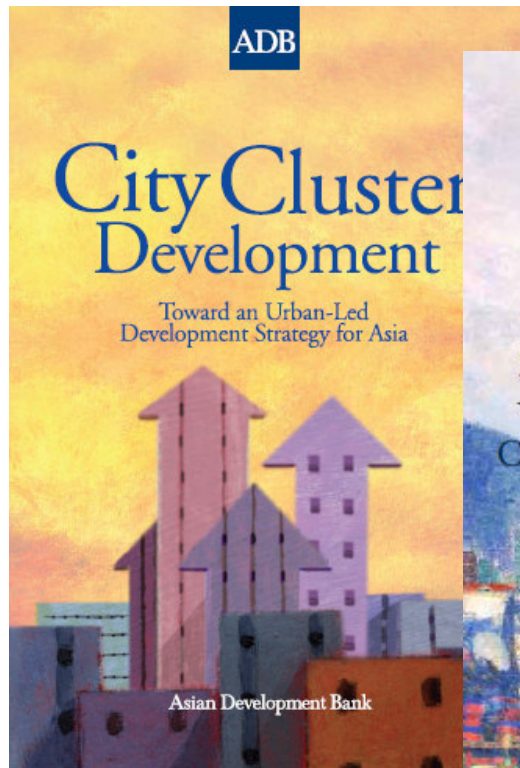


# City Competitiveness – Some Factors

- Urbanization and Industrialization
- Factors influencing competitiveness, size and density
- Globalizing and regionalizing economies, structural transformation
- Development in Trade corridors

Comparative Advantage	Competitive Advantage	Collaborative Advantage
Land costs Infrastructure Taxation Labor costs Proximity to raw materials Transport Cost of capital Location of markets Economies of scale	Research and development Technology Regulation Labor productivity Skills base Core competencies Quality of life Social capital Economies of scope	Networks Industry clusters Strategic alliances Public-private partnerships Inter-modalities Trust and empowerment Open governance Smart systems





# Cluster-based City Economic Development (CCED)



# What is CCED?

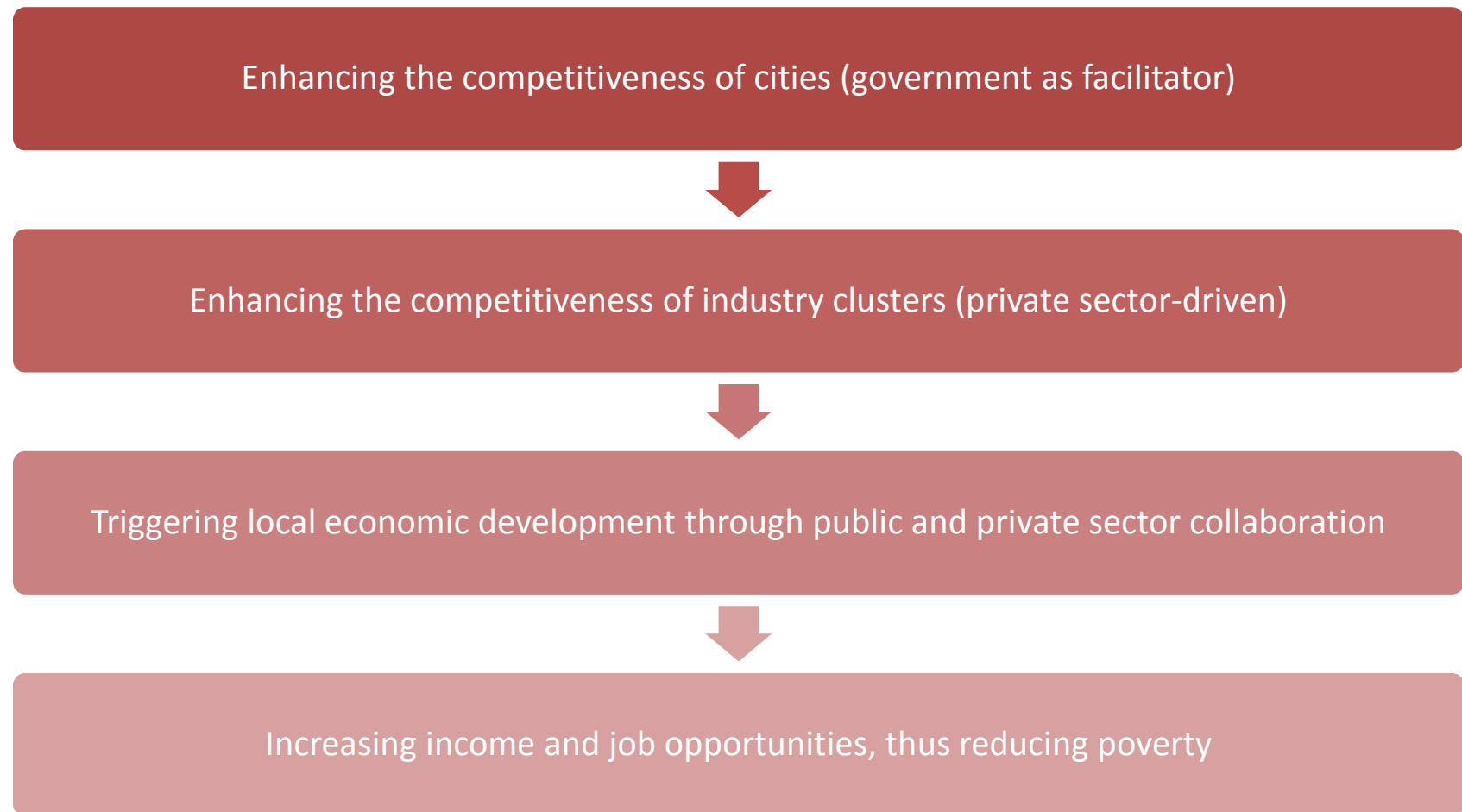
- Approach to urban development which aims to foster a more demand-driven, endogenous growth model approach to support local economic development in cities
- Convergence or alignment of supply and demand-driven factors
- Spatial agglomeration and specialization of local firms
- Principles:
  - Promoting a Long-Term, Strategic Vision for Urban Economic Development
  - Endogenous Growth and Industry Cluster Development
  - Fostering economic/industry clusters and business partnerships



FOURTH MEETING  
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# CCED's Conceptual Approach & Goals



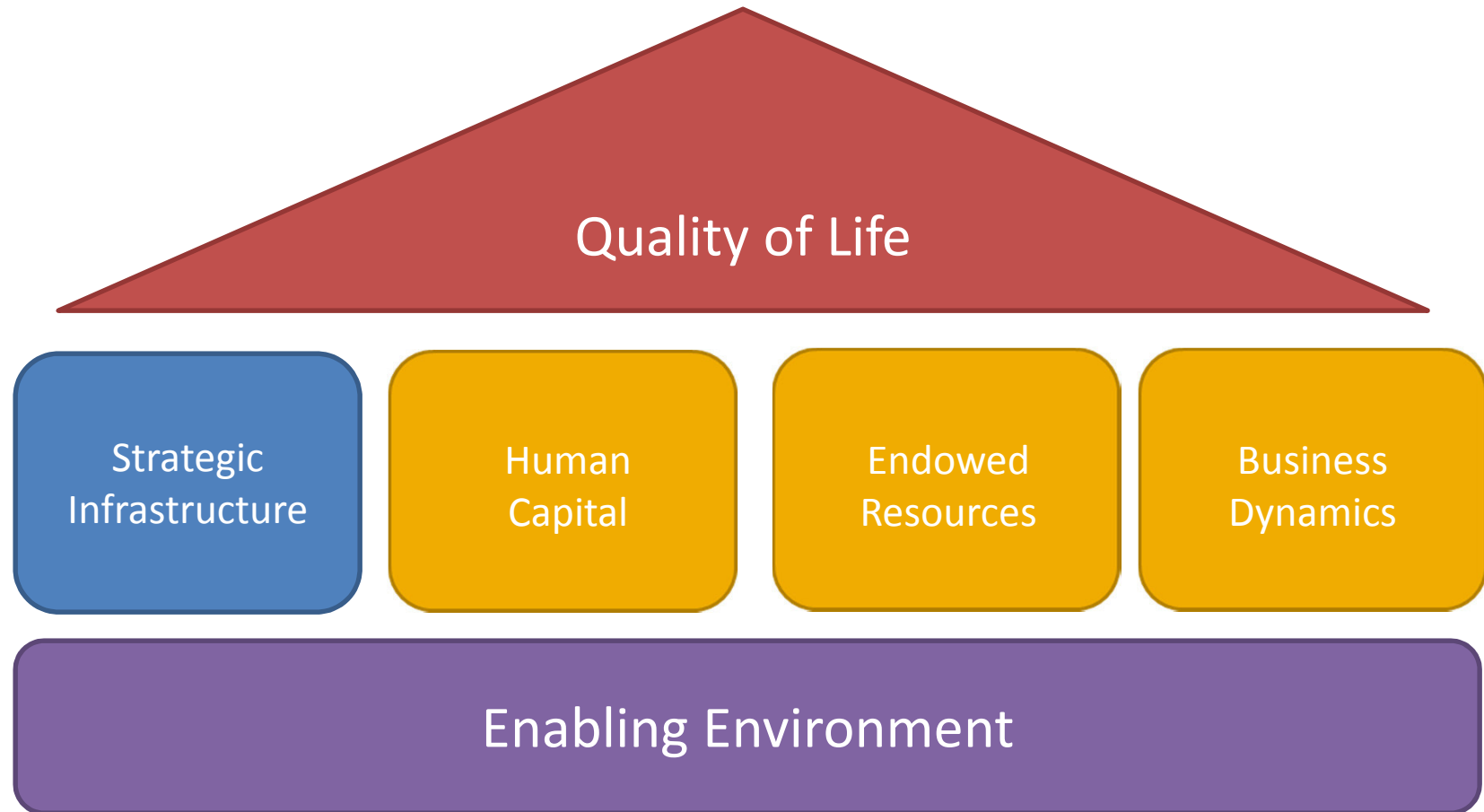
# CCED Analysis – The Framework

1. Review National Economic and Urban  
Development Strategy

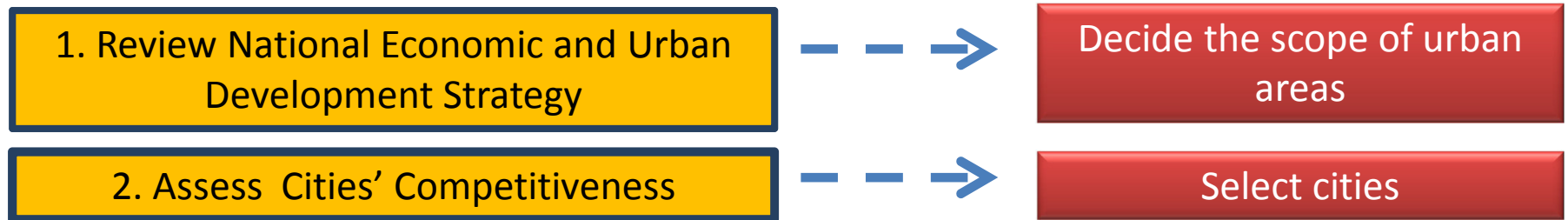


Decide the scope of urban  
areas

# Reviewing National Economic and Urban Development Strategies

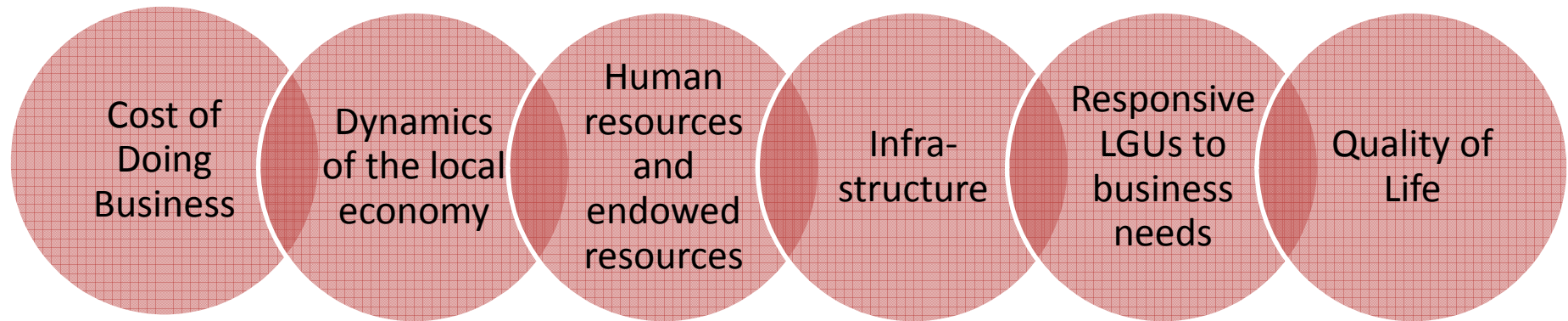


# CCED Analysis – The Framework

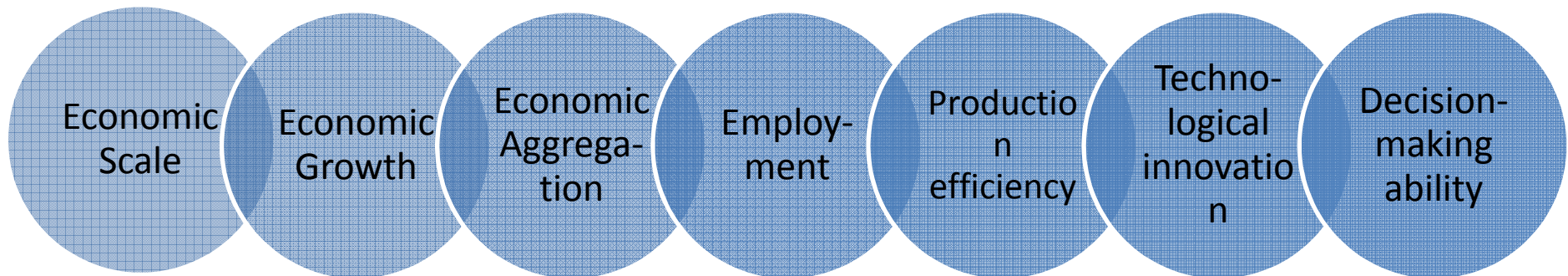


# Analyzing Drivers of City Competitiveness

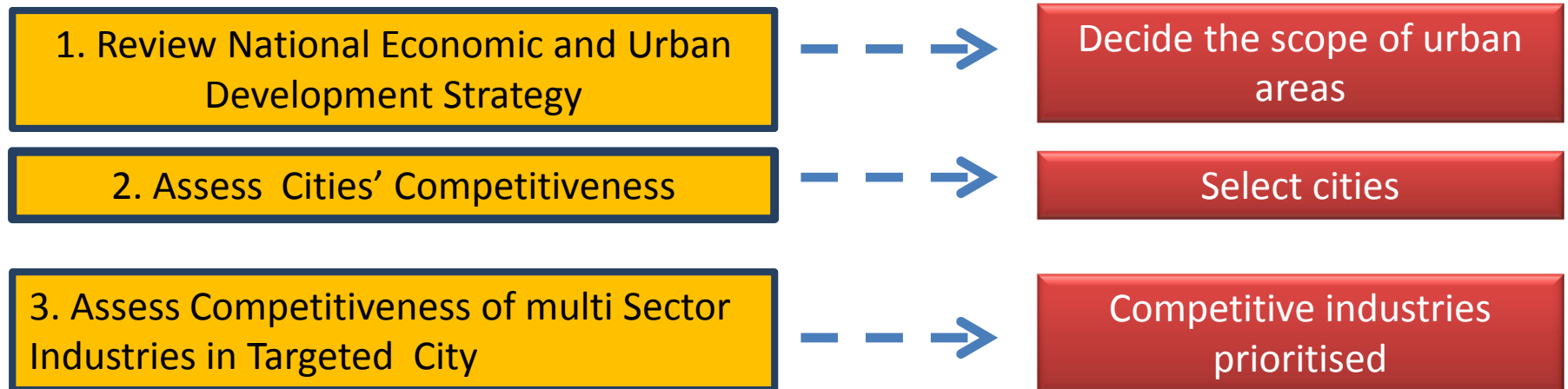
## Drivers of City Competitiveness (PHI)



## Urban Competitiveness Index (Global)



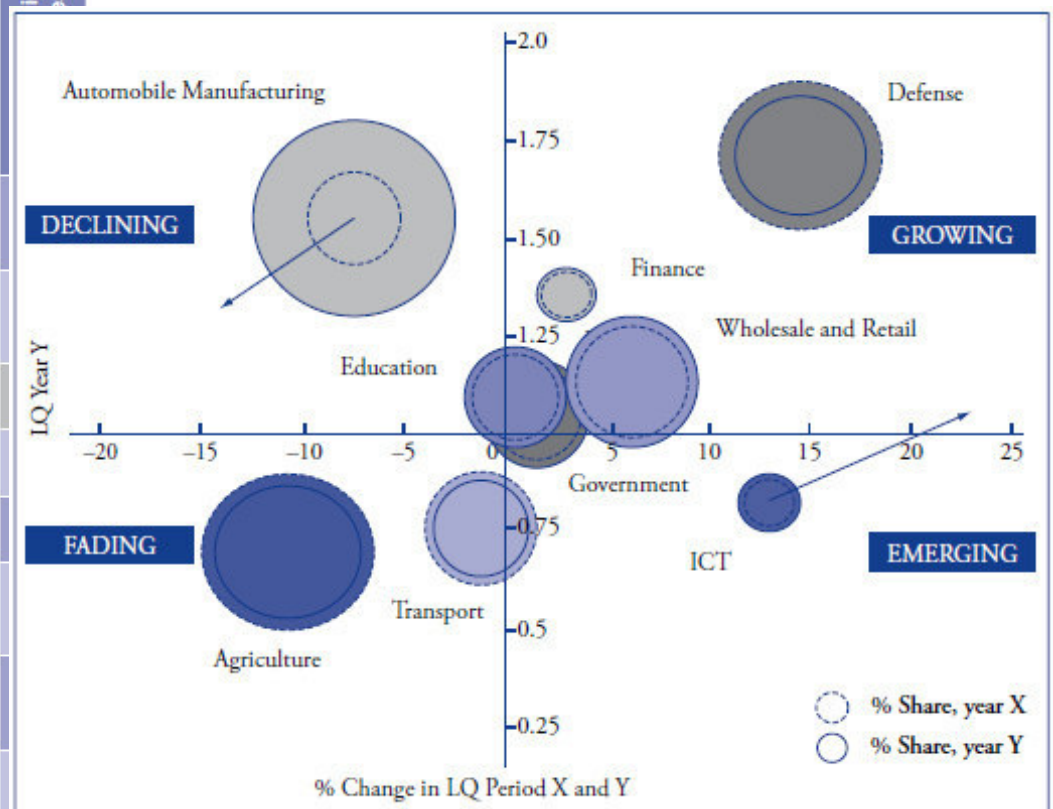
# CCED Analysis – The Framework



# Understanding the Industry Structure

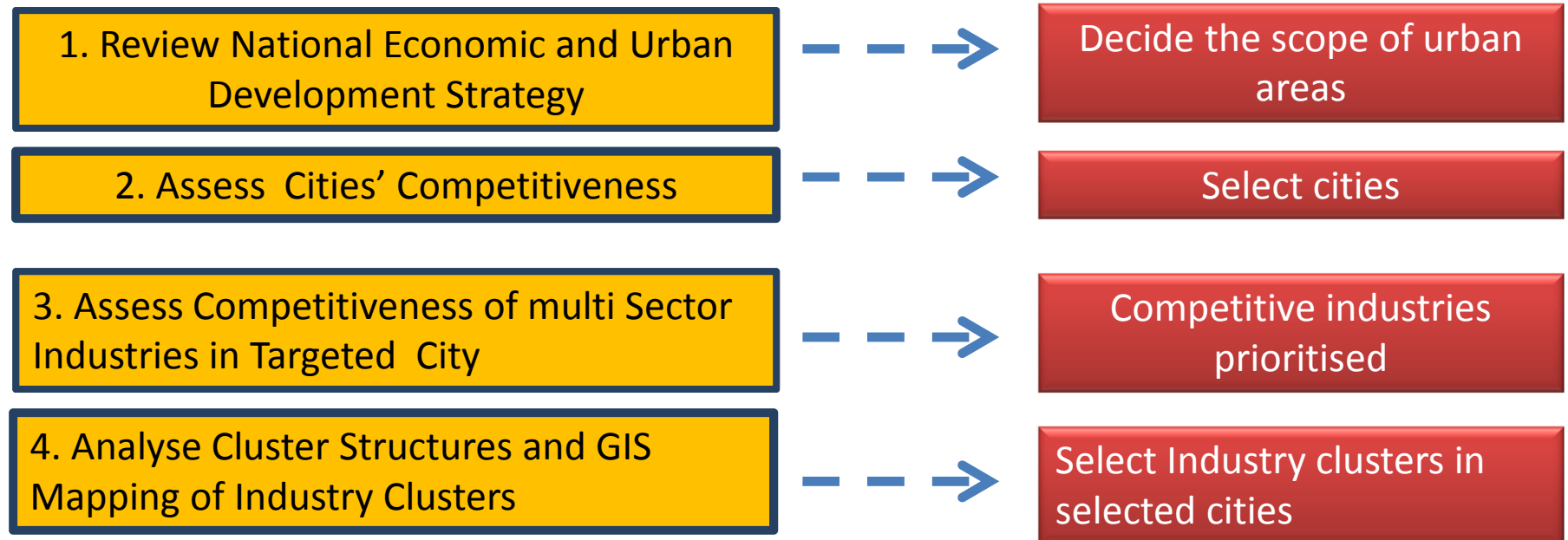
- Multi-Sector Industry Analysis
- Location Quotient and Shift-Share Change in the Economy

Industry Sector	Mining	Forestry	Fishing	Tourism and Leisure	Manufacturing	Energy	Financial Services	Food Processing	Agriculture	Public Utilities	Retail Services	Communications	Transport	Public Administration	Community Services	Domestic Services	Indicators Less Index
Competitive Indicator																	
Access to financial resources																	
Access to networks or associations																	
Natural resource endowment																	
Human resources																	
Cost of utility services																	
Tax and regulatory environment																	
...more indicators can be added...																	
Industry competitiveness index																	

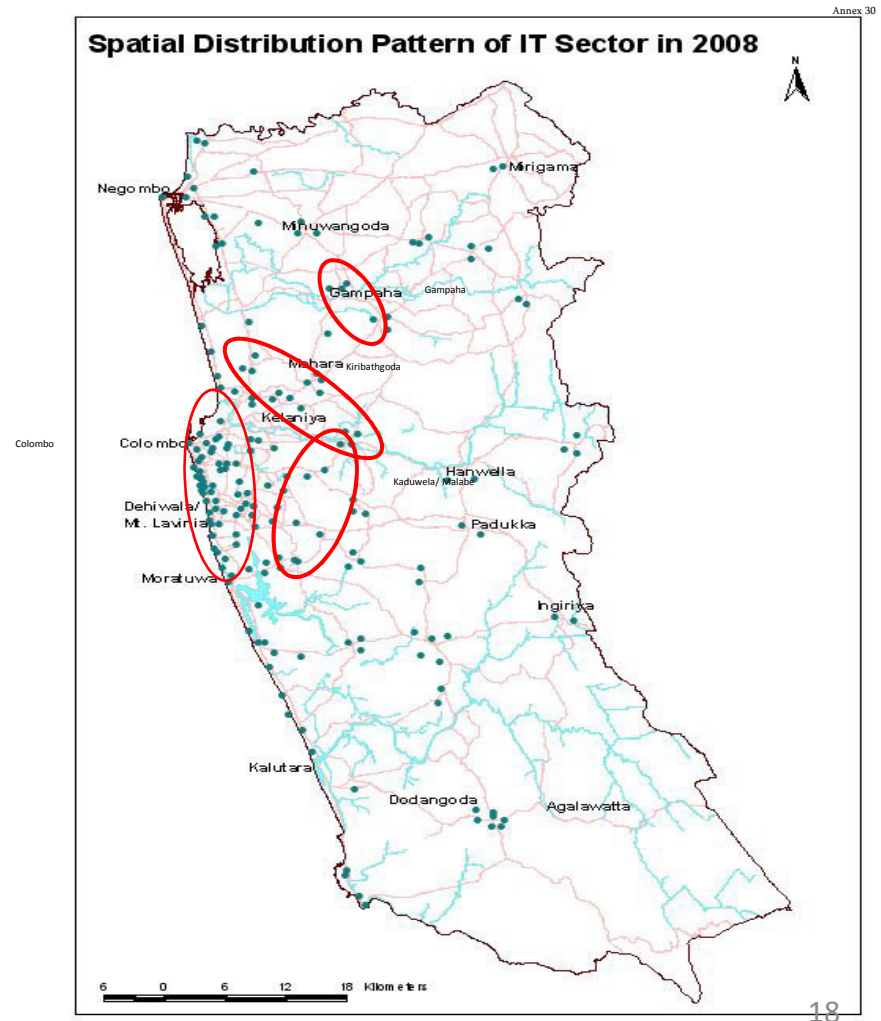
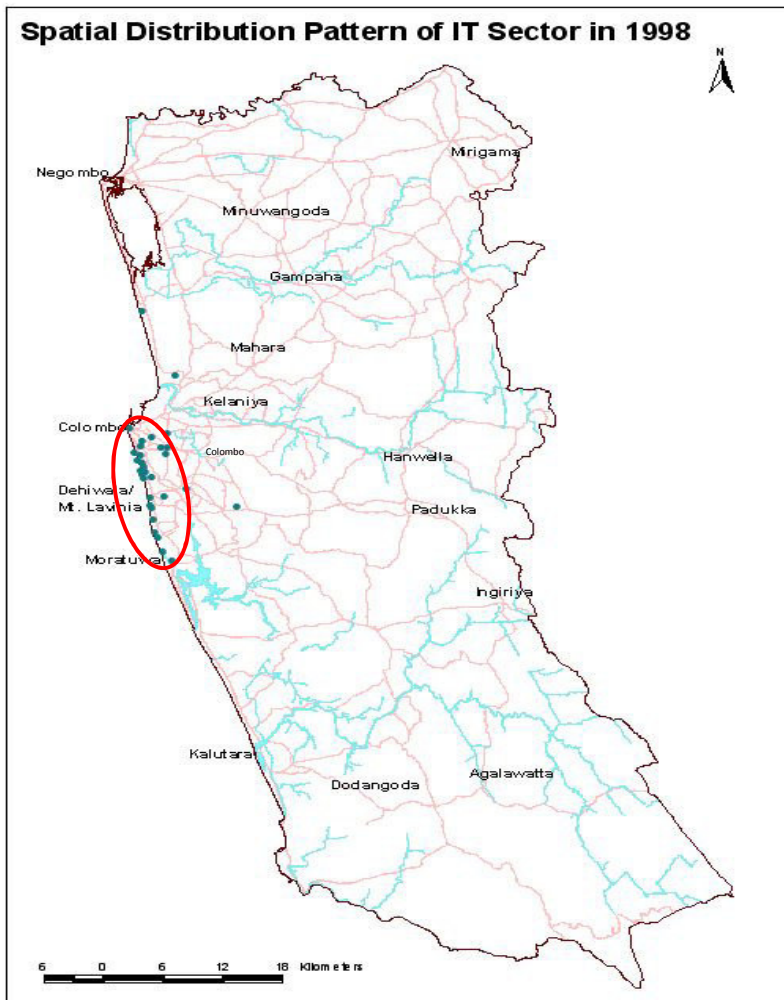




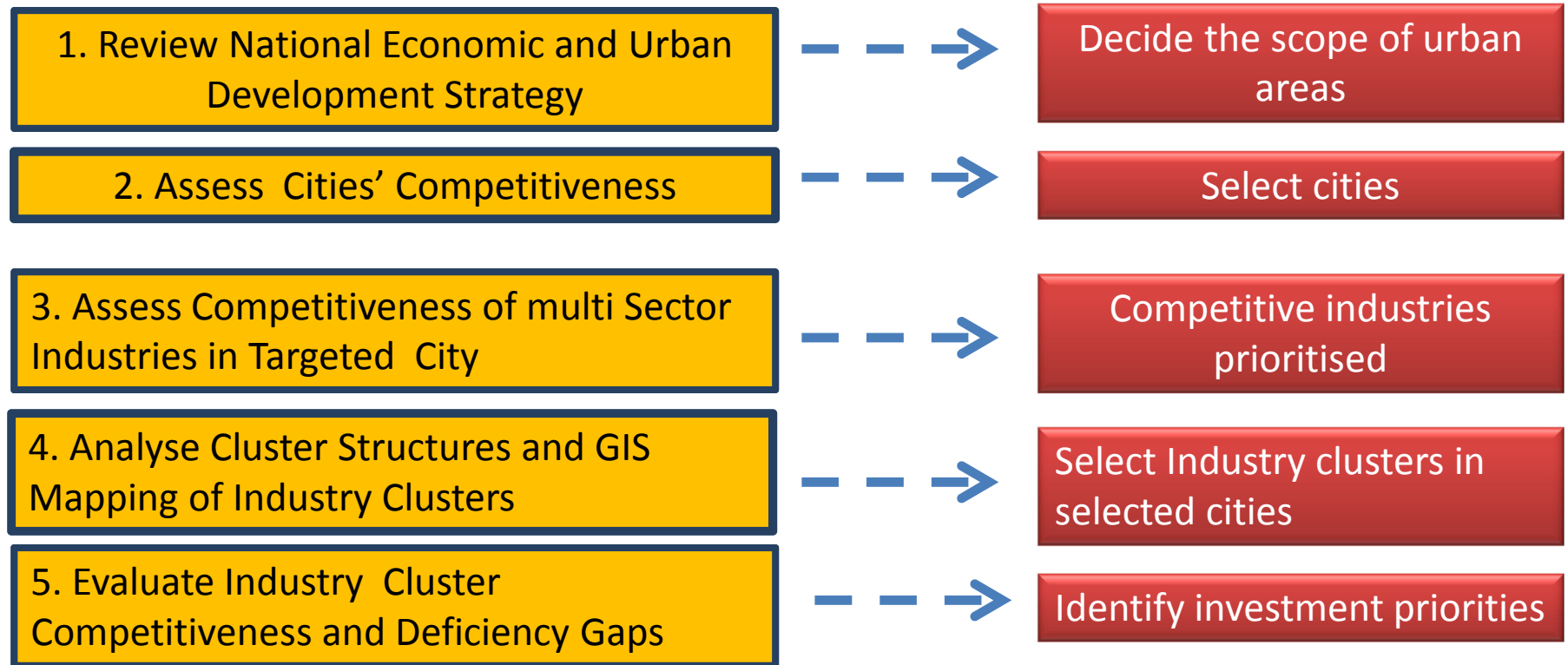
# CCED Analysis – The Framework



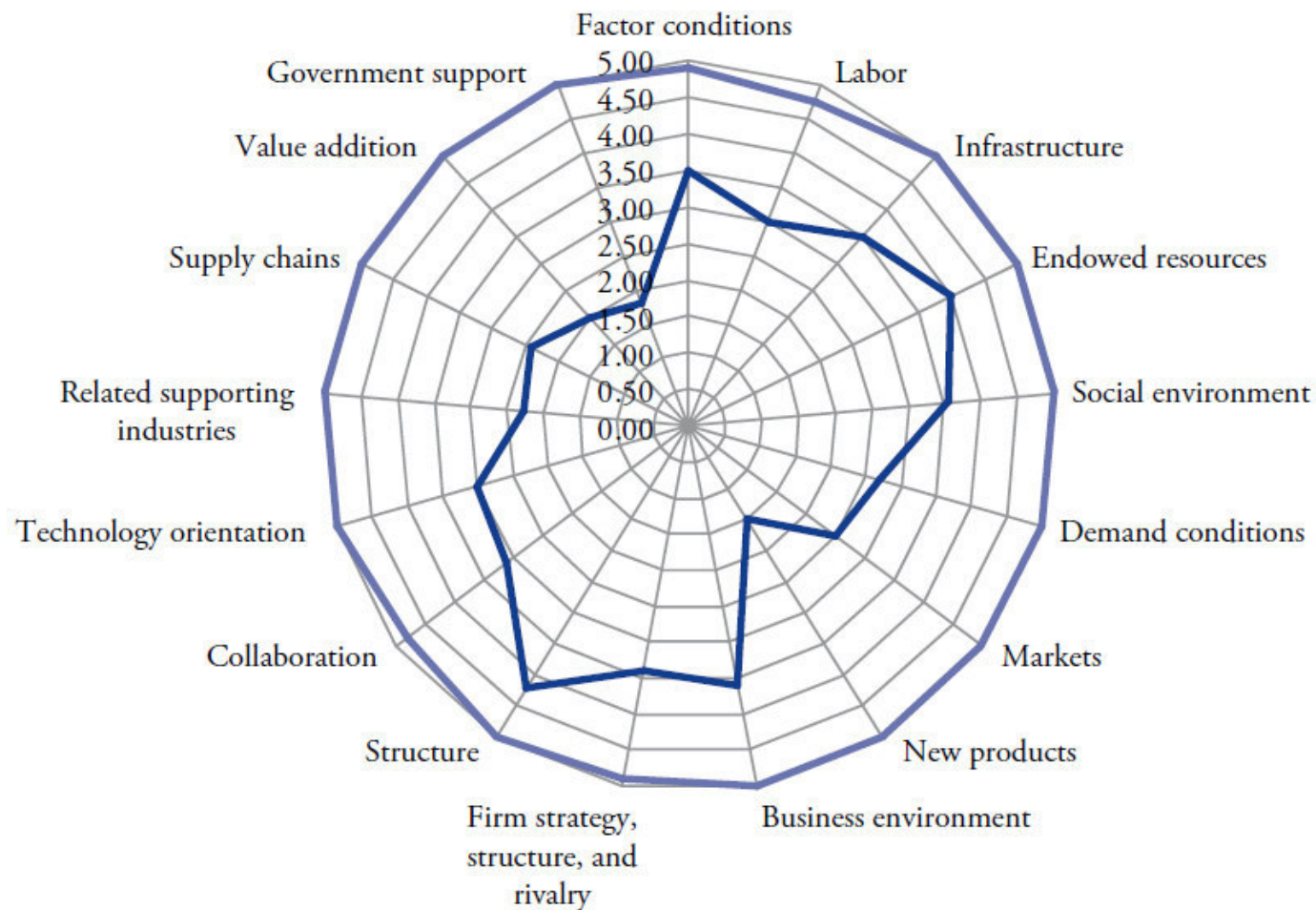
# Structural and Geographic Mapping



# CCED Analysis – The Framework

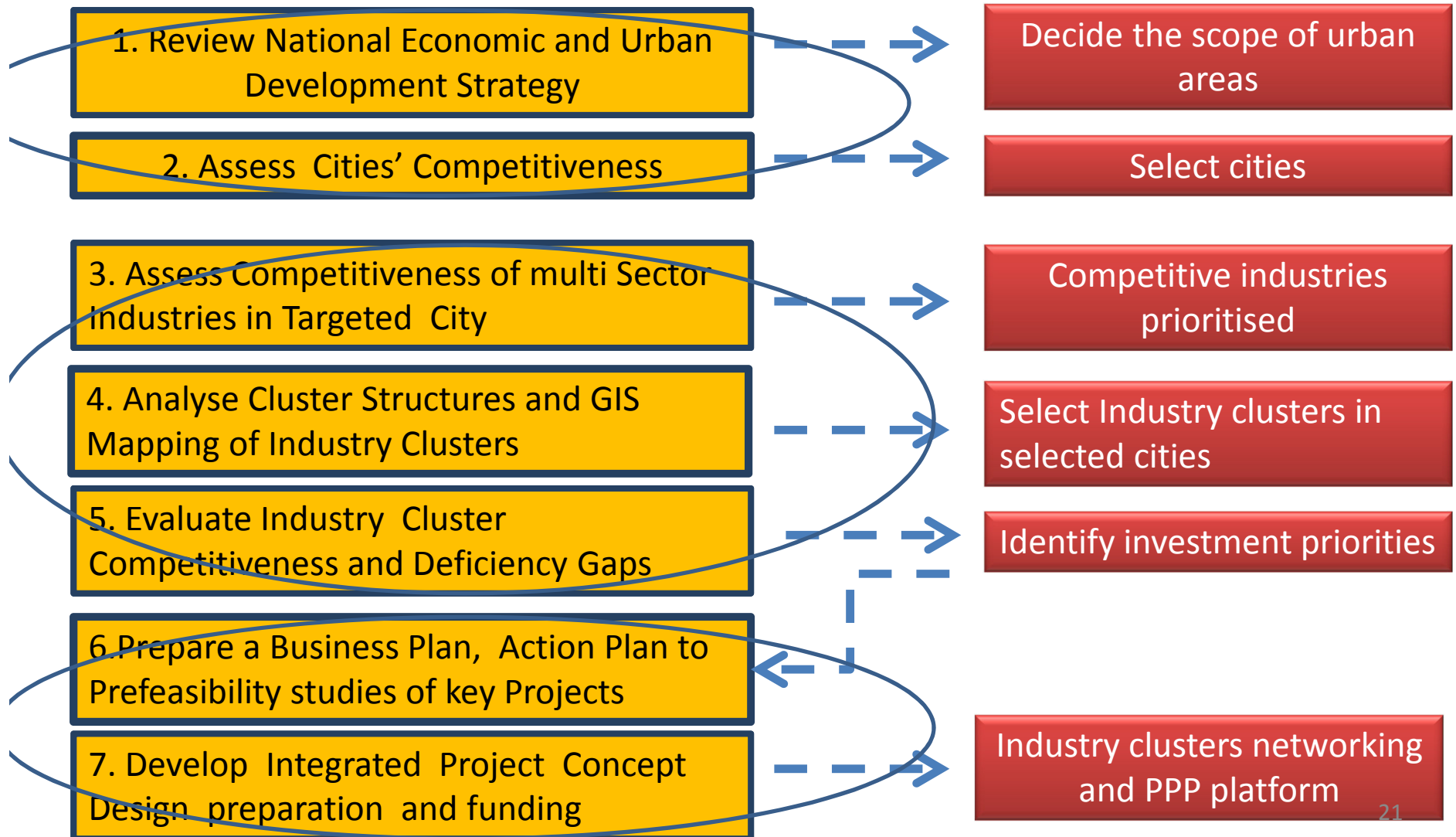


# Evaluating Gaps in Competitiveness



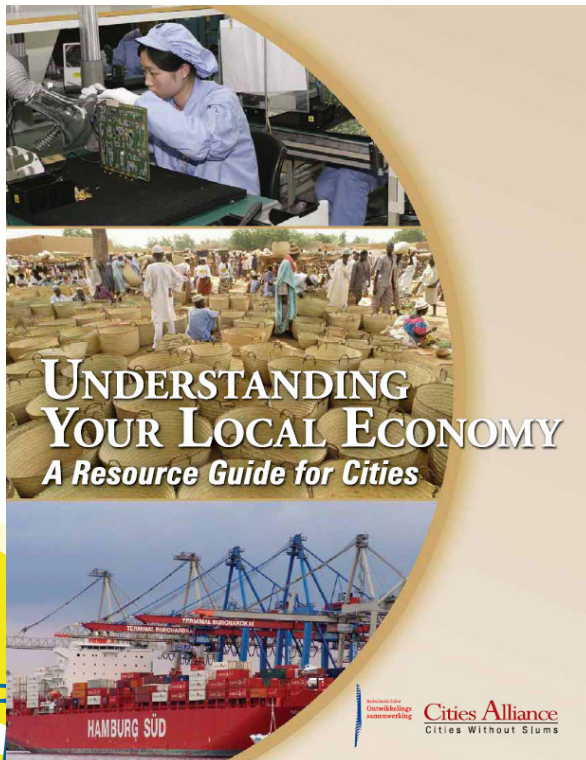
Industry Cluster Competitiveness – Rubber Industry CMR

# CCED Analysis – The Framework



# CCDE Tools and Toolkits

- Local Economic Development
  - CCED and City Competitiveness



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ASIAN DEVELOPMENT BANK





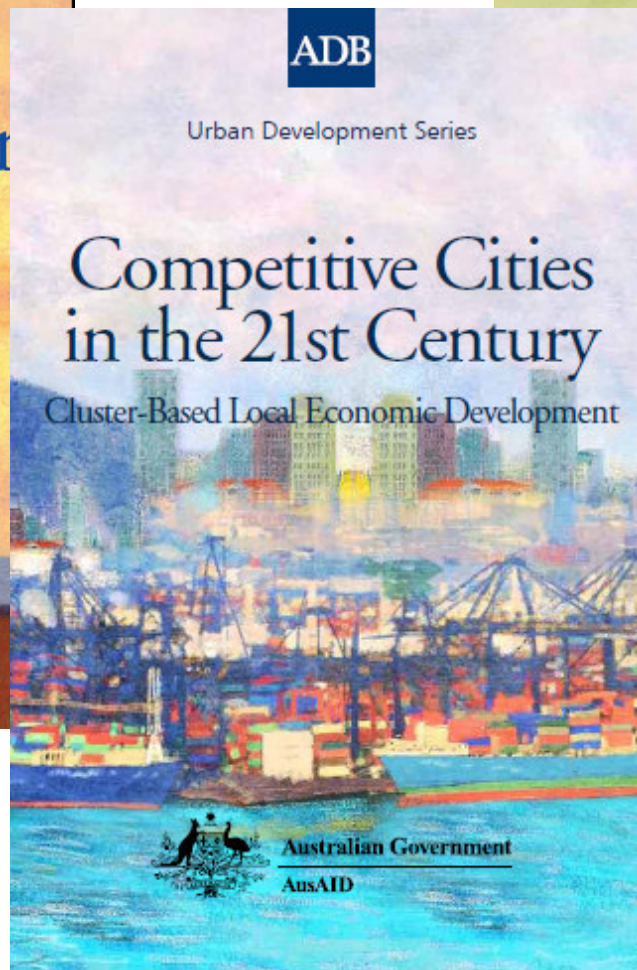
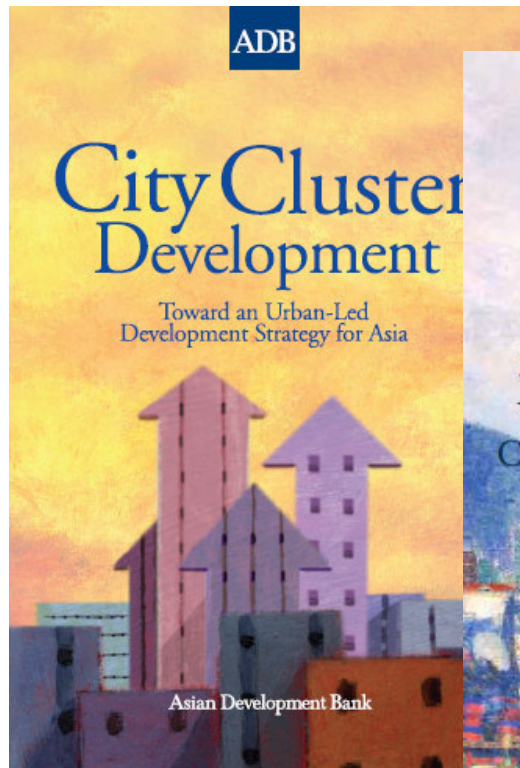
# Value of CCED

- Measuring and comparing attributes of competitiveness for cities across countries
- Identifying, mapping and analyzing sectoral and spatial changes in industry and economic activities at city and sub city level
- Strengths and gaps of key factors responsible for driving the future development of city economies
- Identifying the nature, strength and weakness of selected industry cluster supply chains to identify critical elements of strategic infrastructure needed to enhance industry competitiveness



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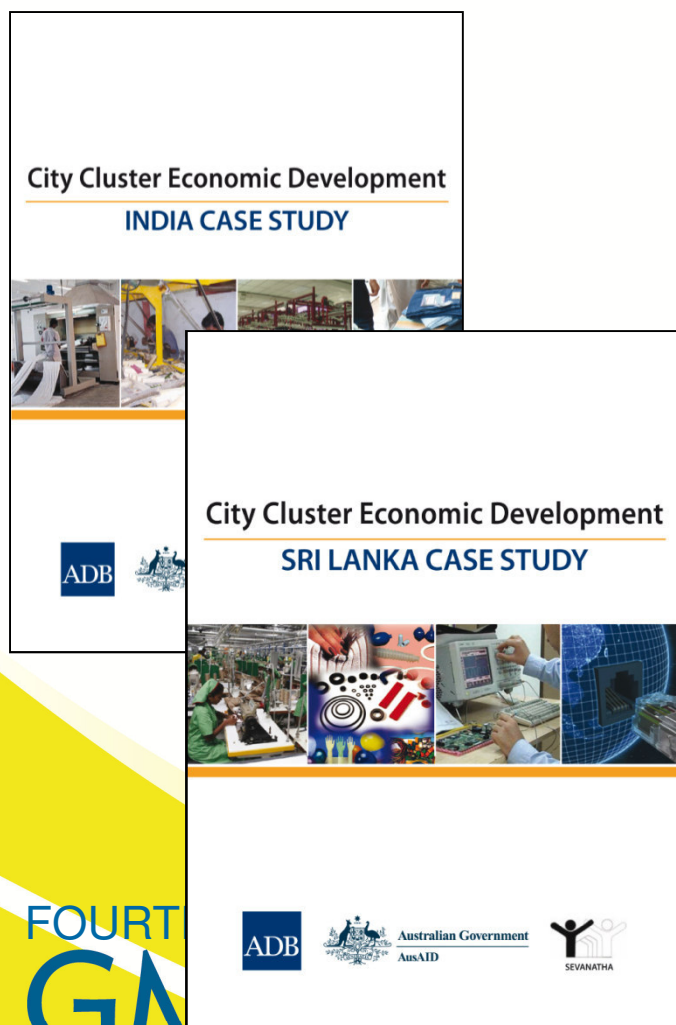
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# ADB's Experience Developing City Competitiveness



# Lessons from CCDE Study in South Asia



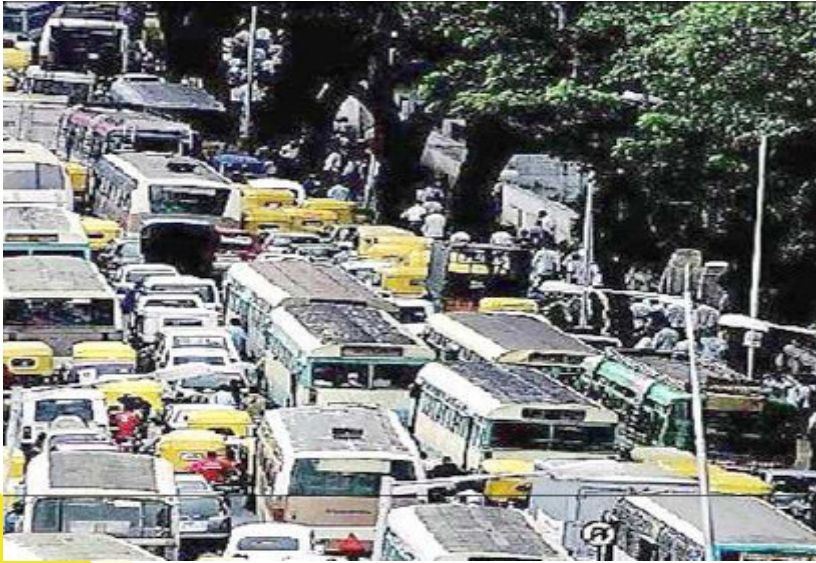
- Strong disconnect between national economic policy and urban development policy
- Policy and industry support programs must switch emphasis from supply- to demand-drive
- Structural weaknesses in urban economies: support for industry & governance; supply chain logistics; business-specific skills dev.
- Few cities in Asia have data required to monitor economic performance and evaluate the development impact
- Governments and businesses must learn to engage collaboratively in responding to shocks and opportunities

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# Case Study 1: Bangalore City Cluster Development



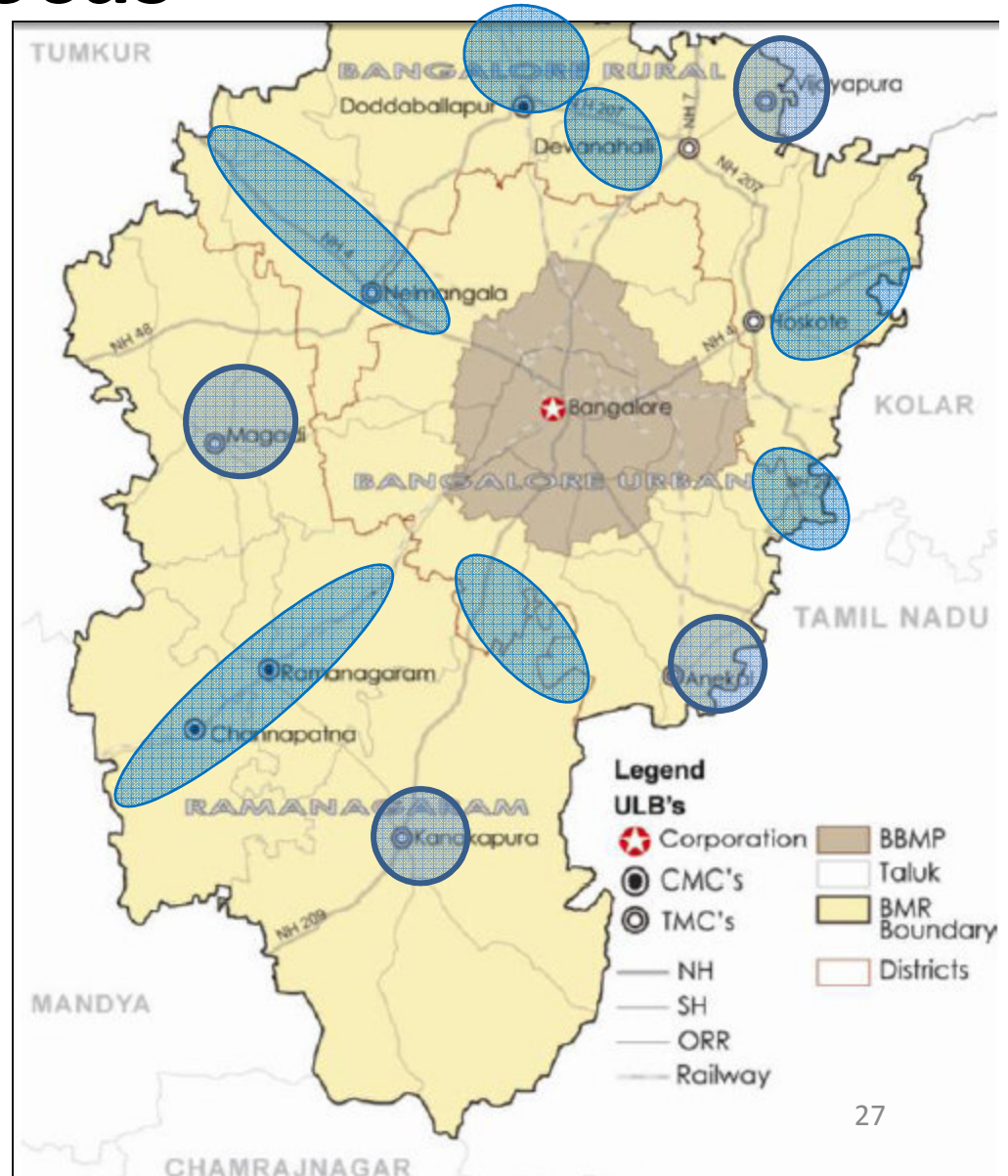
- Loss of environmental assets
- Worsening mobility of people and goods
- Disjointed industrial development
- Infrastructure deficit
- Inadequate Planning
- Enabling Environment



- Loss of productivity
- Loss of competitiveness

# Bangalore City Cluster Development: Focus

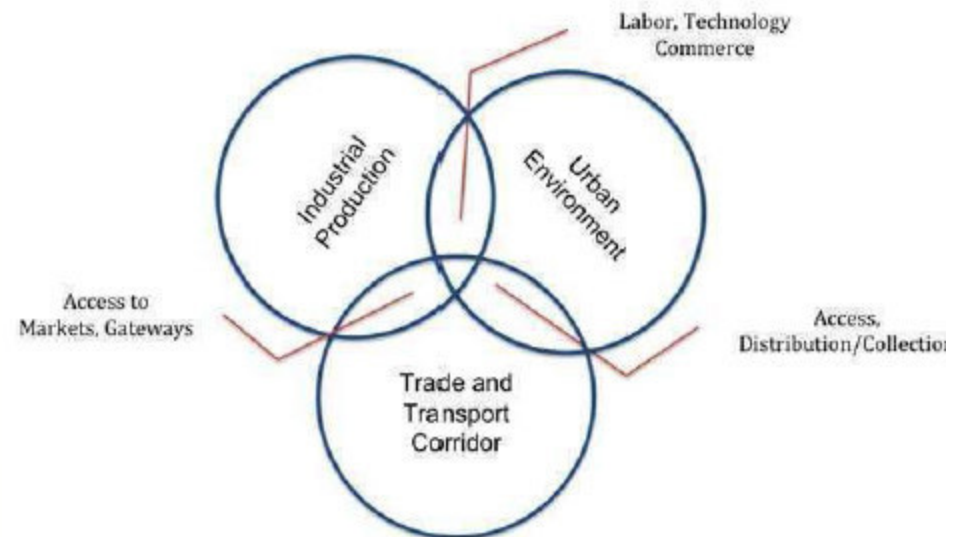
- Strengthening local economic planning and urban management in BMR
- Improving sustainable urban economic infrastructure in BMR clusters
- Improving the business enabling environment





# Case Study 2: Vizag–Chennai East Coast Industrial Corridor

- Creation of a new dynamic economic corridor
- hosts several ports that serve not only as international gateways but more importantly as a critical link in the supply chains
- hosts well established industrial clusters, urban centers, productive agricultural land and strong ICT industry

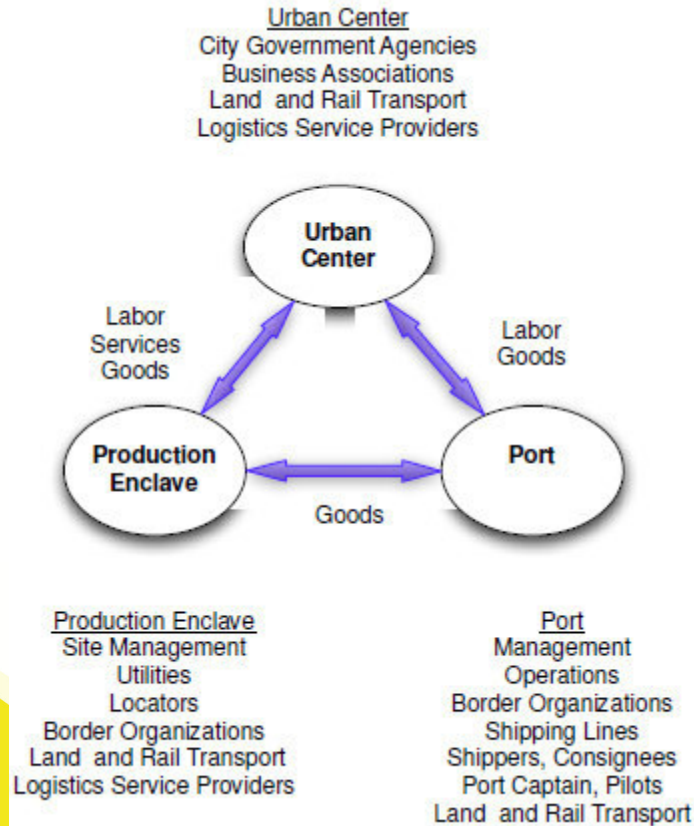


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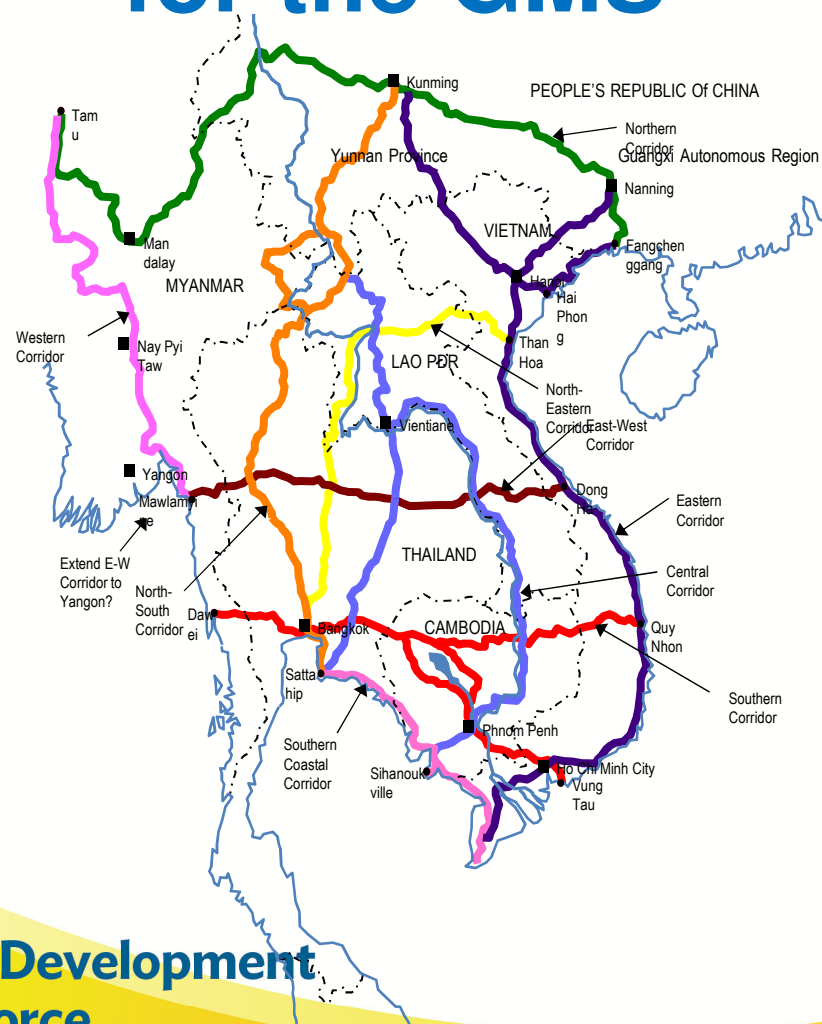


# Case Study 2: Vizag–Chennai East Coast Industrial Corridor



- ECEC conceived of as a market and service area for the principal major economic clusters in the corridor.
- Each cluster is composed of an urban center, a port and one or more production enclaves.
- Strengthening physical infrastructure connecting them but also the supply chains used to exchange goods and services and the information flows used to coordinate and expedite the transaction associated with these exchanges.
- Mechanism for collaboration to address varying governance structures.

# City Competitiveness Opportunities for the GMS



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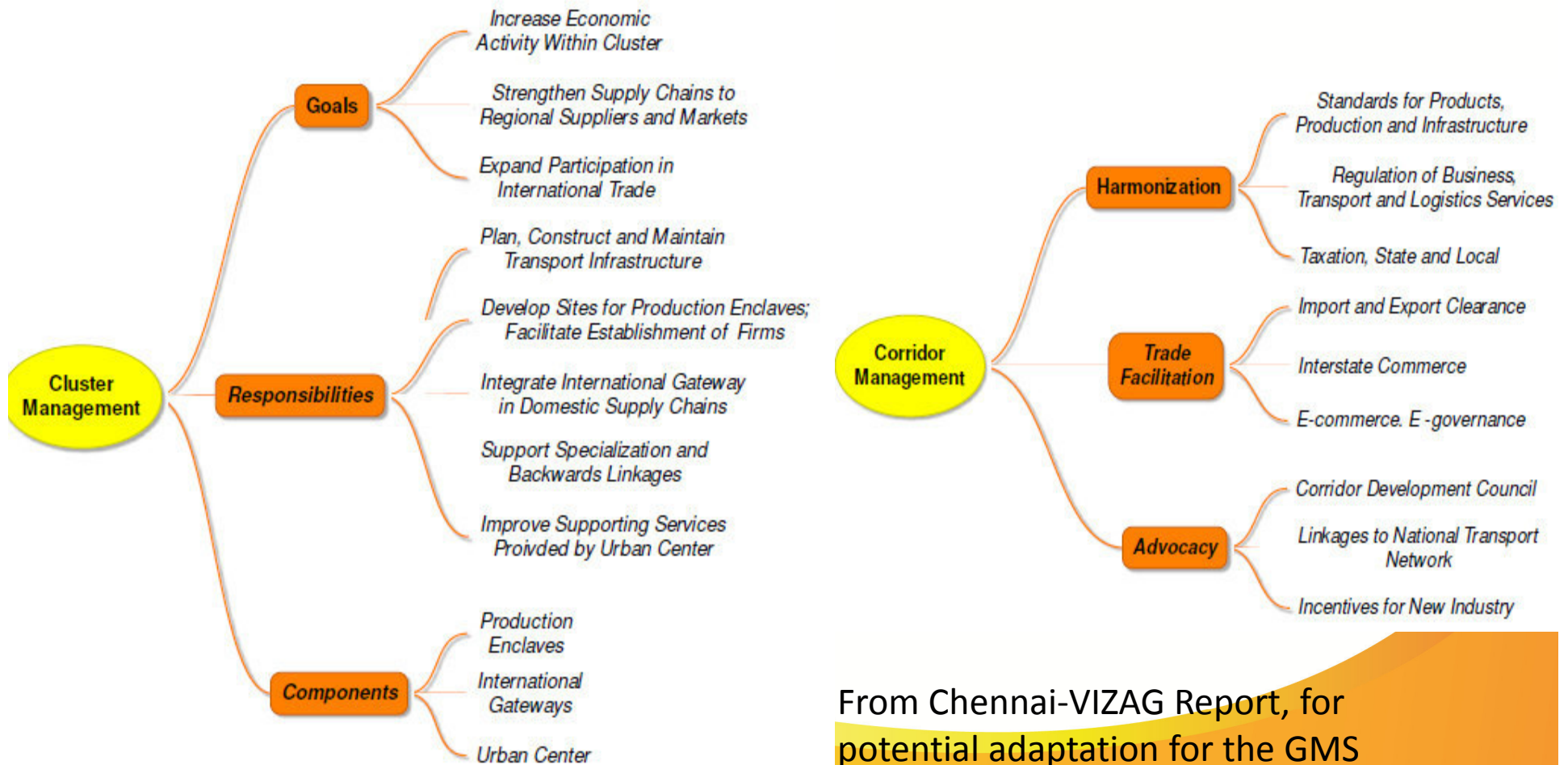
# Immediate Opportunities – New Directions for GMS CTDP

- GMS unique location and natural, cultural and economic endowments.
- Leveraging economic development in a way that is environmentally sustainable and inclusive.
- Strategic cluster development along corridors: integration of local and transnational opportunities: collaborative cities
- Border-based industrial zones

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# Opportunities for integrating cluster management and corridor management



From Chennai-VIZAG Report, for potential adaptation for the GMS



# Accelerating City Competitiveness

- Increasing Local Economic Development for Endogenous Growth
- Co-development of urban infrastructure and economic activities (SME development, skill development)
- Industry Attraction Approach
- Promoting Science and Technology, and Innovation Policy: Increasing Knowledge Capital and Innovation
- Growth Triangles: Creating a Focal Hub for the Economic Growth of Urban Regions

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***Session 3: Country Perspectives on the Application of  
Competitive Cities in the GMS – Cambodia***

# Definition of city competitiveness

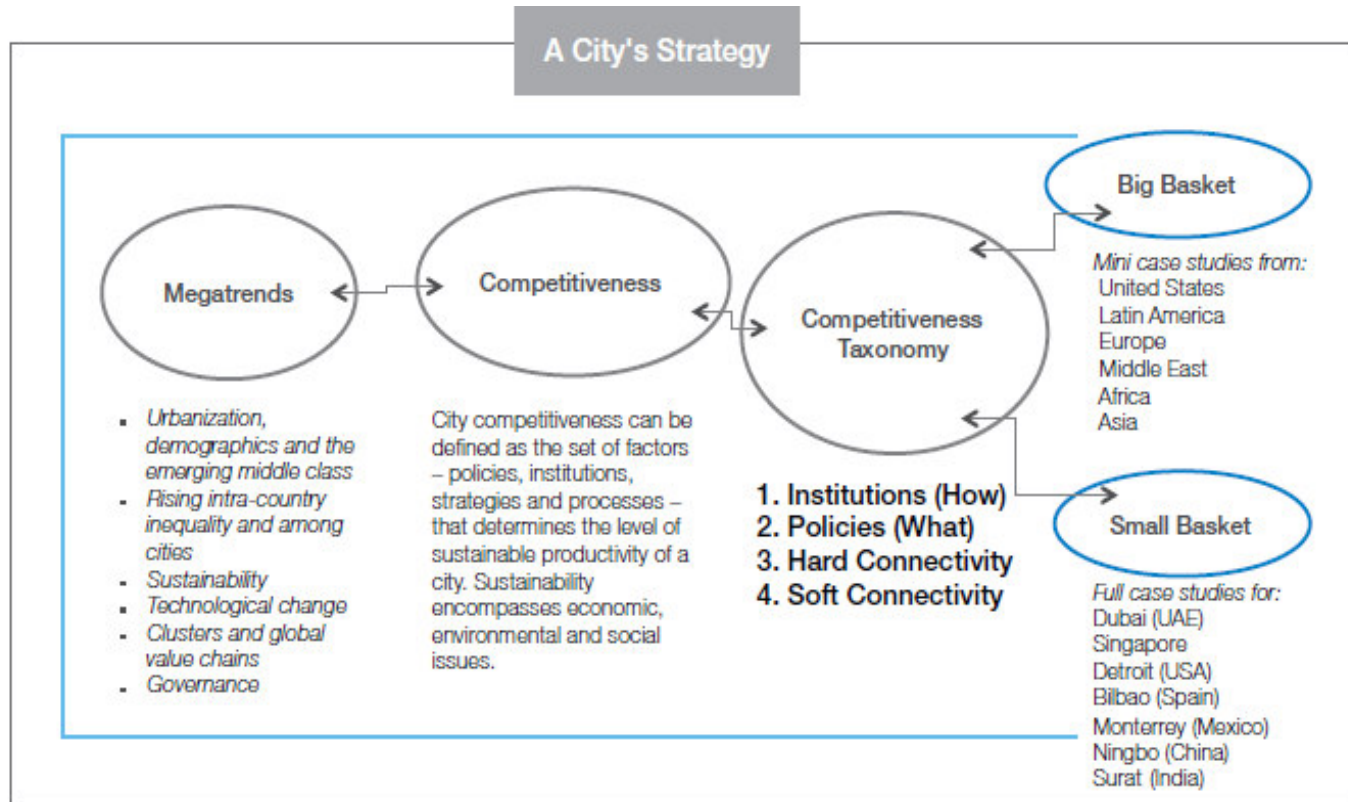
City competitiveness can be defined as the set of factors – policies, institutions, strategies and processes – that determines the level of sustainable productivity of a city. Sustainability encompasses economic, environmental and social issues.

World Economic Forum, 2014

# Characteristics of a competitive city

- Location and size
  - Entrepreneurship & FDI & industry
  - Social cohesion
  - Leadership & Governance
  - Regional connectivity
  - Human resources (i.e., Skills, ...)
  - Technology change
- 

# Characteristics of a competitive city: Competitive map



World Economic Forum, 2014

# Challenges and success factors that drive city competitiveness in Cambodia

## *Challenges:*

- Institution and governance
- Policy environment
- Human capital and development
- Infrastructure (hard)
- An emerging state from civil strife
- Finance

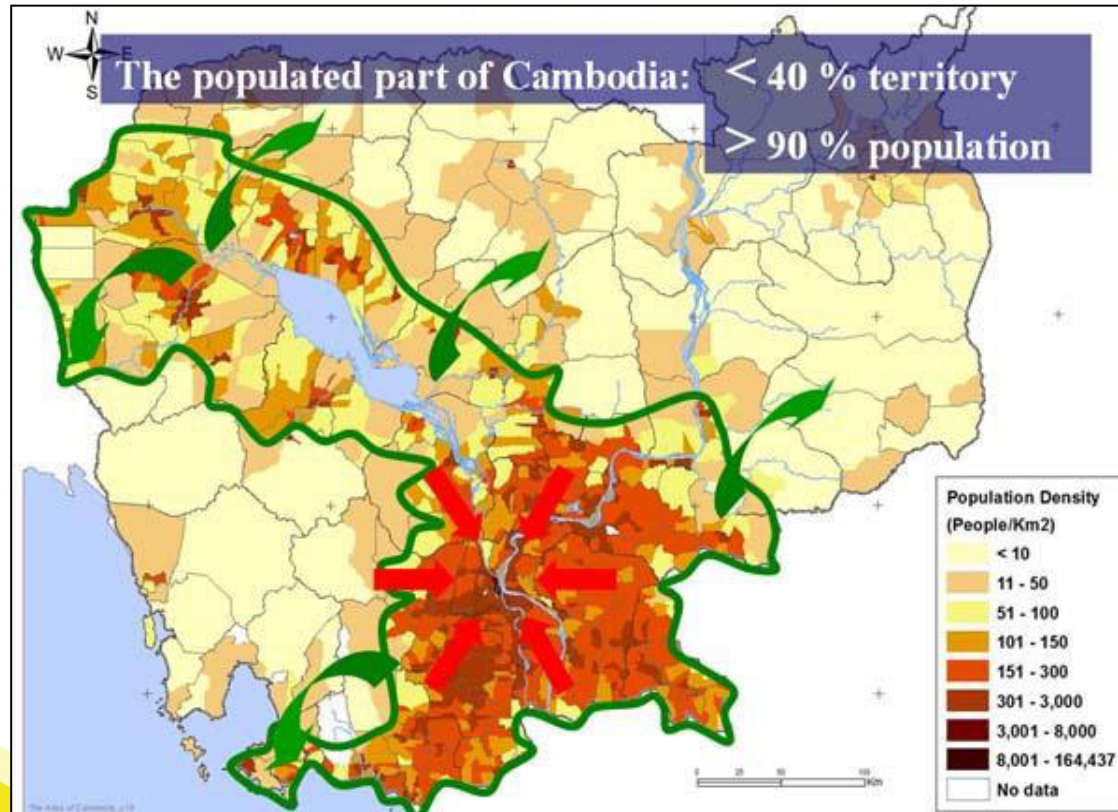
# Challenges and success factors that drive city competitiveness in Cambodia

## *Success:*

- Political stability
- D&D
- Investment law, policy...
- Connectivity (i.e., Infrastructure, seaports, ...)
- Resources (natural)
- Cluster development (i.e., SEZ, ...)
- Urban development and GDP growth (greater than 70%)



# Challenges and success factors that drive city competitiveness in Cambodia

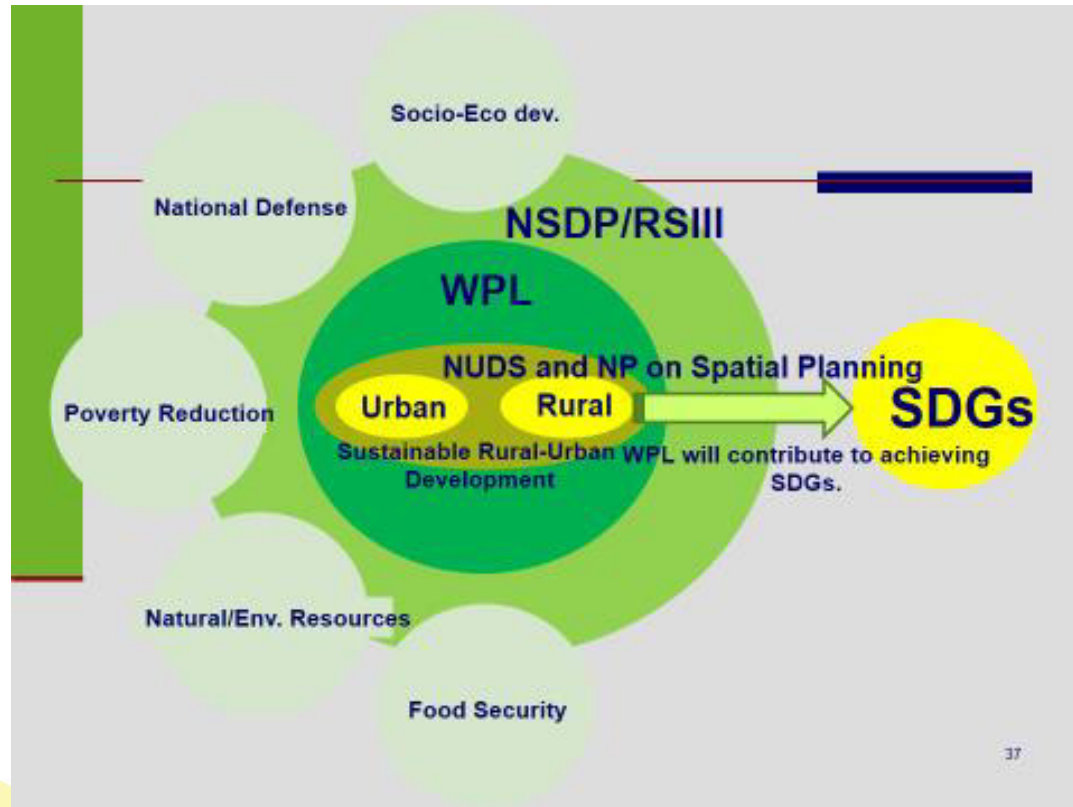


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# Challenges and success factors that drive city competitiveness: Policy environment



# Role of competitive cities in the GMS

- Institution
- Trade and FDI
- Industry and urban agglomeration
- Effective urban system/Spatial planning coordination  
balancing with economic growth and distribution/good  
planning for allocation of resources
- Consumption Vs (Re)Production

# Collaboration with other GMS sector initiatives

- Transport & trade facilitation
- ICT
- Environment/energy
- City-to-city collaboration—working group
- Shared vision/goals

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**Thank you for your attention!**

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## The Concept of City Competitiveness and Its Practice in PRC

*Session 3: Country Perspectives on the Application of Competitive Cities in the GMS – People's Republic China*

# Definition of city competitiveness

- For short, city competitiveness is the comprehensive and sustainable value-creation capability that a city possesses both in current and future conditions. There are 3 aspects of city competitiveness:
  - Urban general economic competitiveness: the output, current and short-term aspect of city competitiveness
  - Urban livable and business-friendly competitiveness: the aspect concerning the process from input to output
  - Urban sustainable competitiveness: the input, sustainable and long-term aspect of urban competitiveness
- Based on the theoretical framework mentioned-above, relevant Chinese research organizations have devised an index system with a series of indicators to analyze and compare the city competitiveness of around 290 Chinese cities annually for over 10 years.
  - According to the 2014 blue book *Annual Report on China's Urban Competitiveness (No. 12)*, in 2013, in terms of urban general economic competitiveness, the Top 10 Chinese cities were Hongkong, Shenzhen, Shanghai, Taipei, Guangzhou, Beijing, Suzhou, Tianjin, Foshan and Macao.
  - In terms of urban general economic competitiveness, Kunming and Nanning ranked 78 and 81 respectively in 2013.



# Characteristics of a competitive city

- Urban general economic competitiveness shows a city's ability to create value, which is reflected by the scale, speed and efficiency of cities' value creation activity. Therefore, **a competitive city should enjoy reasonable scale of economy, relatively fast speed of economic development and high efficiency of city management.**
- Urban Livable and business-friendly competitiveness shows a city's ability to attract economic entities, particularly talented personnel and enterprises, which determine the level and structure of urban industrial system. Therefore, **a competitive city should be attractive to both talents and enterprises.**
- Urban sustainable competitiveness is a city's long-term conditions of factor endowment and environment, which usually include six aspects i.e. economy, society, ecology, culture, rural-urban integration, and opening-up. Therefore, **a competitive city is usually an innovation-driven knowledge city, an inclusive harmonious city, an eco-city(green city), an open and culturally diversified city, a people-centered city, and an information city(smart city).**

# Challenges and success factors that drive city competitiveness

- **China's economic development has entered a phase of "new normalcy", which implies that the former factor-driven mode of economic development featuring fast growth and expansion of scale is no longer sustainable.**
- **As a result, China's urbanization now is also in a period of reform and transition, and faces various challenges, including:**
  - Pollution and high housing price
  - Little progress on improvement of business-friendly environment
  - The difficulty of transformation from factor-driven mode to innovation-driven mode of development
  - Social development not in accordance with fast economic growth
  - Relevant systems and mechanisms for environmental protection have not been set up
  - Protection of historical and cultural heritage must be strengthened
  - Rural-urban disparity remains a major obstacle to "people-centered" urbanization
  - Information infrastructure construction not in the same pace with fast urbanization

# Challenges and success factors that drive city competitiveness

## ● An ideal competitive city should have success factors as follows:

- It is not necessarily large in scale, but does have distinct characteristics based on its comparative advantages.
- It should have a comfortable living and business-friendly environment.
- It is a knowledge city whose development mostly driven by innovation, and knowledge industry becomes the pillar industry of the city.
- It is an inclusive and harmonious city which provides a fair playing ground to all residents. Social conflicts can be solved through reasonable mechanisms, and an equilibrium can be reached among different interest groups, and everyone's rights and interests should be respected and taken care of.
- It is an environmentally friendly city(a green city), in which ecological environment construction is an integral part of city development, and low-carbon economic development becomes the norm.
- While preserving its cultural distinctiveness, it should be an open city, which encourages exchange of different cultures, and is attractive to people from different cultural background.
- It is a city that enjoys high-level rural-urban integration, with high quality infrastructure and public services serving the need of all urban and rural residents.
- It is an information city or "smart city", with efficient exchange of information which drives improvement and innovation in city management and public services.

# Role of competitive cities in the GMS

## ● On the role of competitive cities in the GMS

- For most GMS members, competitive cities will promote shift of rural labor from agriculture to more efficient sectors such as manufacturing and services, so as to improve the efficiency of factor allocation and enhance competitiveness and productivity of member countries and the region as a whole.
- For middle-income GMS member countries, competitive cities will generate agglomeration effect and facilitate industrial upgrading, so as to help the cities realize sustainable development in the long run and overcome the "middle-income trap".

## ● How should this concept develop in the GMS?

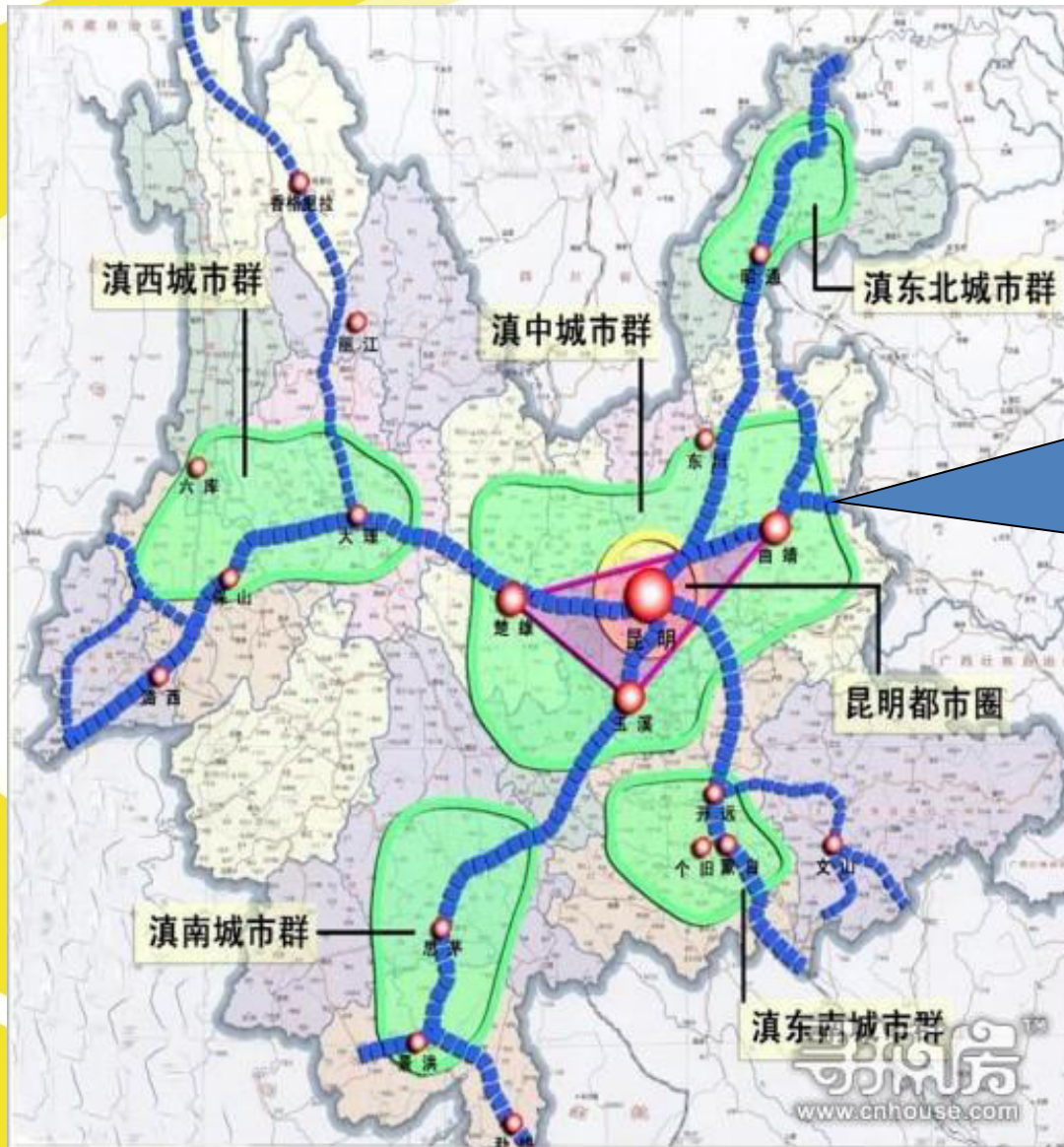
- **Economy only is not enough.** Economic competitiveness should not be overly stressed, and a more holistic point of view should be taken. Improvement of city competitiveness will rely more and more on living quality and the overall vitality of city, which will be determined by factors including infrastructure, public services, energy conservation, environmental protection, affordable housing, efficiency of city management, and the effectiveness of policy-making and coordination etc.
- **Coordination of cities at different levels is necessary.** Cities at different levels should devise different competitiveness policies and form a coordinated urbanization strategy. F.I., Guangxi and Yunnan's urbanization strategies are to promote coordinated development of different cities, which can be divided into three tiers: for Nanning and Kunming, the main task is to improve their comprehensive driving ability to enhance the diffusive effect; for prefecture level cities, the main task is to foster second-tier economic nodes; for county-level cities, the focus is to develop featured small cities and towns based on their distinct comparative advantages.

# Role of competitive cities in the GMS

- **The case of the Central-Yunnan City Cluster:** thru integrated development of Kunming and surrounding second-tier cities in central Yunnan, by sharing and optimizing allocation of resources, and complimenting each city's comparative advantage, the city cluster will promote the ability of value creation and the capacity for sustainable development of the cities as a whole and improve overall regional competitiveness.
- **The “Six-Integration” of the Central-Yunnan City Cluster:**
  - **Integration of infrastructure.** Expediting inter-city infrastructure construction, creating a "1-hour economic circle"
  - **Integration of industrial development.** Upgrading industrial structure thru promoting industrial agglomeration
  - **Integration of the market system.** Establishing an open, integrated and efficient market system, facilitating optimal distribution of production factors
  - **Integration of social development.** Promoting the level of public services, coordinating urbanization with social programs
  - **Integration of urban planning.** Optimizing the rural-urban spatial layout planning, esp. combining industrialization with urbanization
  - **Integration of environmental protection.** Strengthening common protection of the environment, promoting ecological civilization



# Spatial Layout of City Clusters in Yunnan



The Central-Yunnan City Cluster comprises of Kunming and surrounding second-tier cities mainly including Yuxi, Qujing, and Chuxiong.



# Collaboration with other GMS sector initiatives

- **Relevant GMS areas of cooperation which are important to develop city competitiveness:**

- Regional connectivity (including both infrastructure construction -- the "hardware", and policy harmonization -- the "software", with the latter becoming more and more important)
- Cooperation on SEZs, CBEZs etc.
- Technology innovation and transfer, and cooperation in creating regional value chain/production networks
- Tourism
- Environmental protection
- Human resources development

- **Other GMS areas for potential collaboration:**

- Fostering of business-friendly environment
- Financial sector cooperation
- Cultural exchanges

Thank You!



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

**Mr Noupheuak VIRABOUTH**

**Mr Boudsady Norlaseang**

**Mr Souksakhone Phengsavath**

***Session 3: Country Perspectives on the Application of Competitive Cities  
in the GMS – Lao PDR***

# **OUTLINE OF THE PRESENTATION**

- 1. Definition of city competitiveness;**
- 2. Six global “megatrends” relevant to cities;**
- 3. Four-part taxonomy of city competitiveness;**
- 4. Challenges;**
- 5. Some of the success factors;**
- 6. Role of the competitive cities in the GMS;**
- 7. Collaboration with other GMS sector initiatives.**

# DEFINITION OF CITY COMPETITIVENESS

- In practice, different definitions can be envisaged depending on the focus of interest;
- City competitiveness should be defined as the set of factors – policies, institutions, strategies and processes – that determines the level of a city's sustainable productivity;
  - These factors not only help a city to sustain high economic growth, but also secure its future competitiveness.
  - Sustainability encompasses economic, environmental and social issues;
  - Productivity is about the efficient use of available resources that drives economic growth.

# SIX GLOBAL “MEGATRENDS” RELEVANT TO CITIES

1. Urbanization: In 2005, the Lao urban population was ~1.4 million, equivalent to 25% of the total country population. Estimates are that by 2020, the urban population will be 33% of the country population that reflects the average urbanization rhythm at 0.5% per year).
2. Rising inequality: the inequalities in Lao rural and urban areas are due to rapid urbanization in the major centers which have better standards of education and healthcare;
3. Sustainability: the interaction among the economic, social, and environmental factors is identified as the key to reaching the sustainable development goal;

To be continued

## **SIX GLOBAL “MEGATRENDS” RELEVANT TO CITIES (CONT.)**

4. Technological change: high technology factories that burn fuel oil are increasing; particulate, sulfur dioxide and oxides of nitrogen are discharged into the atmosphere and are affecting urban people across Lao PDR;
5. Industrial clusters and global value chains: a country's competitiveness and ability to participate in GVCs depends as much on its capacity to efficiently import world-class inputs as on its capacity to export processed or final goods;
6. Governance: Lao Government's strategic plan for effective governance through 2020 is being implemented.



# FOUR-PART TAXONOMY OF CITY COMPETITIVENESS

- 1) Institutions: This is the governance or decision-making framework for competitiveness; it concerns how important decisions are made and vital reforms created.
- 2) Policies and regulation of the business environment: The framework of public policies and regulation shaping competitiveness indicates what to reform – critical policy reforms already done, and those needed for “unfinished business”
- 3) “Hard connectivity”: Hard connectivity is the core physical infrastructure connecting people to energy, water and other services; and
- 4) “Soft connectivity”: is about supporting an open society in the city, which spurs ideas, entrepreneurship, innovation and growth; is the social capital that makes investments in hard infrastructure and new technology more productive.

To be continued

# CHALLENGES

- Strengthening the urban management organization,
- Ensuring the rights, responsibilities and the coordination between urban management organizations at all levels and sectors concerned are consistent;
- Challenges for future development perspective, including international cooperation and trade, having many constraints such as skills shortage, inadequate and high-cost basic infrastructure services, low technology, and the absence of the sea ports due to being a land-locked country;
- How to sustain current growth in manufacturing and services sectors, especially to ensure that mining and hydropower development can be realized in a sustainable prospective for the future;

To be continued

# CHALLENGES (CONT.)

- Making the distance closer to frontier score and improving the ease of doing business ranking.
  - *Doing Business* indicators include starting a business, dealing with construction permits, getting electricity, registering property, getting credit, protecting minority investors, paying taxes, trading across borders, enforcing contracts and resolving insolvency.
- Proper development of the urban area and accommodating infrastructures as well as promptly addressing the traffic problems, specially in Vientiane Capital, to further promote the industrialization and economic integration of the respective provinces;
- Upgrading national highways in order to expand the spill-over benefits from regional highway constructions and to reduce province-province disparity.

# CHALLENGES (CONT.)

- Boosting transport and trade facilitation measures and related capacity building;
- Controlling the cross-border spread of communicable diseases;
- Increasing research and database development;
- Ensuring that the rules of laws and related trade and investment regulations are respected and implemented as envisioned.
- Poverty eradication and inequality narrowing are other two challenges for current and future development of Laos; and
- A new challenge of economic development of Laos is involving in the ASEAN Economic Community (AEC).

# SOME OF THE SUCCESS FACTORS

- Laos shares borders and many common interests with neighboring countries and has opportunities to participate in the sub-regional, regional and global economic network;
- The National Growth and Poverty Eradication Strategy (NGPES) emphasizes commercial production and promotion of export-oriented sectors while improving market linkages and facilitating trade.
- Lao PDR joined the agreement on sub-regional economic cooperation among Greater Mekong Sub-region (GMS) countries and is now able to involve itself in the GMS development plan.
- Application of the two basic political goals including: Open Market policy and Introduction of Market economic principles.

## SOME OF THE SUCCESS FACTORS (CONT.)

- An open-door policy leading to an increase in the trade volume, receiving several kinds of support from other countries in terms of foreign aid and assistance, an increase in the number of foreign direct investments as well as domestic investments;
- The Lao Government has issued different strategies and methods for poverty eradication as well as rural development;
- The Lao Government has developed a wide array of legislation, regulations, and action plans for environmental conservation and protection, including other factors such as health.



# ROLE OF THE COMPETITIVE CITIES IN THE GMS

- Providing efficient infrastructure, services, communications and skilled labor forces;
- Being the centers of knowledge, innovation and specialization of production and services;
- Facilitating creative thinking and innovation;
- Facilitating trade and commerce by providing super market places;
- Being the agents of social, cultural, economic, technologic and political changes and advancement;
- Becoming the driving forces of national economic development;
- Acting as the powerful centre of economic development;

# COLLABORATION WITH OTHER GMS SECTOR INITIATIVES

- Developing the major GMS corridors as economic corridors, ensuring that transport and trade facilitation (TTF) is improved;
- Strengthening transport linkages, particularly roads and railways;
- Improving telecommunication linkages and information and communication technology (ICT) applications among the GMS countries;
- Enhancing environmental performance in the GMS; and
- Supporting human resources development initiatives.



**Thank you for your kind attention!**  
**[nvirabouth@yahoo.com](mailto:nvirabouth@yahoo.com)**

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***Session 3: Country Perspectives on the Application of Competitive Cities in the GMS – Myanmar***

# DEFINITION OF CITY COMPETITIVENESS

**Is there a common definition?**

- **No!**
- Myanmar does **not** have a definition of City Competitiveness **yet**.

**What is a suggested working definition?**

- Attractiveness for investment;
- Attractiveness for intellectual talents, business and skilled human resource pool; and
- Resilience



# CHARACTERISTICS OF A COMPETITIVE CITY

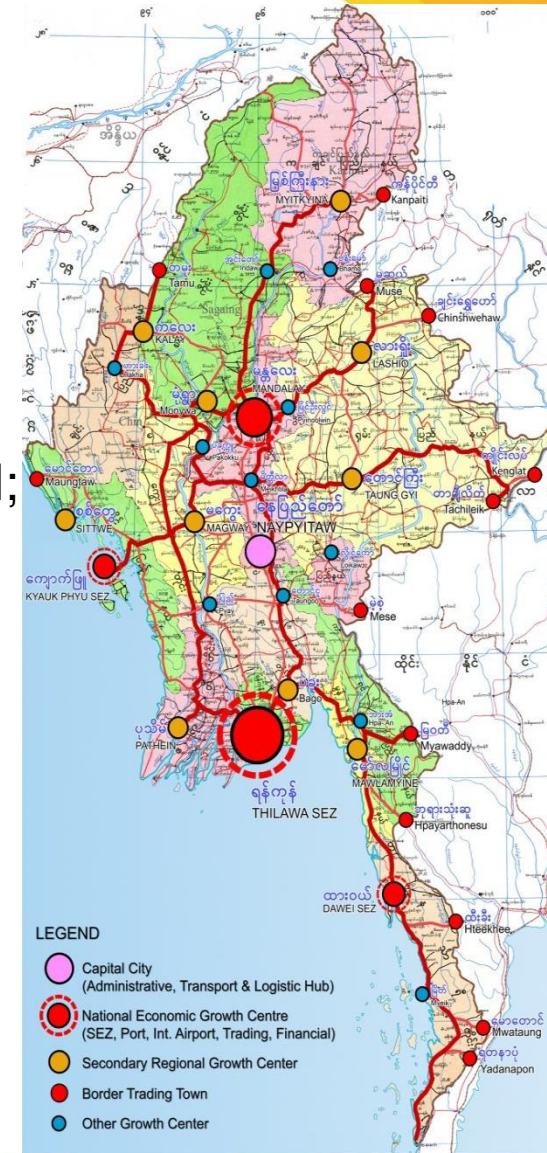
**Some characteristics that can be used to describe a competitive city**

## **Attractiveness for investment**

- Strategic location;
- Good market linkages;
- Access to natural resource and human resource pool;
- Quality urban infrastructure, communication and public services

## **Attractiveness for intellectual talents, business and skilled human resource pool**

- Green resilient city
- Social capital and quality of life
- Strong character





# CHALLENGES AND SUCCESS FACTORS THAT DRIVE CITY COMPETITIVENESS

**Some of the challenges Myanmar faces in developing the competitiveness of a city**

- Weak linkage between Economic and Spatial Development
- Lack of Strong / Specific Spatial Policy
  - Strategic Planning Policy at National, States and Regional and Local Level
- Weak Coordination in Spatial Development Planning
  - Development Planning Issues
  - Land Resources and Planning Issues
  - Infrastructure Allocation and Provision Issues
- Weak Institutional, Legal, and Governance Mechanism
- Low Level of Economic Productivity and Lack of Industrial-Commercial Activities
- Weak Mechanism for Private Sector Participation
- Human Resources and Capacity Shortage
- Disaster Risk Reduction and Resilience

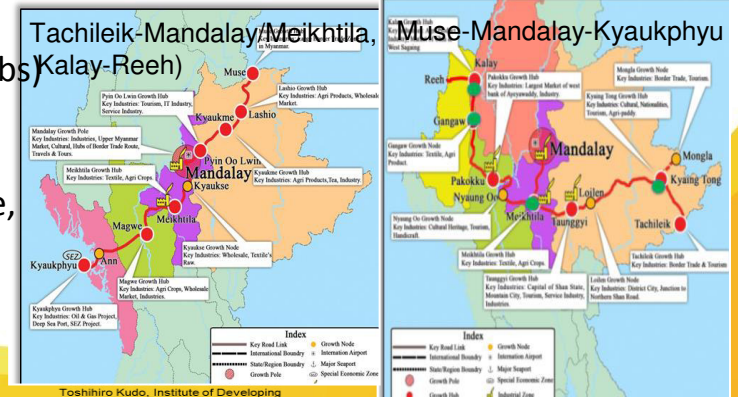
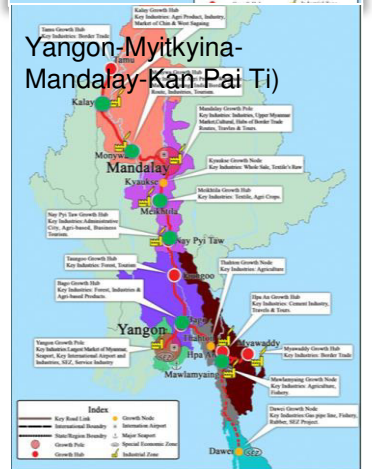
# Some of the success factors that drive a city to become competitive in Myanmar

Cities and Towns with Key Industries on Economic Corridor

Sr	City	Population		Economic Corridor				Key Industries																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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LS = Left Sash Corridors (Myawaddy-Mandalay-Tamu)

R.S = Right Sash Corridors (Muse-Mandalay-Kyukphyu)



Toshihiro Kudo, Institute of Developing Economic, JETRO

**Economic Corridors and Urban Centers ( 4 EC, 2 Poles , 6 Nodes , 20 Hubs)**

**Key Industries –** Jade, Mining, Industry, IT-Industry, Handicraft, Culture, Border Trade Route, Market and Trading, Wholesale, Service, Agriculture, Oil and Gas, SEZ, International Airport, Seaport, Travel and Tour, Fishery, Rubber, Tea, Textile Raw

# CHALLENGES AND SUCCESS FACTORS THAT DRIVE CITY COMPETITIVENESS

## Some of the success factors that drive a city to become competitive in Myanmar

- Strategic Location
- Natural, Cultural and Human Resources
- Insight of Local Decision Makers
- Good Physical and Social Infrastructure
- Linkages
- Trade and Investment Opportunities
- Unique Products

- **YANTANARPORN CYBER CITY** (ICT town in Pyinoolwin Township)
- **MOGOKE** (jade and ruby production center, connecting to China)
- **TADA-U** (Hotel Zone & new satellite town project)
- **NAY PYI TAW** (new capital city) (Hotel Zone)
- **BAGAN** (tourist attraction town) (Hotel Zone)

- 4 old capitals & last royal capital
- Second largest city
- Center of culture, Buddhism & tourism
- Regional center of Upper Myanmar
  - Commercial
  - Logistics
  - Transit trade with China & India



*Mandalay Green City  
City Cluster and Competitiveness*



# ROLE OF COMPETITIVE CITIES IN THE GMS

## **Myanmar's Views on the role of competitive cities in the GMS**

- Competitive Cities will have to serve as growth poles, hubs and nodes that will bring inclusiveness and reduce poverty throughout the nation.
- They will have to become catalysts of sustainable development through strong rural urban linkages

## **How Myanmar would like to see this concept develop in the GMS**

- In an **inclusive** and **complementary** manner

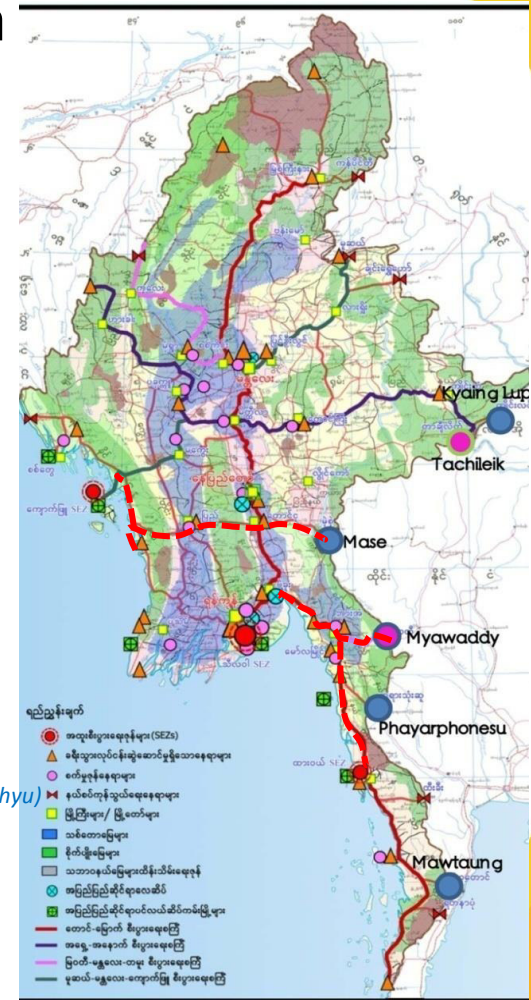
# ROLE OF COMPETITIVE CITIES IN THE GMS

## Some examples of city cluster development in Myanmar

- Tourism City Cluster Development
- Border Trade City Cluster Development
- Resource-based City Cluster Development
  - Agro-based City Cluster Development
  - Petro-Chemical City Cluster Development
  - Aquaculture based City Cluster Development

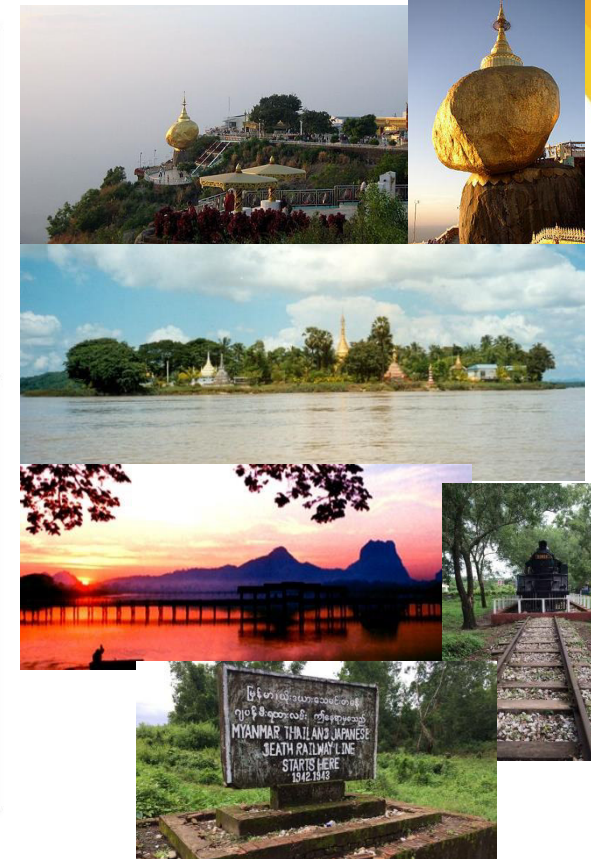
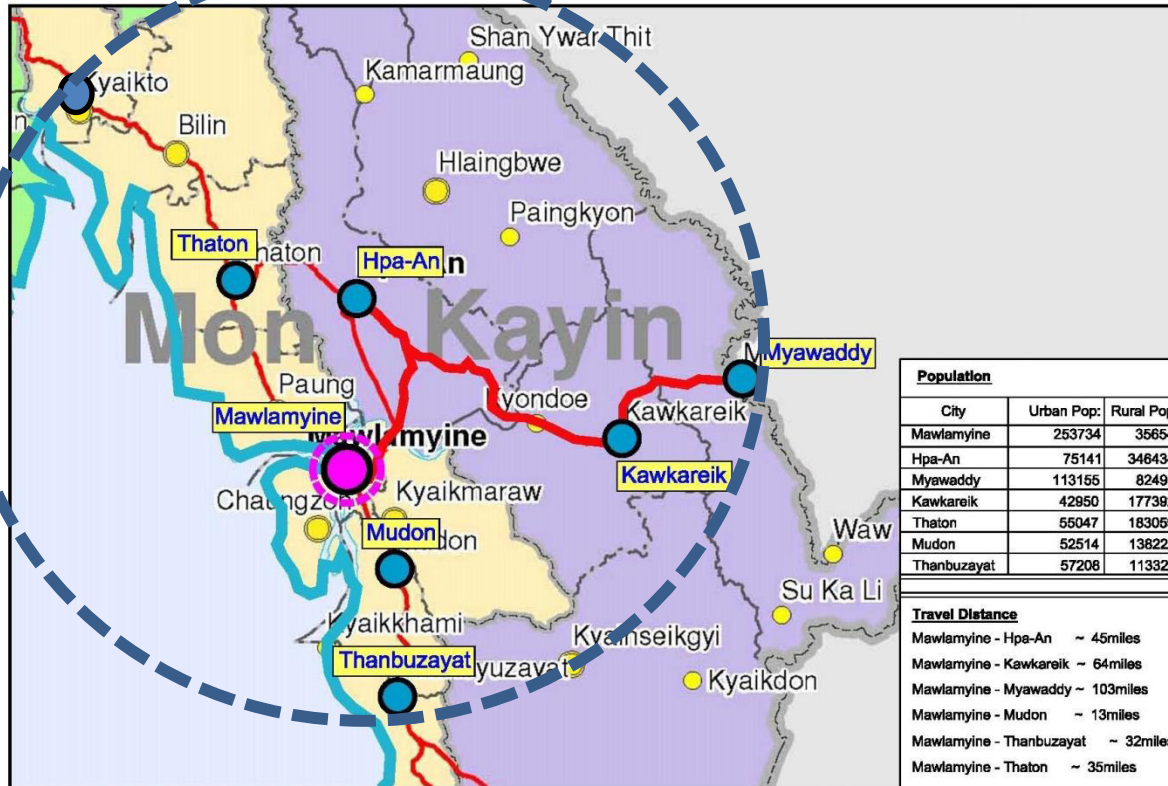
**Development Promotion Zone**  
*Special Economic Zones (Thilawa, Dawei, Kyauk Phyu)*  
*Tourism Promotion*  
*Industrial Zone*  
*Border Trading Zone*  
*Agricultural Promotion Zone*  
*Inland Port and International Port Development*  
*International Airport Development*  
*Cities and Secondary Towns Development*  
*Infrastructure Development*  
*Logistic, Transportation and Economic Development Corridors*

**Development Control Zone**  
*Natural Conservation Zone*  
*Forest Land*  
*Agriculture Land*



# ROLE OF COMPETITIVE CITIES IN THE GMS

## Some examples of city cluster development in Myanmar



- **Tourism City Cluster Development:** Myawaddy – Kawkareik – PhaAn – Mawlamyine – Thanphyuzayat - Thaton – Kyaikhto
- **Border Trade City Cluster Development:** Myawaddy – Kawkareik – PhaAn – Mawlamyine



# COLLABORATION WITH OTHER GMS SECTOR INITIATIVES

**GMS sector initiatives or working groups important to work with in developing the idea of city competitiveness**

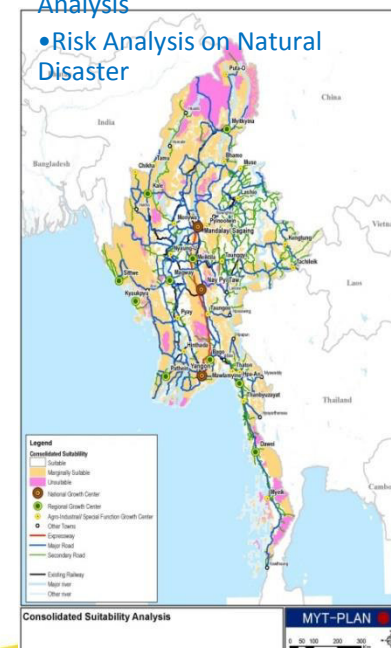
- Transport Working Group
- Environmental Working Group
- Tourism Working Group
- Human Resource Development Working Group

- MYANMAR TOURISM MASTER PLAN
- MYANMAR TRANSPORT MASTER PLAN
- ENVIRONMENTAL SUSTAINABILITY
- NCDP and Human Resources Development Plan

•Transport Master Plan



•Environmental Sensitivity Analysis  
•Risk Analysis on Natural Disaster



# COLLABORATION WITH OTHER GMS SECTOR INITIATIVES

Some areas for potential collaboration with other GMS sector initiatives

- Connectivity
- Tourism
- Human Resource Development
- Cross Border Planning and Collaboration
- Environment

## National Growth Center

- **Yangon, Mandalay and Special Economic Zone (SEZs)** (Thilawa, Dawei, Kyawkphyu)

## Regional Growth Center

- **Capital and Major Cities of States and Regions** (Sittwe, Patheingyi, Bago, Mawlamyine, Dawei, Monywa, Myittha)

## Special Function Growth Center

- **Border Trading and SME** (Thai-Myawaddy, Tachileik, China- Muse, India-Tamu, Bangladesh – Maungdaw)
- **Tourism and Services Based Zone** (Bagan, Inlay, Coastal area)
- **Resource Based Industrial Zone** (water, mineral, agriculture, ..)

URBAN CENTERS AND POTENTIALS

SPATIAL DEVELOPMENT PLANNING AND LINKAGES

GMS SECTOR INITIATIVES AND COMPETITIVENESS

Main Corridor, Emerging Corridor, Major Communication Axis



**Thank You for Your Kind Attention!**

**Myanmar Urban Task Force**

FOURTH MEETING  
**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 3: Country Perspectives on the Application of  
Competitive Cities in the GMS – Thailand  
Competitive City: City as a Tool Towards Competitiveness***

## 1. Definition of city competitiveness

# Is there a common definition?

## Common definition

- **Better Living Condition:** Sound of environment for living, Adequate facility & Amenity
- **Social Cohesion :** Participates democratically in shaping where they live, Enjoy cultural diversity
- **Economically Sustainable :** Responsive & Adjustable to changing Economic environment, Technological and Social progress
- **Environmentally Sustainable :** Vision and Goal for the future, 3R (reuse, reduce, recycle), Protect resourceful area, Ecology

## 1. Definition of city competitiveness

# What is a suggested working definition?

- **Better physical conditions:** Infrastructure, Public facilities, liveable/pleasant Atmosphere
- **Local administration with far-sighted view,**  
Determination to long-term goals
- **Identifying critical environmental problems** for city to be tackled with



## 2. Characteristics of a competitive city

# What are some characteristics that can be used to describe a competitive city?

- **Responsive to tackle crisis/trouble situation**: Severe floods, earthquake, fire explosion
- **Harmonize with nature** (soil, water, wind, heat) : Various form of geography, biodiversity , Resilience & innovation for climate change, High agricultural productivity area
- **public & private partnership** in Infrastructure investment
- **Mechanism to drive** Social enterprise, social business & SMEs
- **Life-long education** to spur Ideas, Entrepreneurship, Innovation & Growth

### 3. Challenge and success factors that drive city competitiveness

•What are some of the challenges that your country faces in developing the competitiveness of a city?

- **Government /Institutions:** Need far-sighted & long-term perspectives, Continuity of development
- **Efficient community and municipal service :** Comfort, Network, Price ,Energy efficiency
- **Enhance inducive environment for doing businesses :** Deregulation/Good governance/Flexible labour market
- **Control & eliminate** Serious environmental pollution

### 3. Challenge and success factors that drive city competitiveness

## What are some of the success factors that drive city competitiveness?

### 5 keys to success

- **Vision & Governance** : A collective desire, A shared value system, Several medium-term strategic axes
- **Entrepreneurship** : Engender an environment in which creative & innovative individuals & organization can gather, grow & thrive , to use whatever commercial strengths & resources a locality already has
- **Specialization**: Potential, Creative cluster, upraise local capital, Quality of life
- **Social Cohesion** Plan & prepare for multi cultural & new geography, Community participation

#### 4. Role of competitive cities in the GMS

**What are your country views on the role of competitive cities in the GMS?**

- **Foreign Investment Attraction & Success**
- **Green city** with Quality people : visitors/tourist/technocrat
- **Creative Cities** poised for Technological advancement & Sustainability
- **Strong public-private collaboration**

## 4. Role of competitive cities in the GMS

### How would like to see this concept develop in the GMS?

- 1. Duo-Cities :** Inter-Supportive role, aggregate actions to correspond common problems (Water-Secure Future, Water pollution remedy, Solid/toxic Waste Management)
- 2. Collaboration programme/action on specific issue**  
Joint formulation of guideline/Operational with clear timeline
- 3. Entrepreneurship & SMEs & social business**
  - Financial incentive
  - Soft connectivity support (Education, digital Infrastructure)
- 4. Creativity to diversify beyond resources**  
(Biodiversity/Tourism/Green Industry/ Food Industry )
- 5. Urban Revitalization**

## 5. Collaboration with other GMS sector initiatives

- Which GMS sector initiatives or working groups would it be important to work with in developing this idea of city competitiveness?
- What are some areas for potential collaboration with other GMS sector initiatives?

1. **Environment WG:** Waste management, Water Secure, Saving Energy, Ecology
2. **Transportation WG:** Safety standard
3. **Agriculture WG:** Encourage higher density in urban core & conserve Rural-Urban Fringe for food security and plant supply for urban uses and Recreational Landscape





# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 3: Country Perspectives on the Application of Competitive Cities in the GMS – Viet Nam***

# Definition of city competitiveness

## Common definition:

According to a study by Webster and Muller (2000):

“Urban competitiveness refers to the ability of an urban region to produce and market a set of products (goods and services) that represent good value (not necessarily lowest price) in relation to comparable products of other urban regions. Non-tradeables, e.g., local services, are part of the competitiveness equation. An urban economy that produces goods and services for local people of high value relative to price, supports the export economy of the city, making it more competitive, as well as directly raising the quality of life and standard of living for people living in the urban region”

# Definition of city competitiveness

## Suggested working definition:

City competitiveness means "the degree to which cities can produce goods and services which meet the test of wider regional, national and international markets, while simultaneously increasing real incomes, improving the quality of life for citizens and promoting development in a manner which is sustainable".

Lever W.F., Turok I (1999) Competitive Cities: Introduction to the Review, *Urban Studies*, 36 (5-6):791-793

# Cities/Provinces Competitiveness in Vietnam

- **Strong competition between cities/provinces in Vietnam:**

- Attract foreign investment
- Create local centers for linking domestic with the global economy
- Devote considerable resources to the construction of growth poles in the form of new towns, sea ports, airports, industrial estates, export processing zones developments and, more recently, High Technology Research Park

- **Over the last 20 years:**

- 283 industrial zones with land occupation of 76,000ha
- 15 coastal economic zones with land occupation of 662,249ha
- 28 bordering economic zones with land occupation of 600,000ha
- large number of new town development projects created by national and provincial government throughout the countries.

- **Results:**

- Attracted 4,681 projects in industrial zones with total investment capital of USD 80 bill
- Land occupancy rate in industrial zones is 65%
- Attracted 570 projects in bordering economic zones with total investment capital of USD 3 bill (in which FDI accounted for USD 700 mill.)
- Attracted total investment capital of USD 59 bill in coastal economic zones (in which FDI accounted for USD 31 bill.)

# Provincial Competitiveness Index(PCI)

- **Provincial Competitiveness Index(PCI) has been applied in Vietnam since 2006**
- **Objective:** ranking Provincial Government efforts to enhance the business environment
- **Provincial Competitiveness Index is built on the voices of**
  - 9,859 domestic non-state enterprises from all 63 provinces.
  - 1,491 foreign-invested enterprises operating in Vietnam,
- **PCI is composed of ten sub-indices** that capture key dimensions of the local business environment that can be directly influenced by the actions and attitudes of provincial officials as follows:
  - Entry Costs (business establishment costs)
  - Land Access and Security of Tenure
  - Transparency and Access to Information
  - Time Costs of Regulatory compliance / Inspections
  - Informal Charges
  - State-sector Bias (competition environment)
  - Pro-activity of Provincial Leadership
  - Private Sector Development Services
  - Legal Institutions
  - Labor Training.

# Top 10 of Provincial Competitiveness Index (PCI) of Vietnam

PCI Ranking	2011	2012	2013	2014
1	Lao Cai	Dong Thap	Da Nang	Da Nang
2	Bac Ninh	An Giang	Hue	Dong Thap
3	Long An	Lao Cai	Kien Giang	Lao Cai
4	Dong Thap	Binh Dinh	Quang Ninh	Ho Chi Minh
5	Da Nang	Vinh Long	Dong Thap	Quang Ninh
6	Ba Ria – Vung Tau	Kien Giang	Ben Tre	Vinh Phuc
7	Ha Tinh	Bac Lieu	Quang Ngai	Long An
8	Binh Phuoc	Tra Vinh	Thanh Hoa	Thai Nguyen
9	Dong Nai	Dong Nai	Can Tho	Tuyen Quang
10	Binh Duong	Bac Ninh	Ho Chi Minh	Bac Ninh
	Ha Noi (36)	Hanoi(51)	Hanoi (33)	Hanoi (26)
	Hai Phong (45)	Hai Phong (50)	Hai Phong (15)	Hai Phong (34)
	Ho Chi Minh (20)	Ho Chi Minh (13)	Lao Cai (17)	
		Da Nang (12)		



# Challenges factors that drive city competitiveness

- Budgetary limitations
- Ineffective urban planning
- Ineffective investment policies
- Insufficient and ineffective infrastructure
- Insufficient housing and urban amenities
- Deficiency of skilled labor
- High production cost
- High communications cost
- High land rent and complicated procedure for acquiring land
- Lack of capacity in development and management of city branding
- Growing polarization in incomes
- Fragmentation of the labor market
- Decline in manufacturing and rise in service sector industries
- Social and cultural changes generate additional demands on city governments to provide better environments and a generally higher quality of life.
- Governance with complexity, uncertainty and changeability.
- “Unhealthiness of the business environment”: corruption, counterfeit products, and uncertainty in regulatory changes.

# Success factors drive city competitiveness

- Advantages of location
- Vision: the 'values' and 'identity' for city capitalizing upon its cultural, social, economic, physical and historic strengths; and recognize the need for effective 'branding' of identity and values.
- Good city marketing strategy
- Leadership: Creativity of local government in setting a vision, harnessing the power of new ideas and mobilizing civic energy.
- Availability of capital; accessibility to credit finance
- Good urban planning
- Administrative procedural reform,
- Favorable environment for entrepreneurship so that creative and innovative individuals and organizations can cluster, grow and thrive
- Highly educated, well trained workforce;
- Security of land and business premises,
- Good infrastructure
- Information and technology application in urban management
- Livable city
- Landmark events such as major sporting events, international conferences or entertainment festivals alter perceptions about a city and showcase its virtues.
- Proven public/private sector co-operation.
- Public awareness and participation in developing competitive cities

# Role of competitive cities in the GMS

- **Country views on the role of competitive cities in the GMS:**

Competitive cities in the GMS lead the region's economic performance. Competitive cities have higher level of affluence regarding attracting investment, stimulate business, thus creating jobs, increasing incomes that help improve quality of life and reduce poverty and unemployment in the region. Gains in productivity and efficiency in competitive cities can be integrated and mutually reinforcing. Beside competition, cities in GMS cooperate through specialisation and exchange of goods and services, and as components in GMS urban system. Cooperation is also in the articulation of common problems such as social exclusion or environmental degradation, sharing of experience and the establishment of policy networks

# Role of competitive cities in the GMS

## Competitive cities can be developed in GMS in following forms:

- Metropolitan regions in the GMS: driving force for country or region's development
- Specialised cities: the function and development based on locational advantages such as tourism, coastal, highland, bordering, harbour cities compete each other to attract investment .
- Clusters: the development focuses not only on the agglomeration of a single industry, but also the externalities across industries such as a range of productive relationships between business, industries, universities, trade associations, services, cultural activities, leisure facilities, local government agencies and other civic institutions.
- Smart Cities: High-technology information and communications play as driving forces.
- Quality of education, and quality of life in the cities
- Policies to foster entrepreneurship
- Linkages between universities, research communities and the private sector, clustering, and stocks of social capital, as well as natural features.
- Good governance
- Competition and cooperation

# Collaboration with other GMS sector initiatives

GMS sector initiatives or working groups would it be important to work with in developing this idea of city competitiveness:

- Transportation
- Environment
- Trade
- Tourism
- Industry
- Education
- Urban
- Information and technology

# Collaboration with other GMS sector initiatives

- **Some areas for potential collaboration with other GMS sector initiatives:**

- Infrastructure development
- Transportation Connectivity
- Capacity building for urban government
- Administration reform
- Urban Planning and management
- Climate change
- Green growth
- Cluster development
- City marketing
- Information and technology
- Private sector initiatives
- Development of EZs, IZs



# Thank you!

FOURTH MEETING  
**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 5a: Pilot Initiative on the GMS Economic Corridors  
Section-Specific Concept Plans: EWEK Section between  
Myawaddy–Mae Sot***

# Presentation Outline

1. Background on the GMS Program
2. Overview of the Pilot Initiative
3. EWEC Section Plan- Initial Findings



*We are committed to continue our joint efforts to transform the GMS transport corridors into economic corridors... Implementation of the SAPs should focus on selecting priority sections along the corridors which offer the greatest potential for attracting investment and yielding long-term development benefits. For these corridor sections, the identification of investment needs and opportunities should draw upon inputs from provincial and local government officials, the private sector and community residents.*

*-GMS Leaders at the 5<sup>th</sup> GMS Summit; Bangkok Thailand  
December 20, 2014*

# Economic Corridors

## Section Specific Concept Plans

### Objectives

1. ***Initiate planning processes*** for conceptual development plans focused on three prioritized sub-sections of the GMS Economic Corridors.
2. ***Promote a bottom-up, participatory planning process which*** solicits views and ideas about each corridor's strengths, weaknesses, opportunities and constraints (SWOT analysis) from local stakeholders, including provincial and local officials, the private sector and community representatives.
3. ***By adopting a broad, multisectoral approach*** the resulting concept plans can serve as a basis for future regional planning, a model for other cross-border planning in the GMS, and provide inputs to the current projects in the corridors.



# Three Pilot Locations Along Major Economic Corridors



- **SEC:** Bavet, Cambodia- Moc Bai, Viet Nam
- **EWEC:** Mae Sot, Thailand – Myawaddy, Myanmar
- **NSEC:** Jinghong, PRC-Luang Namtha, Lao PDR



# Methodology

## Review

- Review of past SAPs and other corridor development activities

## Assess

- Establishment of cross-border Planning Task Force
- Consultations and surveys for area assessments
- 2-day regional workshops for SWOT analyses and development of concept plans

## Synthesis & Implementation

- Section Specific Concept Plans presented to GMS senior ministers
- Concept plans linked with regional development and national development plans
- Concept plans used to inform current and future GMS projects including: urban development strategic framework; GMS corridor towns initiative

# Key Inputs and Tools

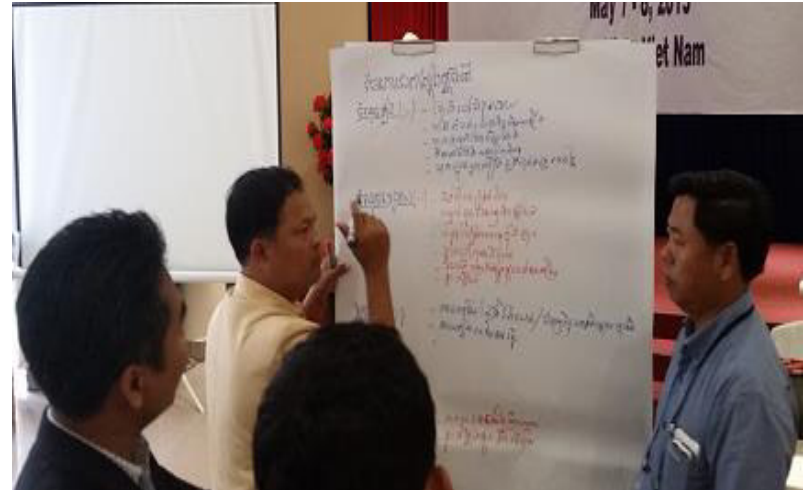
Cross-border Planning Task Forces

Multi-sector SWOT analyses  
(Strengths, Weaknesses, Opportunities, Threats)

Spatial Multi-Criteria Assessments (SMCAs)

Linkages with other ongoing projects and GMS priority  
projects

# Workshop 1: Southern Economic Corridor Planning Task Force Workshop Moc Bai, VIE- Bavet, CAM Border Area- May 7-8, 2015





## Workshop 2: East West Economic Corridor Planning Task Force Workshop Mae Sot, THA- Myawaddy, MYA Border Area- May 28-29, 2015





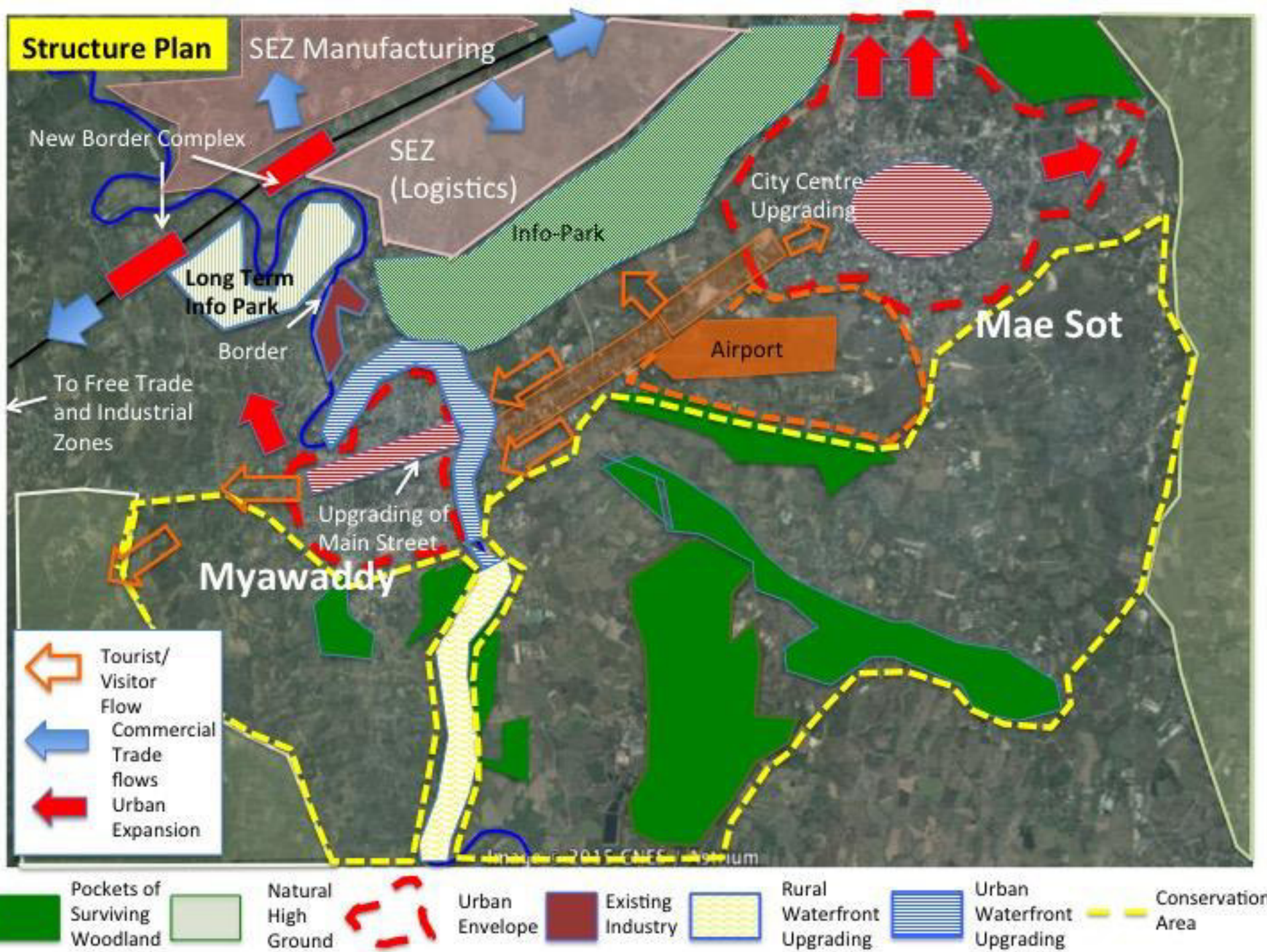
# **EWEC Corridor Section Plan: Initial Findings**

# EWEC Corridor Section Plan: Initial Findings and Proposals

1. Planned or new infrastructure development
  - Completion of Myawaddy-Kawkareik road
  - 2<sup>nd</sup> Thailand-Myanmar Friendship bridge and secondary border crossing
  - Thailand's planned SEZ in Tak province
2. Expansion of Mae Sot Airport
3. Preservation of agricultural lands to the south and commercial opportunities to the north
4. Joint management of resources :
  - river resource management
  - cross-border power trade
  - labor flows



# Structure Plan



# **EWEC Corridor Section Plan: Other Considerations**

- Role of Hpa-An and Tak as State/Provincial capitals and economic centers
- Security and stability along the new road
- Informal / illegal border trade detracts from the formal sector
- Increased congestion and urban growth in Myawaddy town
- Set aside land early for necessary border infrastructure

# Initial Observations from the Workshops

- 1. Need to Leverage Strong Business-to-Business Relationships.** Continue public-private dialogue and private-private dialogue to enhance trade and investment in the ECs.
  - Myanmar UMFCCL and Thailand's Chamber of Commerce have signed an MOU for cooperation in four key areas and plan to meet every two to six months to monitor progress
- 2. Need to Address Transnational Issues.** Communicable disease control, cross-border energy demand, establishment of a single stop inspection and customs control area, and flood control require strong coordination at the local and the national level.
- 3. Need to Strengthen Cross-Border and Inter-Agency Coordination.** Cross-border cooperation is constrained by different languages and multiple institutions on both sides for Spatial Planning.



# NEXT STEPS

1. Share and verify the concept plans through national workshops.
2. Link with local, national and subregional plans, where possible.
3. Identify the key stakeholders and their roles.
4. Undertake comprehensive master plan to draw out top priorities for development and the best modality or financing approach.

FOURTH MEETING

**GMS** Urban Development  
Task Force

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# THANK YOU

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**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 5b: Presentation on the GMS East-West Economic  
Corridor Eindu to Kawkareik Road Improvement Project***



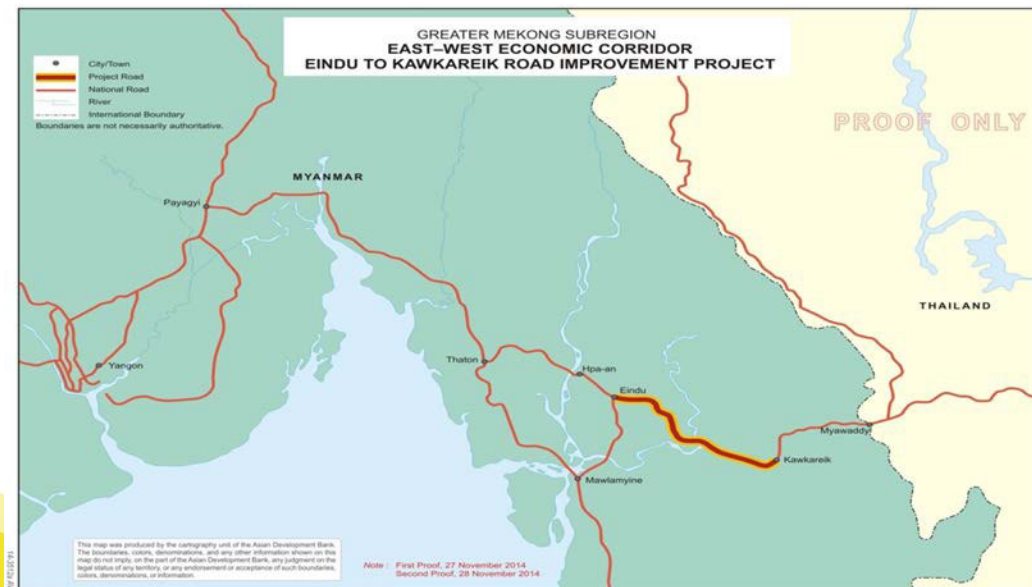
# GMS East-West Economic Corridor



- EWEK runs from Viet Nam to Myanmar, crossing Lao PDR and Thailand
- The total length of the Corridor is 1450 km.
- The road improvement will link Myanmar with the Greater Mekong region

# Eindu Kawkareik Road Improvement Project

- Road Improvement of a section of AH1 between Eindu and Kawkareik in Kayin State, total length of 66.4 kms.
- Complete reconstruction of the road will be carried out.
- Road constructed to ASEAN/GMS standards (essentially a 2-lane highway, suitable for all standard highway traffic).



# Current Road Condition



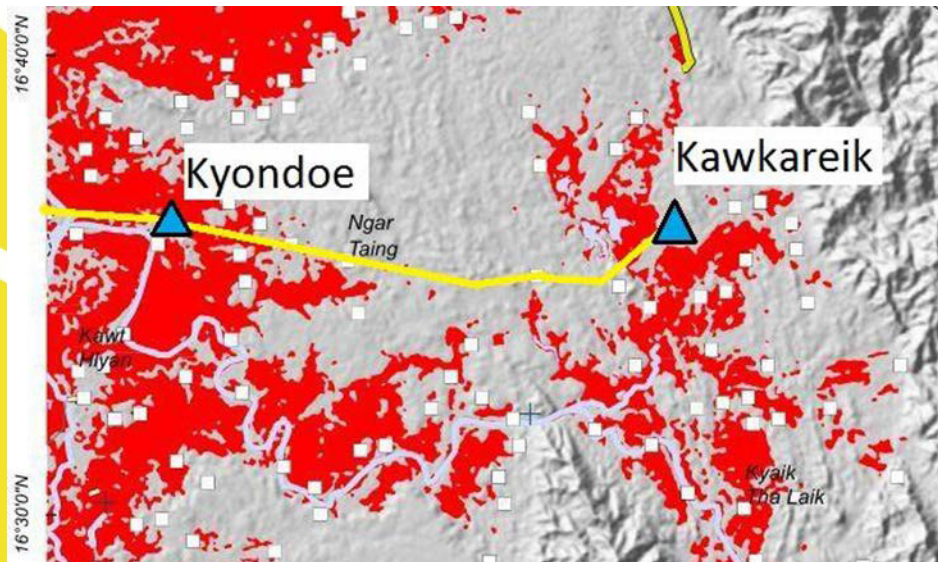
# Key Project Features

- Design speed of 80kph (outside built up areas)
- Road will be raised to avoid annual flooding (18kms), providing year round access.
- Road straightened (15 kms) to improve safety at dangerous corners.
- New road junctions at Eindu, Kawadar, Thamyarkone and Kyon Doe to improve safety.
- Road will be widened to improve safety:
- Separate motorcycles from trucks and cars.
- Shoulder for slower moving vehicles and road users (bicycles, pedestrians).
- Safety features such as lighting and crossings in key locations (schools, markets).
- Includes access road to Kyon Doe river port.



# New structures to improve drainage and manage floods

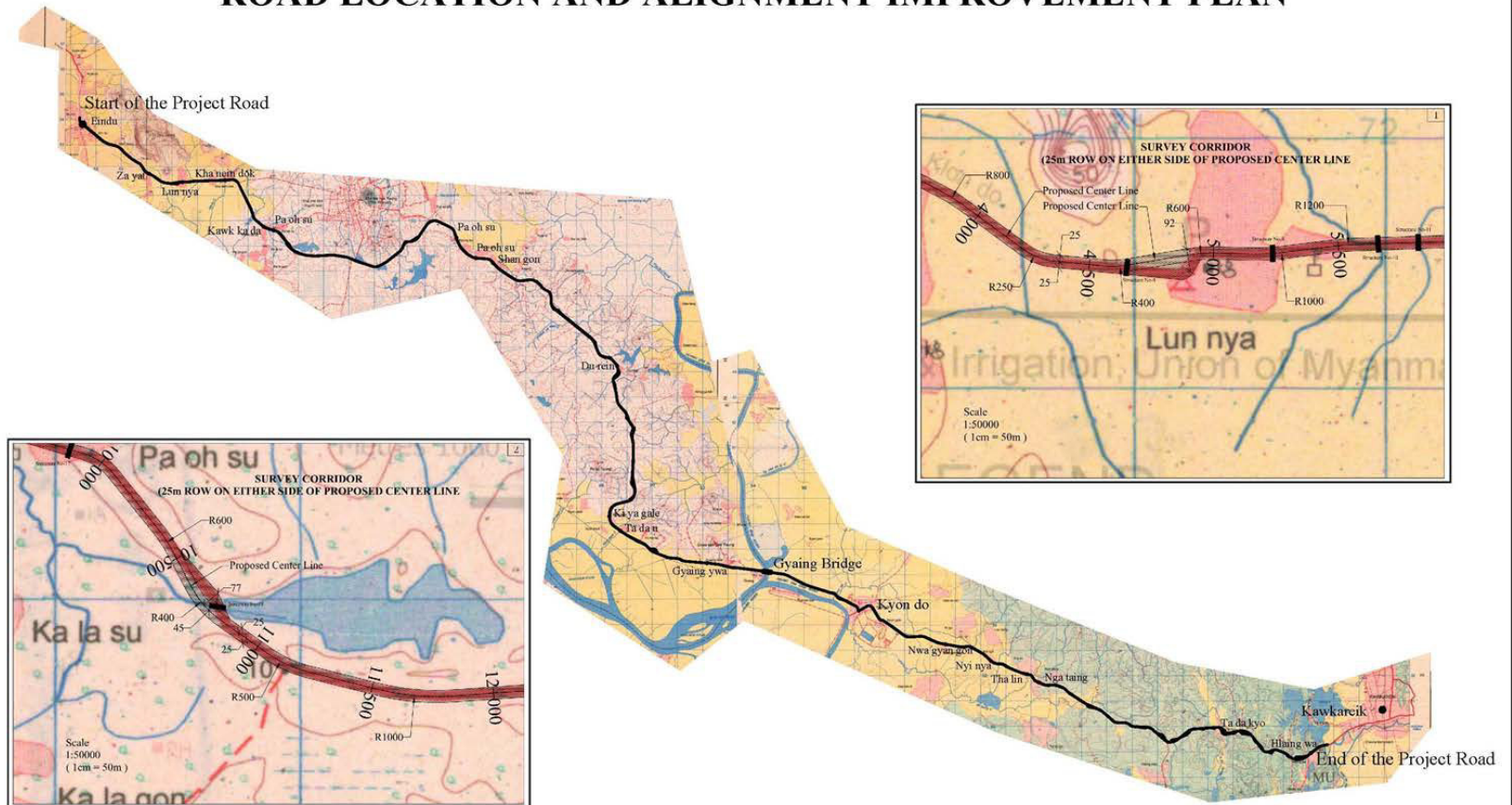
- 22 new bridges;
- 50 box culverts.



Extent of flooding near Kyon Do on 5th August 2013

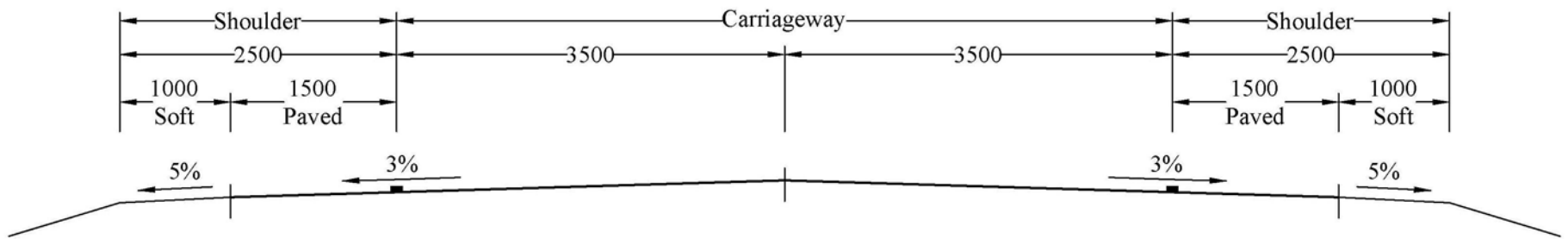
# Road Safety Improvements

## ROAD LOCATION AND ALIGNMENT IMPROVEMENT PLAN





# Typical cross section



# Project Benefits

- Improve connection to Thailand and beyond
  - Improve connection to and within Kayin State
  - Reduce travel time and transport costs
  - Manage floods and provide year-round access
  - Improve road safety
- 

# Thank you

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**GMS** Urban Development  
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18–19 August 2015 • Nay Pyi Taw, Myanmar



FOURTH MEETING

# GMS Urban Development Task Force

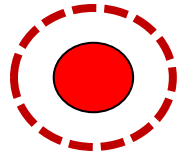
18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 5c: Third GMS Corridor Towns Development Project***

# Third GMS Corridor Towns Devt Project

- **Impact:** increased economic activities along the GMS East-West Economic Corridor
- **Outcome:** improved access to sustainable urban services in the cities of Mawlamyine, Hpa-An, and Myawaddy
- **Outputs:** (i) improved basic infrastructure in the project cities (solid waste management and water supply); (ii) enhanced city competitiveness (heritage protection in Mawlamyine for tourism promotion, infrastructure in Hpa-An industrial zone, Mae Sot-Myawaddy joint spatial development plan); (iii) project implementation support and capacity development
- **Cost:** \$103 million (ADB \$83M, Cofinancier \$15M, Govt \$5M)
- **Implementation Arrangements:** DUHD as executing agency, Mon State Government and Kayin State Government as implementing agencies

# Concentrated & Decentralized Development Strategy



**National Economic Growth Centre**  
(Trade, Finance, Port, International Airport, SEZ)

Yangon & Dawei



**Secondary Regional Growth Center**

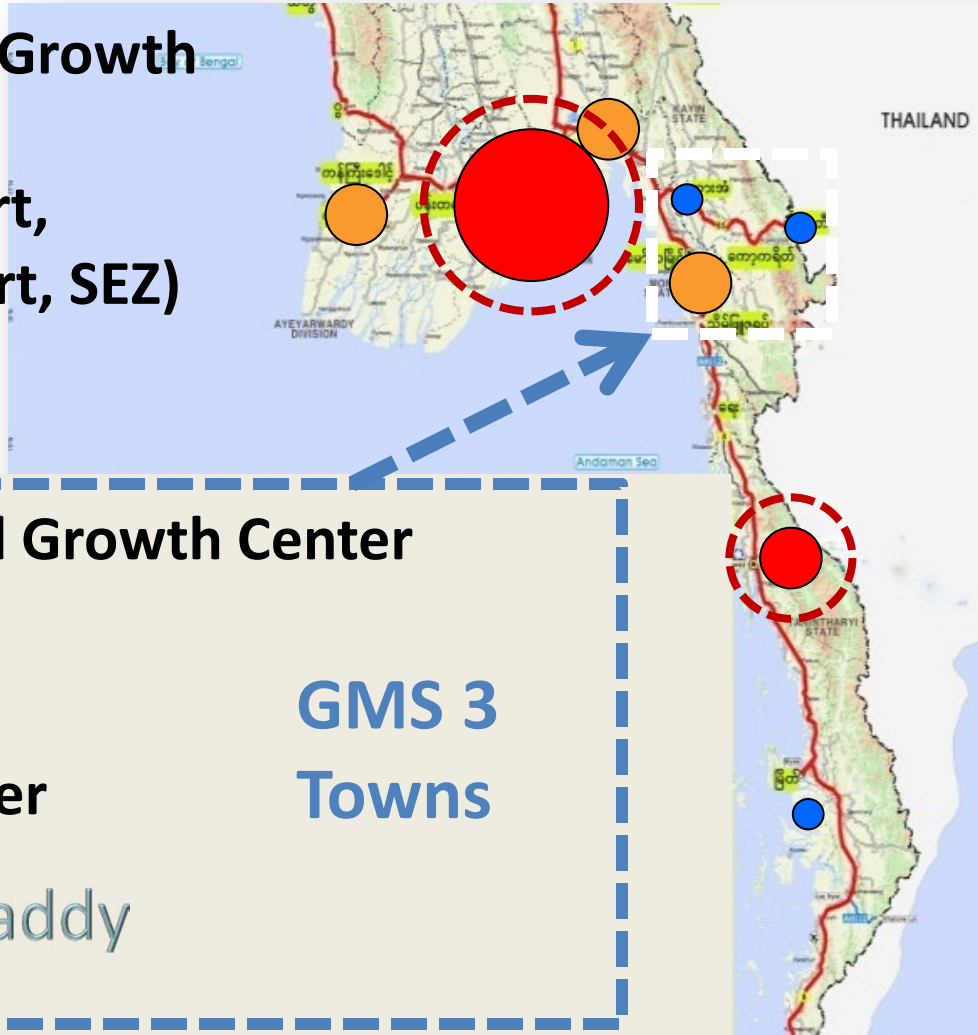
Mawlamyine



**Other Growth Center**

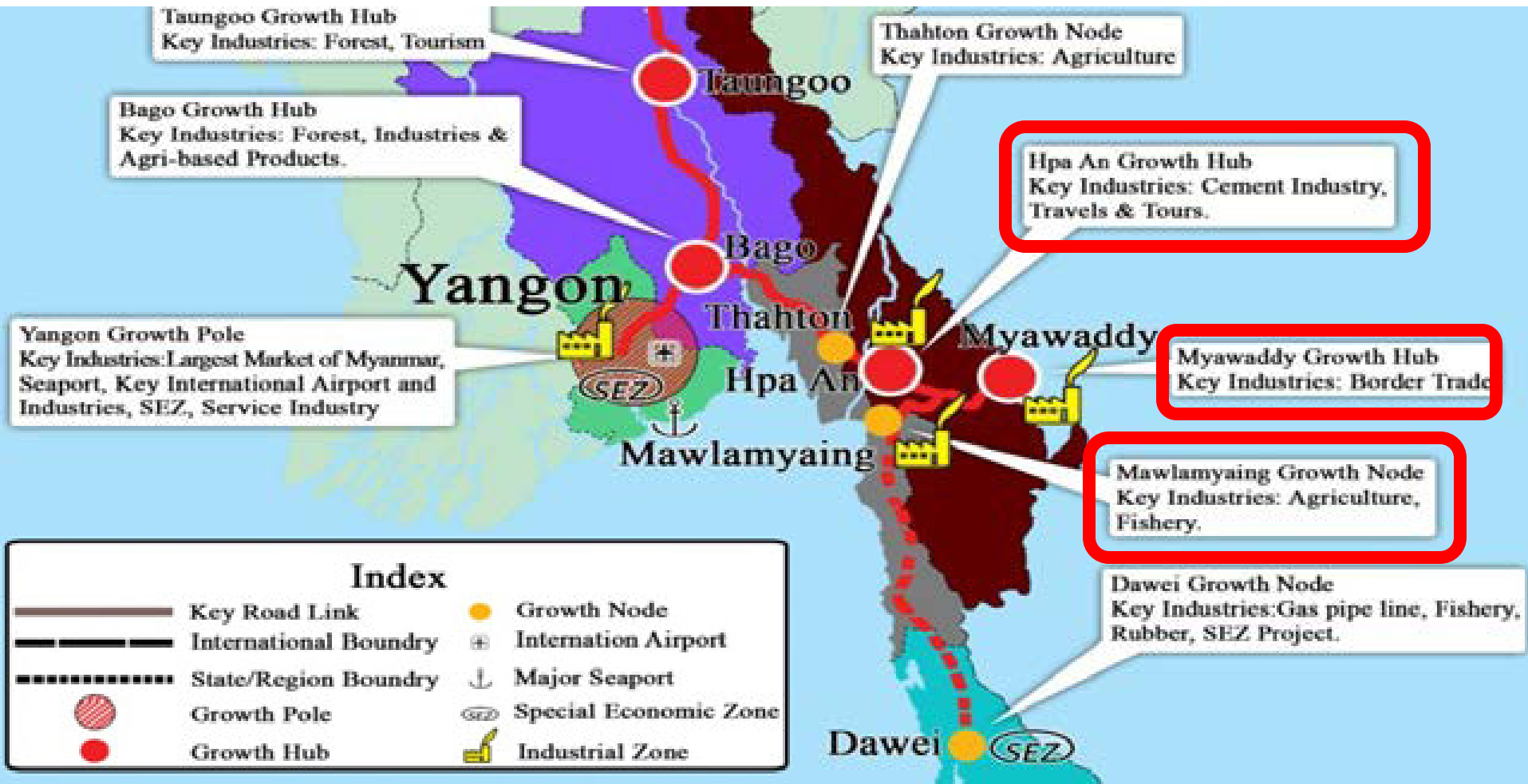
Hpa-An & Myawaddy

**GMS 3 Towns**





# Myanmar Comprehensive Development Vision



# Road Priorities

## 1: East – West Economic Corridor

- ❑ Link Bago to Myawaddy
- ❑ Link Dawei to Thailand

## 2: East – West Economic Corridor

- ❑ Link Mawlamyine to Thaton
- ❑ Link Mawlamyine to Myawaddy
- ❑ Link Mawlamyine to Dawei

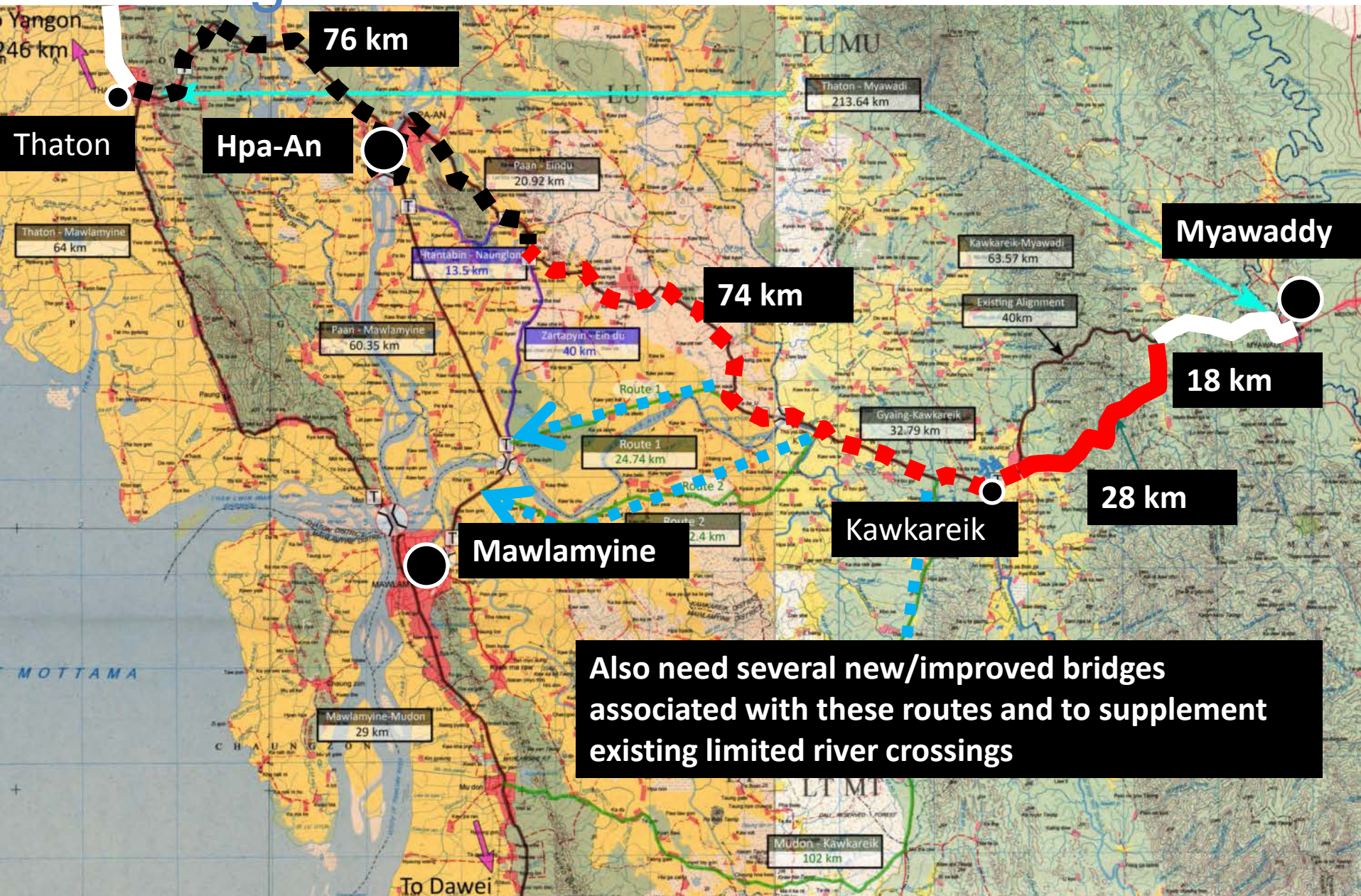
## 3: Southern Area Development Corridor

- ❑ Link Dawei to Myeik and South





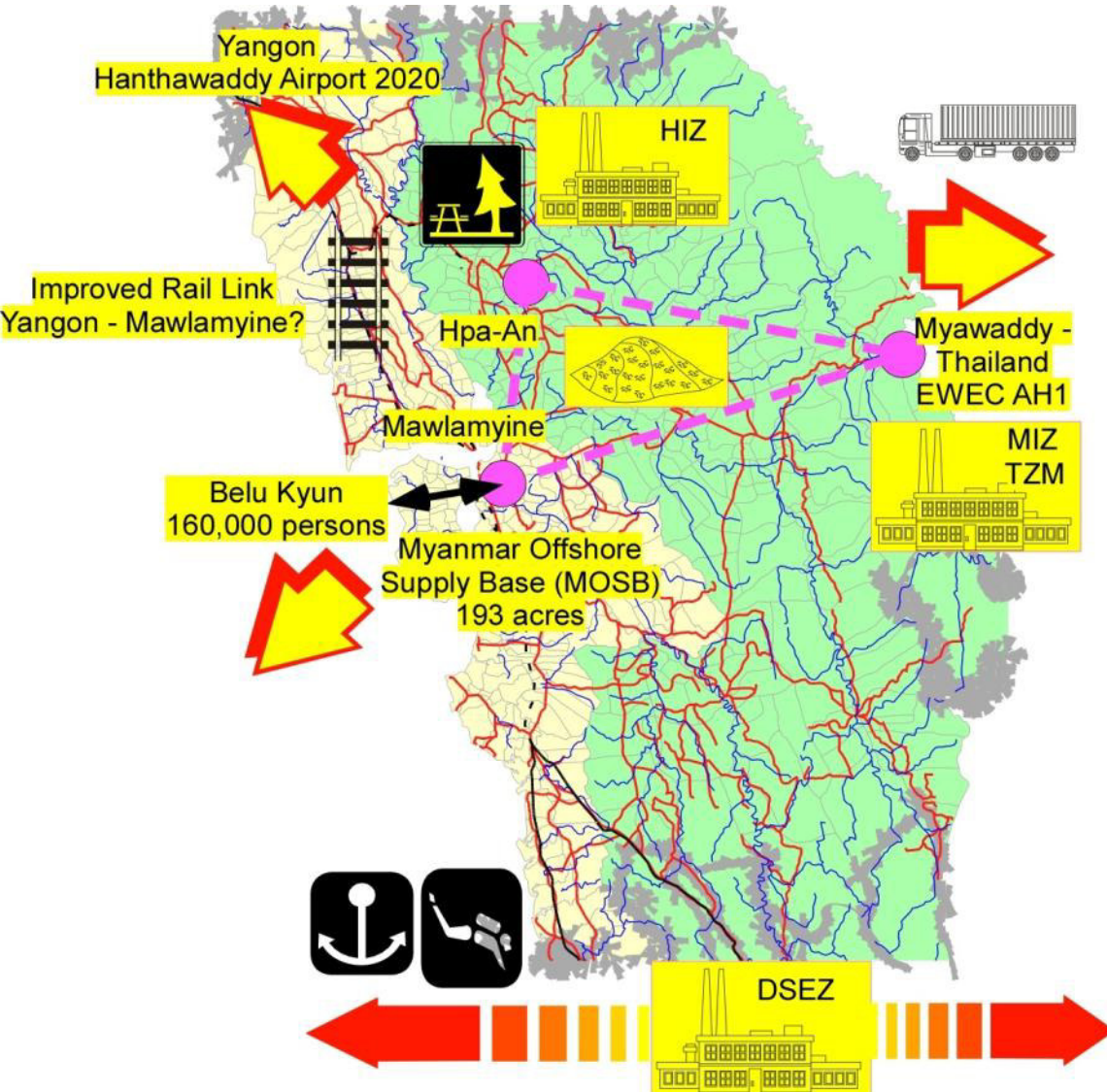
# Strategic Roads



Also need several new/improved bridges associated with these routes and to supplement existing limited river crossings



# Strategic Regional Context



- ☐ High Potential
- ☐ Links to Thailand & beyond
- ☐ Improved access to Yangon
- ☐ Indian Ocean base (deep water?)
- ☐ Access to the south
- ☐ Industry/Trade Priorities?
  - ☐ Many SEZ, IZ, TZ proposals
  - ☐ Several Port initiatives
  - ☐ Can all be filled now? Phase?
  - ☐ Which Roads & Bridges?
- ☐ Regional Airport?
  - ☐ Not a priority. Use Dawei or Mae Sot
- ☐ Tourism Demand
- ☐ Security Issues?
- ☐ Protection of Attractions

# Myawaddy: Strategic Issues

- 2<sup>nd</sup> Thailand-Myanmar Crossing: will bypass both Myawaddy and Mae Sot to the north. Improved border processing. Take pressure off town centers. May reduce importance of both towns. Development pressures in north: service infrastructure.
- Security. Still preventing investment into area.
- Potential. Trade. Industrial zones. Import inspection area.
- Processing delays on Myanmar side. X ray machines.
- Illegal trade (22 informal crossing points)
- Land issues. Control and ownership. Several groups.

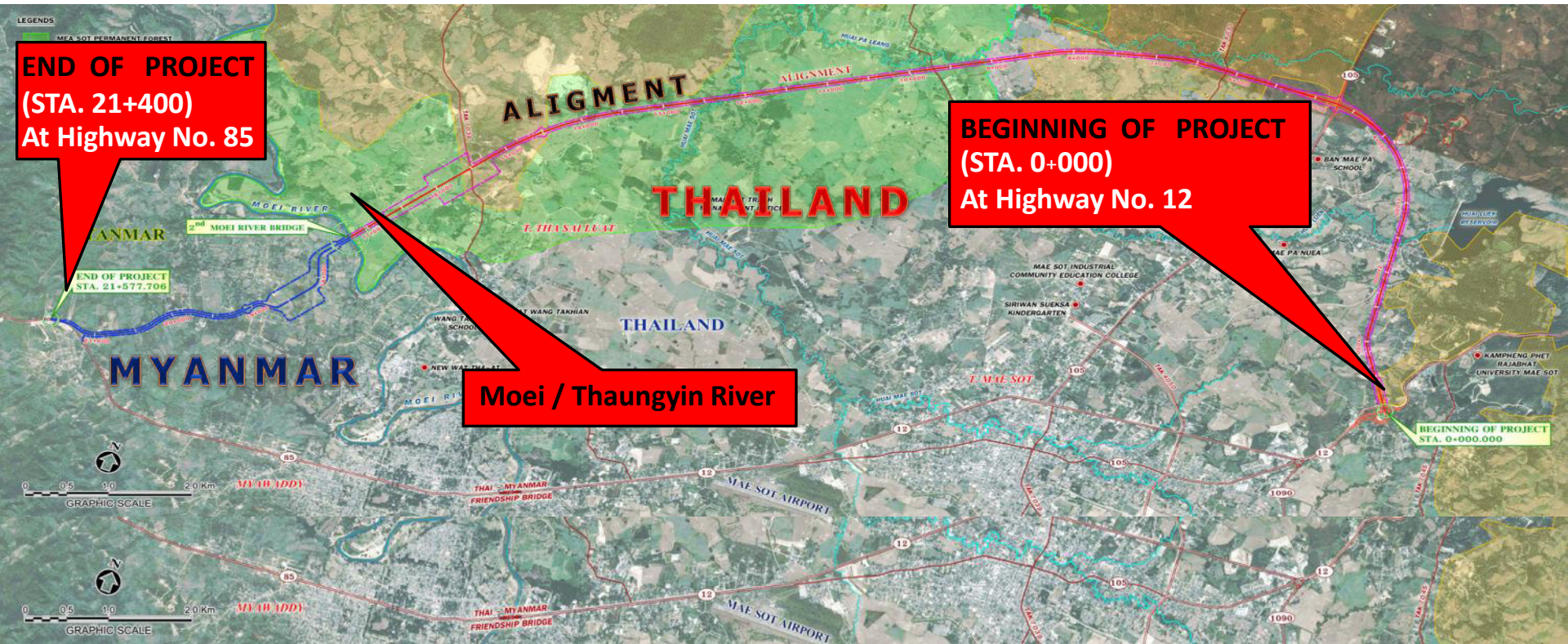
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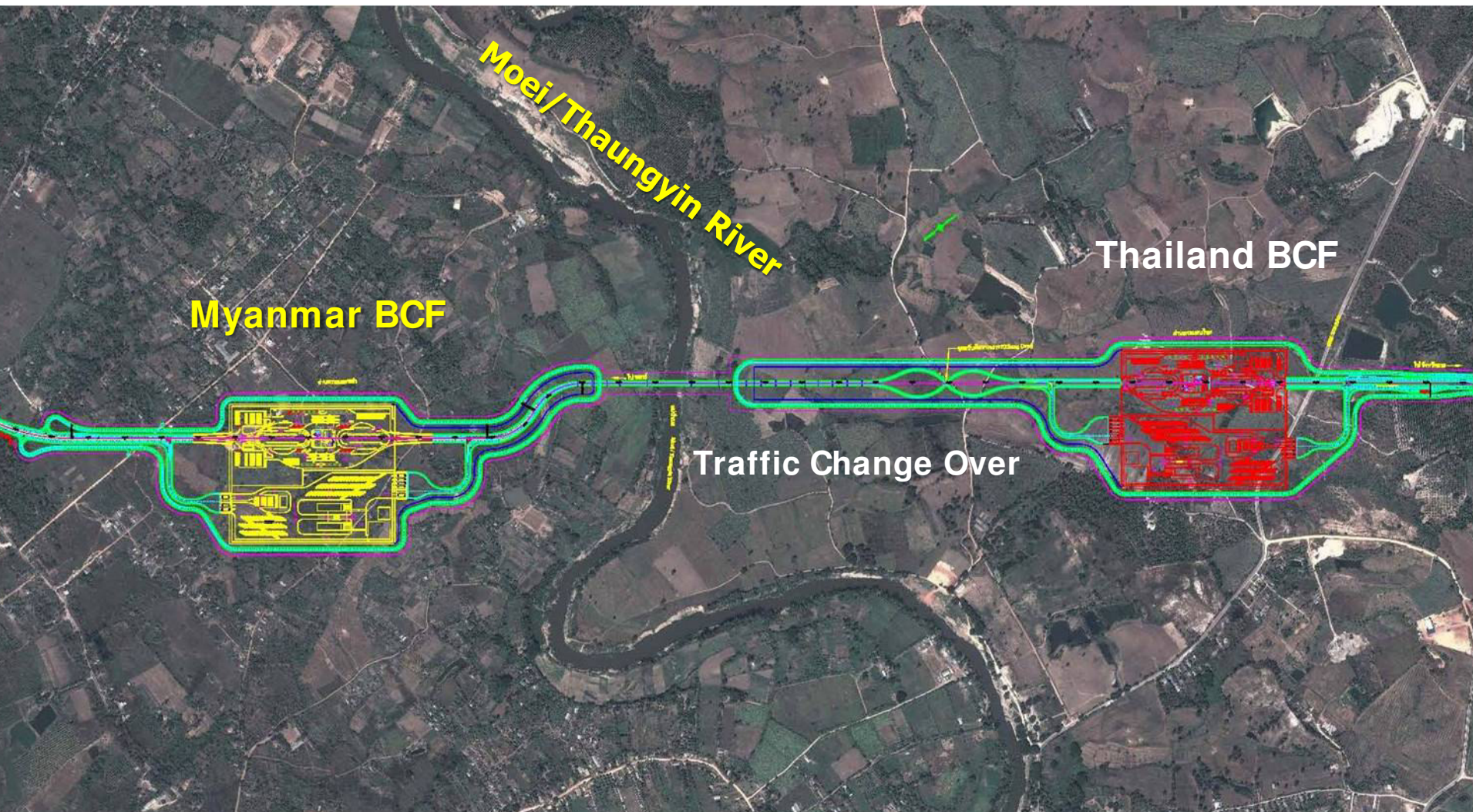
# Thailand – Myanmar Second Bridge and Access Road Alignments



**The Length of the Project Alignment**  
**Thailand Side : 17.25 Km.**  
**Myanmar Side : 4.15 Km.**



# Traffic Change Over and Border Control Facilities



# GMS EWEC Section-Specific Concept Plan

- Provides an overall vision for the border area (combined for both sides)
- Provides a structure for investment by the private sector, avoiding unchecked, inefficient speculator-led development
- Avoids duplication of infrastructure (e.g. transport and utility provision)
- Reduces investor uncertainty (e.g. where, what and how much development will take place in the future)
- Provides a balanced distribution of development, leading to sustainable socio-economic development (spatially and demographically)
- Avoids diseconomies of scale (e.g. loss of working hours, higher energy consumption and pollution through inefficient distribution of housing and work)
- Reduces environmental pressures and threats to public amenity
- Facilitates cross border synergies through enhanced trade, greater worker mobility and interaction, and economic/business links at cross border level



# Hpa-An Strategic Issues

- Border road soon at Eindu. Remainder of route in near future. Now only 3.5 hours to border.
- Service Centre. Administration and tourism.
- Potential as agro-processing center (rubber, maize and beans now sent to Mae Sot for processing). Thailand wants more contract farming: agree some to be processed in Myanmar. Foreign ownership of land?
- Constraints. Limited provision for visitors and few visitors: vicious circle. Climate limits tourist season. EWEK will speed access times.
- Trying not to lose workers to overseas. Skills programs.
- Opportunities for Industrial Zone (2011). Re-opened recently. Promotion by Chief Minister . Safer than border Industrial Zone.

To Thaton

Industrial  
Zone

Existing Bridge  
over Thanlwin

Hpa-An

Ein Du

To Myawaddy



6.56 km

© 2015 Google  
Image © 2015 DigitalGlobe

Image © 2015 CNES / Astrium



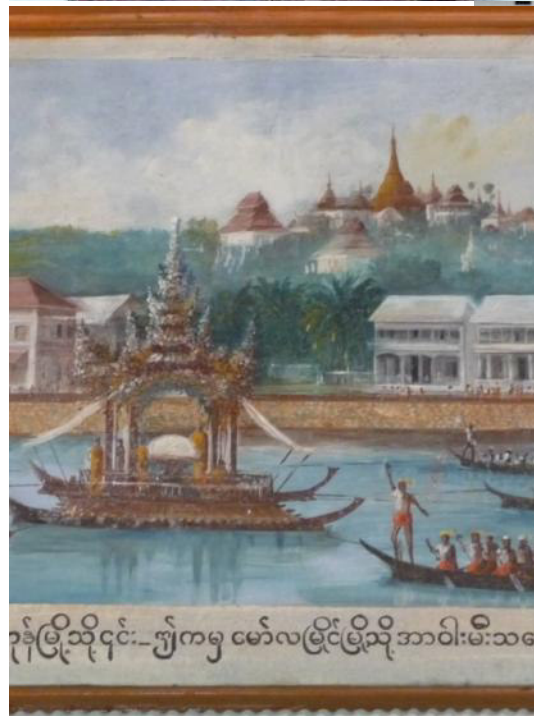
# Mawlamyine: Strategic Issues

- Not high government investment priority (no connection improvements planned to south, uncertainty over road line to AH1).
- Link from AH1 to Mawlamyine not high priority.
- Private Sector see potential (supermarket and restaurant chains, and small restaurants).
- Service Centre: administration and tourism.
- Constraints: Erratic Power. Indiscriminate rubbish dumping. Limited provision for visitors and few visitors: vicious circle. Wet season climate.
- Mon State Government income needs to increase. Use of PPP
- Old Prison site. Potential for strategic use. Heritage.

# Heritage

Raise Economic Activity by  
increasing interest in Heritage  
Buildings: Outputs

- ☐ Documentation
- ☐ Selecting pilot ADB TA Project?
- ☐ Heritage Committee: List
- ☐ Support from Minister of Planning and Economic Development
- ☐ Met Local Historians & Writers
- ☐ Interviewed School Heads
- ☐ Obtained Records, Books, Maps
- ☐ Photographic Record





# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 5d: Presentation on Activities Planned on the  
Thailand Side of the Border***

**Mae Sot, Tak**  
**THAILAND SPECIAL ECONOMIC ZONE DEVELOPMENT**

---

*August 2015*

# Special Economic Zones (SEZs) model in Thailand

## 1. Border SEZs

### Border SEZ

- Have potential for trade, investment, produce connecting with neighboring countries-utilize AEC
- SEZ development improves the livelihood of people
- Focus on potential local economic activities + labor intensive industries and logistics
- Border areas e.g. Mae Sot, Sakaeo, Mukdahan

## 2. Inland Area

### 2.1 *Industrial Cluster*

#### SEZ for Important Production Base

- Distinguish area /major production base of the country e.g. IT Industry
- Near Port and export channel
- Most of them are industrial estate or service industry.
- Inland Areas e.g. Nakhon Ratchasima, ESB

Business uses high technology to support national industrial restructuring and has less benefits than border SEZ ( but more advantage in Infrastructure)

### 2.2 *Serviced Innovation*

#### SEZ for Specific Purpose Activities

- Granting benefit for special attractive business investment
- Potential business e.g. Science Park, Research and Development Center, Duty Free, IHQ (International Headquarter)

### 2.3 *Tourism / Free Zone*

#### Provincial Cluster SEZs/ Tourism Provincial Cluster

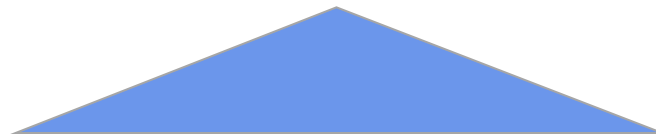
- Unique Areas e.g. island, world heritage
- Good transport system e.g. airport, train, boat
- Have service business e.g. hotel, shopping center
- Have chances to develop for convention & exhibition business



# Thailand's SEZ Development Framework



Increase competitiveness + Lower disparities  
+ Strengthen National Security



SEZ

The 1<sup>st</sup> phase SEZs are located in the border areas.



Designated  
Area

Incentive &  
Privilege

Migrant  
Labor

OSS

Infrastructure &  
Customs  
Checkpoint

Agricultural  
produce Center

# Target area for SEZ Development..."Areas along GMS Economic Corridors"

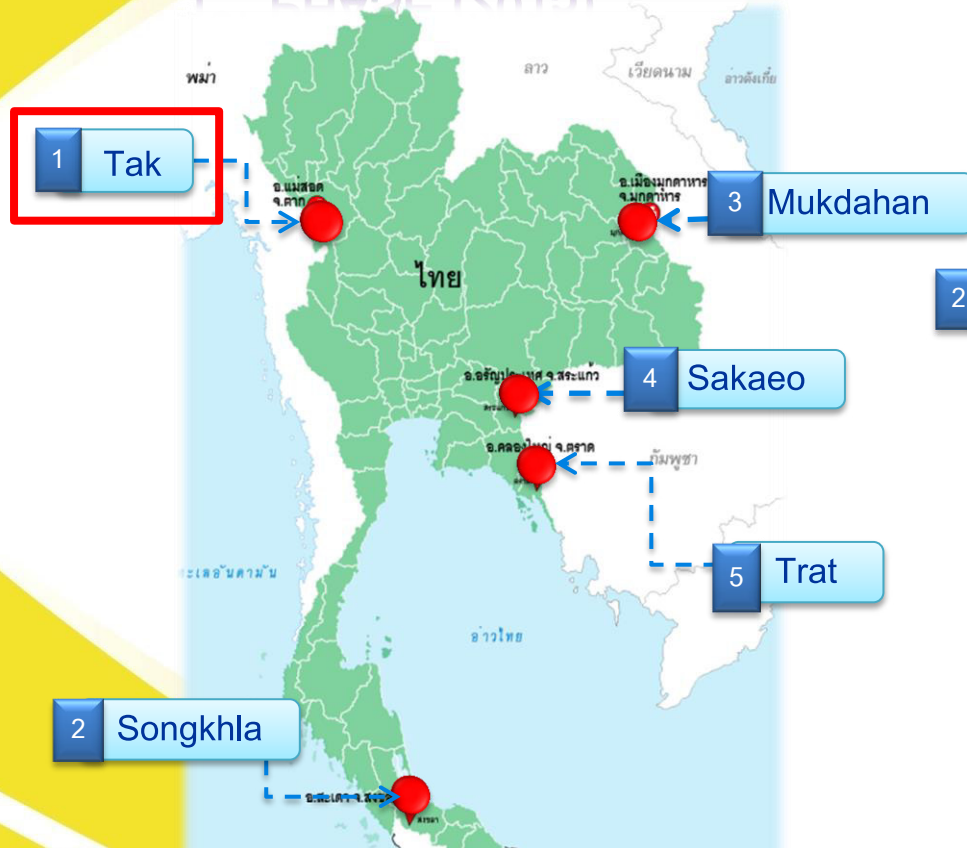


10 target areas under the 1<sup>st</sup> and 2<sup>nd</sup> phase SEZ development are located along the **GMS Economic Corridors**. Factors for determining target areas are as follows:

1. Potential and Competitiveness
2. Opportunities
3. Infrastructure availability
4. Production factors in areas
5. Border trade value
6. Development policies of the neighboring countries
7. Problems/Constraints

# Target area for SEZ Development... "1<sup>st</sup> phase and 2<sup>nd</sup> phase"

## 1<sup>ST</sup> PHASE (2015)



36 sub-districts of 10 districts

## 2<sup>ND</sup> PHASE (2016)



54 sub-districts of 13 districts



## Map of Tak Province

Mae Sot

### General Information

- Situated in the EWEK and NSEC (Thailand - Myanmar).
- Second ranking for trade volume between Thailand - Myanmar
- The availability of existing investment in the area.
- Cabinet resolution dated Jan 21, 2013, considering Mae Sot as the first priority.
- One of the permanent border checkpoints under CBTA agreement.

### Potential activities

- International trade and labor-intensive industries such as agriculture, textiles, furniture.
- Land use for industrial purposes, warehouses, logistics center, trade, customs and international trade office.

### Challenges

- Crowded areas and traffic congestion at the border.
- Lack of systematic urban development planning.
- Most areas are conserved forest, twisty road in Mae Sot – Tak labor issues



**Border trade in 2013: approximately 46,308.94 million baht.**  
**Increased by average in 2009-2013: : 19.6% per year.**

# Supporting Factors of SEZ





# Incentives & Privileges

BOI'

Offer up to 8 year-tax holiday\* with other privileges including permission to employ foreign unskilled workers

*\* 13 target activities will get 8 year tax holiday, others will get +3*

Ministry of  
Finance

Reduce taxes from 20% to 10% for 10 accounting periods\*

*\* for projects that are not include in BOI's investment promotion list*

Customs

Revise condition for establishment of bonded warehouse and duty free zone in the SEZs by Customs Department

SMEs

Revise condition for SME's investment in SEZs by BOI

# Labor , OSS, and Market

## Labor



- ❖ Permission to Foreign unskilled workers travelling to Thailand for daily work or not exceed 7 days in accordance with Thai rules and regulations

## OSS



- ❖ OSOS Center at Chamchuri Square links with OSS at each SEZs (Now OSS opens at 5 sites of 1<sup>st</sup> phase SEZ)
- ❖ One Stop Service for Investment shall require 40 working days for approval
- ❖ One Stop Service for labour, Health care, and immigration shall require 1 working day for approval

## Marketing & Promotion



- ❖ SEZ Investor guidebook will be finished by July 2015. (Thai language) (Guidebook in ENG, Chinese, Japanese, Korea language will be prepared later)
- ❖ Roadshow to domestic market and international countries

# 13 Target Activities by each SEZ\*



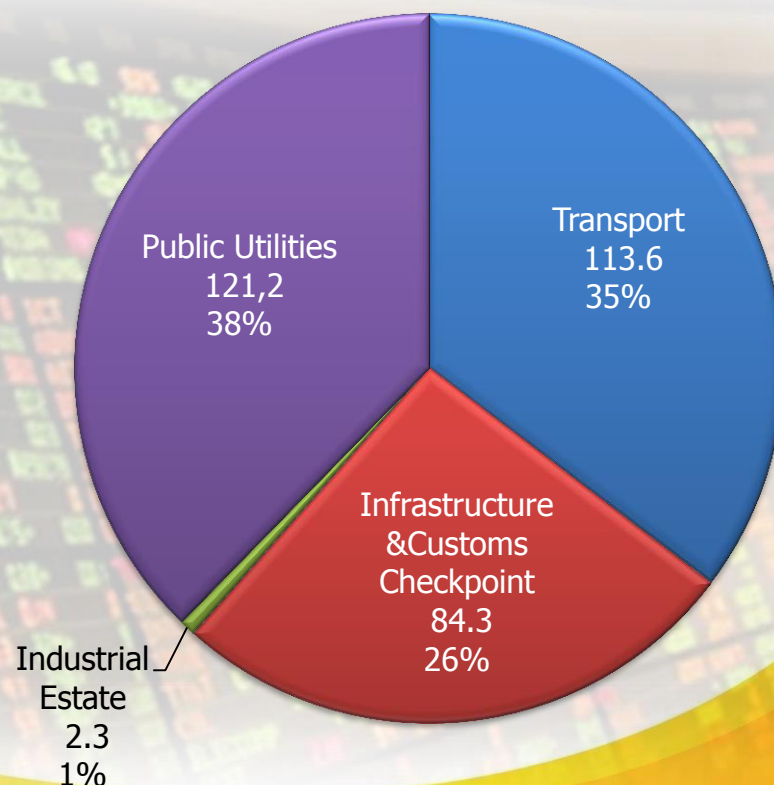
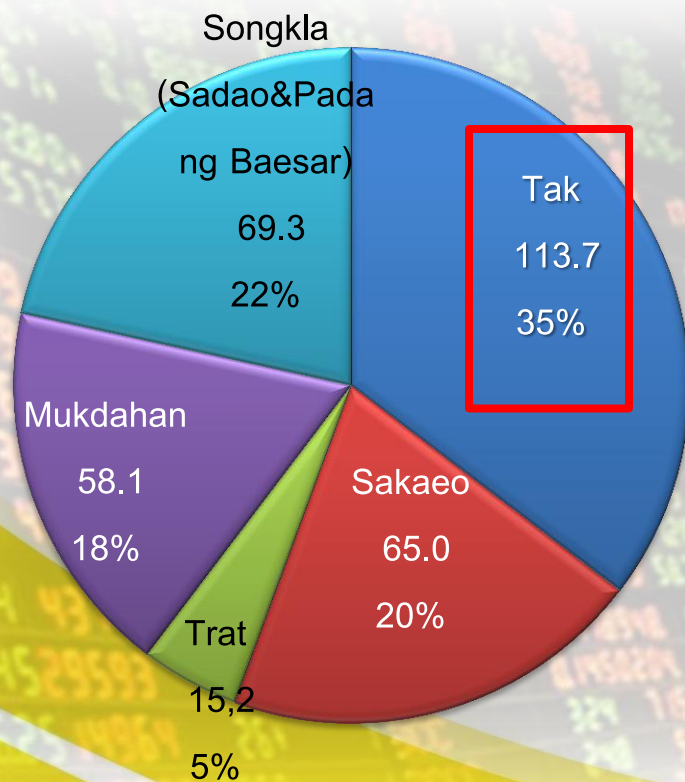
	Target Activities	Tak (13)	Sa Kaeo (12)	Trat (4)	Mukdahan (5)	Songkhla (6)
1	Agro-industry, fishery industry, and related activities	✓	✓	✓	✓	✓
2	Ceramic products manufacturing	✓				
3	Textile and garment industries, and manufacture of leather products	✓	✓			✓
4	Manufacture of furniture or parts	✓	✓			✓
5	Manufacture of gems and jewelry or parts	✓	✓			
6	Manufacture of medical devices or parts	✓	✓			
7	Manufacture of engine and vehicle parts, and manufacture of machinery, equipment, and parts	✓	✓			
8	Electronics and electrical appliances industries	✓	✓		✓	
9	Manufacture of plastic products	✓	✓			
10	Manufacture of Medicine	✓	✓			
11	Logistics	✓	✓	✓	✓	✓
12	Industrial zones / industrial estates	✓	✓	✓	✓	✓
13	Tourism promotion service and activities to support tourism	✓	✓	✓	✓	✓

\* Board of Investment's announcement no. 1-5 /2015 (effective since 2 April 2015)

# Initial Investment on Infrastructure and Customs Checkpoints

## Resolutions at 1/2015 NC-SEZ Meeting

Initial Investment during 2015-2016 = 321.3 million US\$





# Infrastructure & Customs Checkpoint development plan 2015-2020

## Mae Sot, Tak Province

Transport	Customs Checkpoint	Industrial Estate
<ul style="list-style-type: none"><li>• The 2<sup>nd</sup> bridge crossing Mei River</li><li>• Tak-Mae Sot Highway no. 12 (section 2,3,4)</li><li>• Road</li><li>• Improvement of Mae Sot airport</li><li>• Truck terminal</li></ul>	<ul style="list-style-type: none"><li>• New customs checkpoint</li><li>• New immigration office</li><li>• Purchase of equipment for animal and phytosanitary inspection</li><li>• Management of traffic jam at checkpoint</li></ul>	<ul style="list-style-type: none"><li>• Mae Sot industrial estate</li><li>• Water delivery system</li><li>• Huey Mae Sot reservoir</li><li>• Electricity systems for IE phase 1</li></ul>







# Thank you

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**GMS** Urban Development  
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18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# **GMS** Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

*Synthesis of Day 1*

# Overview of Day 1

- Results of the GMS Seventh Economic Corridors Forum (ECF-7);
- Presentation on Competitive Cities and City Clusters in the GMS;
- Country perspectives on competitive cities;
- Application of 'competitive cities' to the EWECC, which included a look at city cluster development

# Key take away points

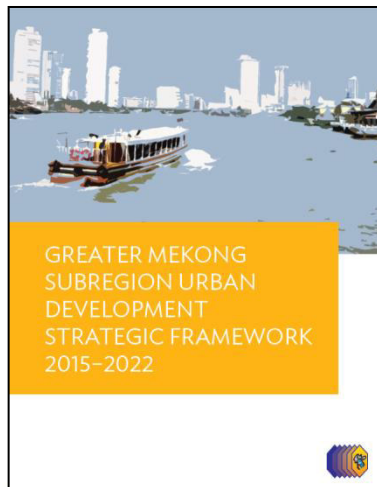
- Set the stage for looking at the cross-cutting theme of ‘competitiveness’ within the ‘transformation process of transport corridors to economic corridors’.
- Regional cooperation and connectivity is necessary for city competitiveness along an economic corridor.
- Deepened discussions and links with the paper presented at the 2<sup>nd</sup> GMS Urban Task Force meeting discussed the draft paper “Urban Development in the GMS: The Role of Cities in Promoting GMS Sustainability and Competitiveness” (January 2014)

# Key take away points

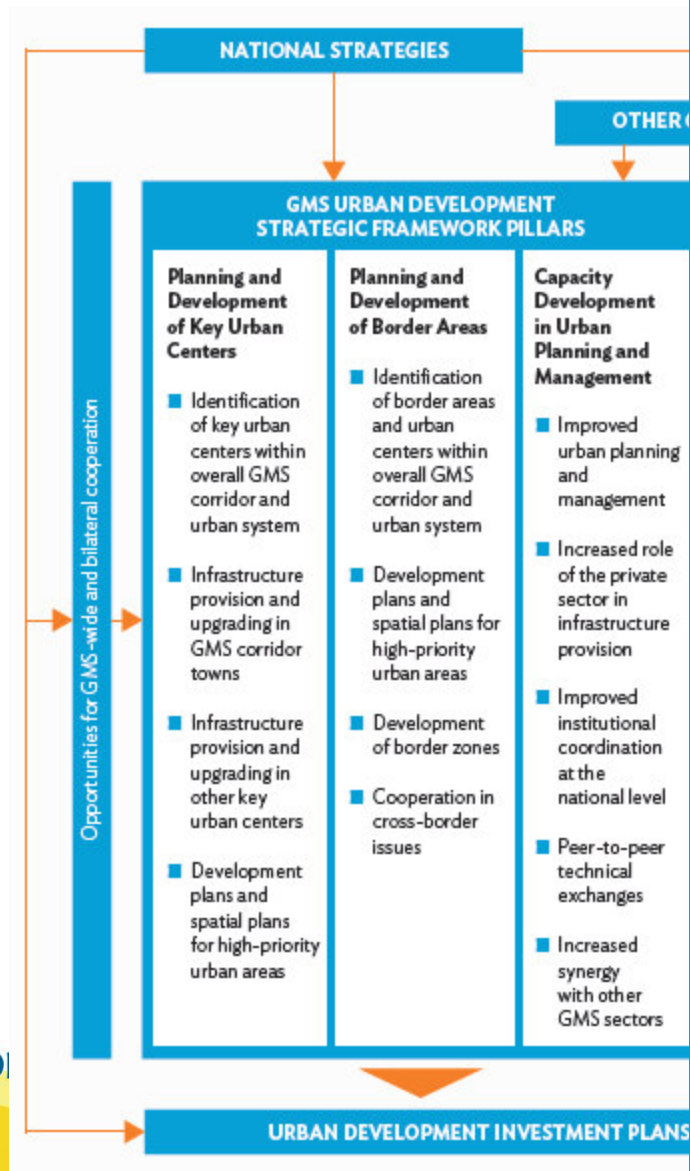
- Joint planning exercises brought together national and local authorities to discuss planning, infrastructure needs and economic objectives of a specific section of a corridor or border towns;
- A city cluster approach can help a country harness its comparative advantage, strengthen industrial links, and generate spill-over effects with a border country
- Equally important to mitigate adverse consequences by expanding benefits to communities along the border and protecting their interests;
- Need for simultaneous (and phased) development efforts on both sides of a border.



# Crosscutting Themes



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Task Force



## CROSSCUTTING THEMES

- Green Development and Climate Change Resilience
- Disaster Risk Management
- Inclusive Development
- Competitiveness

# Links with 'Competitiveness' in the GMS Urban Development Strategic Framework

- Provision of priority infrastructure and services contributing most effectively to sustainable, inclusive growth in urban regions and corridors.
- Support for special economic zones development, particularly at border points.
- Fostering employment opportunities, particularly in respect of logistics, and major infrastructure for industry.
- Targeted investments in education and skills development.
- Technical assistance on institutional and systems development.



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 6: Update and discussions on GMS Corridor Towns  
Development Projects and other initiatives***

# Overview

## GMS Urban Development Strategic Framework (To be endorsed)

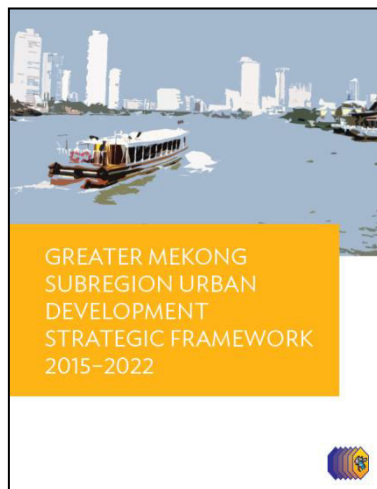
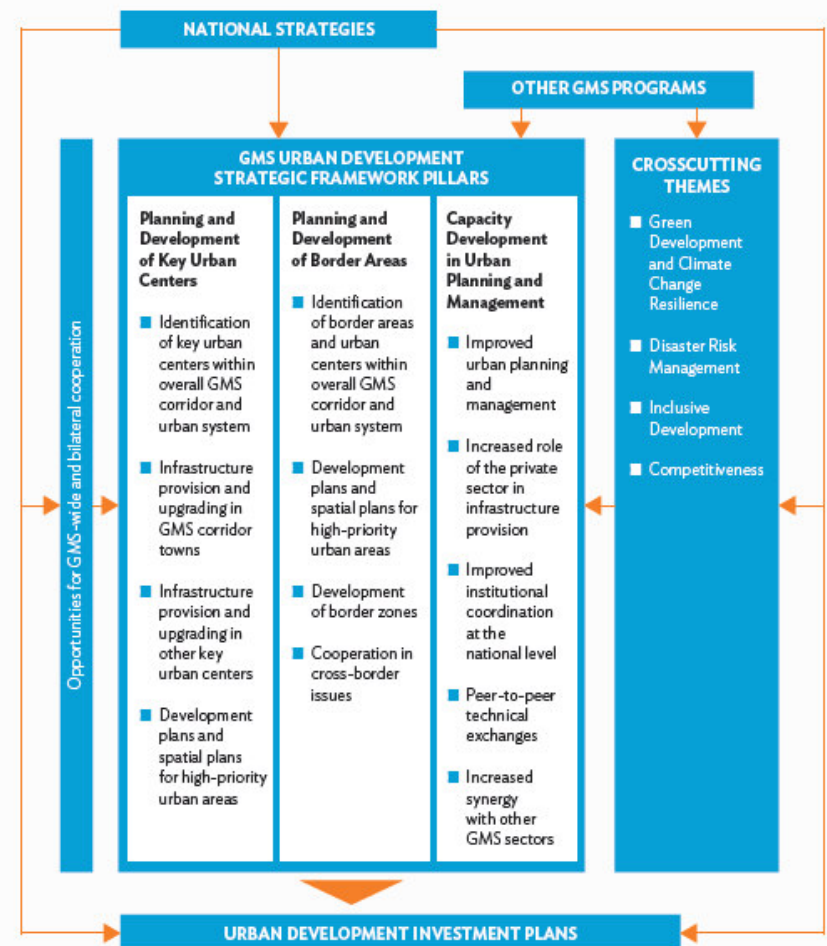


Figure 2 GMS Urban Development Strategic Framework, 2015-2022



GMS = Greater Mekong Subregion.

Sources: ADB TA No. 8042-REG consultants; discussions at the Third Meeting of the GMS Task Force on Urban Development in Vientiane, Lao PDR (11-12 September 2014); and via videoconference (22 May 2015).

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# Overview

## Investments

- Corridor Towns Development Projects or CTDP (CAM, LAO, VIE - ongoing)
- 2<sup>nd</sup> CTDP (CAM, LAO, VIE – TA concluding – investment projects begin 2016)

## Technical Assistance (TA)

- 3<sup>rd</sup> CTDP (MYA – TA ongoing)
- GMS Climate Resilience in Cities (CAM, LAO, VIE – TA ongoing)
- Harnessing Climate Change: Mitigation Initiatives to Benefit Women (CAM, LAO, VIE – TA ongoing)
- GMS Livelihood Support for Corridor Towns (CAM, LAO, VIE – TA ongoing)
- Capacity Development TA on Economic Zones in Border Areas (All countries, TA under preparation)

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# GMS CTD

## (2012-Ongoing)

### GREATER MEKONG SUBREGION ECONOMIC CORRIDORS



# GMS Corridor Towns Development Projects

## **GMS Southern Economic Corridor Towns Development Project (CAM)**

- \$47.9 million (2012-2019)
- 7% contracts awarded, 3% disbursements

## **GMS East West Economic Corridor Towns Development Project (LAO)**

- \$42.1 million (2012-2019)
- 11% contracts awarded, 3% disbursements

## **GMS Corridor Towns Development Project (VIE)**

- \$130 million (2012-2019)
- 2.6% contracts awarded, 2% disbursements

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## 2<sup>nd</sup> GMS CTDIP (2016-2020)

-  Cambodia
  - Sihanoukeville
  - Kampot
-  Lao PDR
  - Luang Namtha
  - Houayxay
-  Viet Nam
  - Bac Giang
  - Mong Cai
  - Sa Pa



# 2<sup>nd</sup> GMS Corridor Towns Development Projects

## 2<sup>nd</sup> GMS Corridor Towns Development Project (CAM)

- \$37.9 million (2016-2020; TA set to conclude)
- Solid waste management (→), drainage, wastewater



## 2<sup>nd</sup> GMS Corridor Towns Development Project (LAO)

- \$52 million (2016-2020; TA set to conclude)
- Solid waste management, roads and drainage (→), urban recreation, riverbank protection, river port rehabilitation



## 2<sup>nd</sup> GMS Corridor Towns Development Project (VIE)

- \$121.7 million (2016-2020; TA set to conclude)
- Wastewater, roads, drainage, riverbank protection, town center enhancement (→)



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### 3<sup>rd</sup> GMS CTD

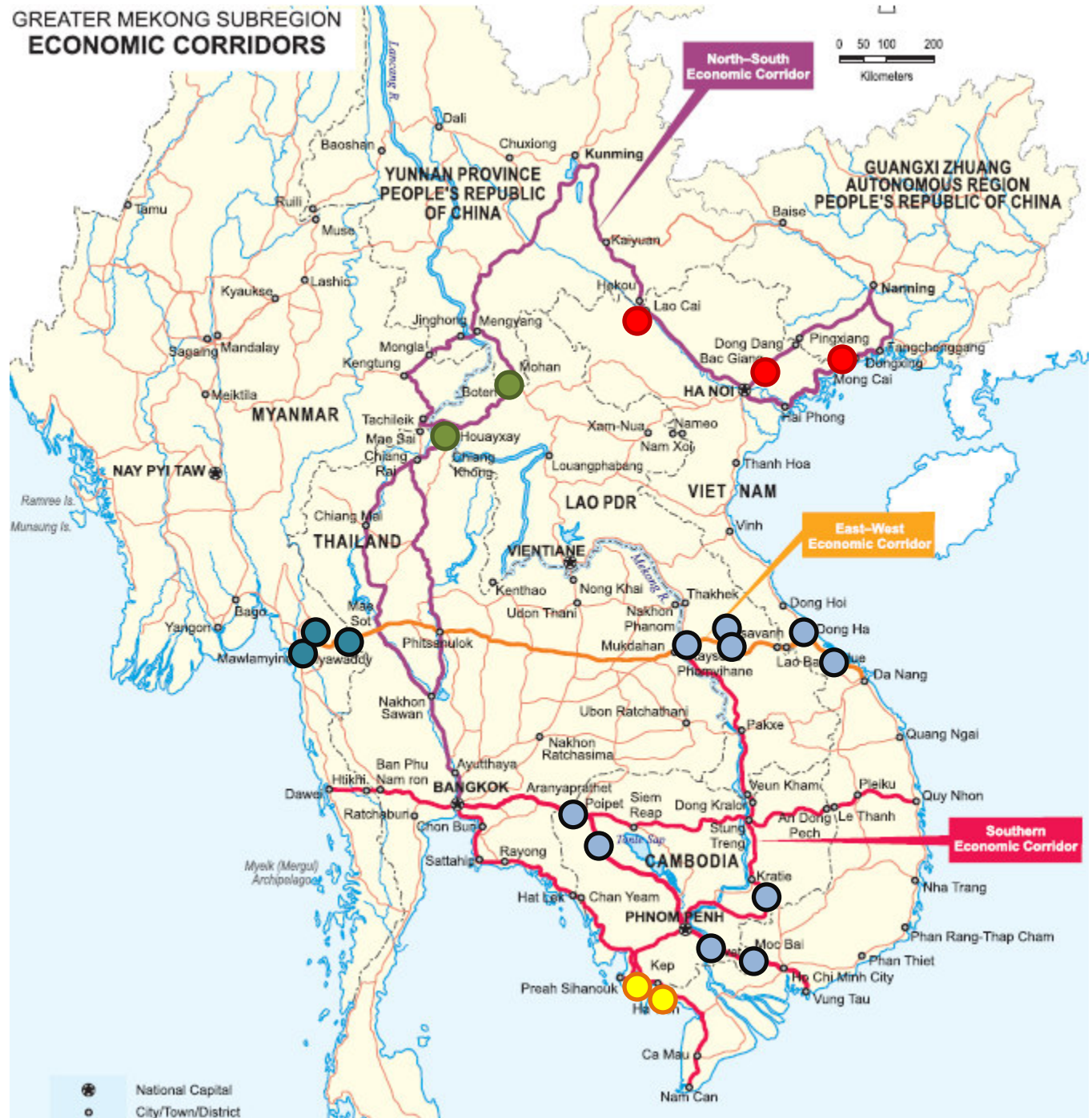
(Pipeline: TA ongoing)

- Myanmar
  - Mawlamyine
  - Hpa-An
  - Myawaddy

### 4<sup>th</sup> GMS CTD

(Pipeline: TA in 2016)

- Cities to be finalized





# Technical Assistance

## **3<sup>rd</sup> Corridor Towns Development Project (MYA – TA ongoing)**

## **GMS Climate Resilience in Cities (CAM, LAO, VIE – TA ongoing)**

- \$650,000 (2014-2015 – Closing in Progress)
- Key Outputs: Knowledge sharing workshops; Resource Kit (Handbook) for Climate Resilience. Case studies covering Battambang (CAM), Kaysone Phomvihane (LAO) and Dong Ha (VIE).

## **Harnessing Climate Change: Mitigation Initiatives to Benefit Women (CAM, LAO, VIE - TA ongoing)**

- \$3m (2014-2016 – Additional Financing (~\$450,000) and closing date extension in process)
- Key outputs: Mentoring, skills and capacity development to improve; enabling environment for gender sensitive climate; and change mitigation policies and finance.

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18–19 August 2015 • Nay Pyi Taw, Myanmar



# Technical Assistance

## **GMS Livelihood Support for Corridor Towns (CAM, LAO, VIE – TA ongoing)**

- \$2.5m (2013 – 2017)
- 25% contracts awarded, ~5% disbursement
- Key Outputs for 2016: Complete consultant recruitment (LAO) and project preparation studies; EA agreements with microfinance institutions; training for microfinance borrowers and market vendors; construction of markets.
- Target Battambang (CAM), Kaysone Phomvihane (LAO), Dong Ha (VIE).

## **Capacity Development TA on Economic Zones in Border Areas (All countries, TA under preparation)**

- *Discussed in next presentation*

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# Thank You

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# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 7: Proposed Technical Assistance on Cross Border Economic Zones***

# Presentation outline

- Proposed TA at a Glance
- History and consultations
- Proposed TA
- Background Rationale
- Areas for discussion



# *Technical Assistance at a Glance*

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# Impact and Outcome

Impact		Enhanced economic and infrastructural integration of urban centers in the border areas for regional corridor development <b>and cooperation</b> in the Greater Mekong Subregion (GMS).
Outcome		Strengthened capacity of priority border area institutions to prepare and implement the next generation corridor towns development project in 2018
Outputs	1	Scoping study of potential cross-border economic zones in the GMS is completed
	2	Cross-border economic zones action plan for selected border areas is adopted
	3	Comprehensive institutional development and capacity development program is developed and implemented.
	4	Flagship program for the GMS CDTP IV is defined and applied.

# Implementation arrangements

- Cost estimates and financing : \$900,000 (ADB and PRC Regional Cooperation and Poverty Reduction Fund)
- 1 October 2015 to 30 September 2018 (3 years)
- The ADB will be the executing agency
- The GMS National Coordinators will coordinate the multisector TA
- ADB will engage TA consultants through a firm
- Results reported at regional workshops and ADB Urban Technical Group.

# Timeline

Activity	2015	2016	2017	2018
1. Proposed CDTA implementation				
2. Proposed PPTA for 4 <sup>th</sup> CDTP				
3. Proposed Loan Fact-finding 4 <sup>th</sup> CDTP				

# *History and Consultations*

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**GMS** Urban Development  
Task Force

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# History and consultations

- Concept has been discussed since before the Sixth GMS Economic Corridor Forum (Viet Nam) in August 2014;
- ECF-6 technical note and country perspectives
- Several consultations and discussions in meetings and with individuals:
  - 3<sup>rd</sup> GMS Urban Task Force Meeting in September 2014 (Lao PDR): Draft TA paper and concept was shared;
  - GMS Learning Program on Urban Management and Border Area Development in Cambodia (April 2015);
  - GMS East West Economic Corridor Section-Specific Concept Plan Mae Sot-Myawaddy Border Area Planning Task Force Workshop in Thailand (May 2015);
  - Seventh GMS Economic Corridors Forum (PRC) in June 2015; and
  - 4<sup>th</sup> GMS Urban Task Force Meeting in August 2015.

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# *Background and Rationale*

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# Why Focus on Border Areas?

- Weak link on economic corridors.
- From globalization to regionalization of productivity factors.
- Increasing trade and investment flows in the GMS.
  - Intra-GMS investment: \$8 billion (2001-2006) to \$23 billion (2007–2012).
  - Intra-GMS trade share of GDP: 4% (2000) to 8% (2013).

# Expected Benefits of CBEZs

- Border EZs can help unleash the potentials of intra-GMS trade and investment.
- CBEZs create more fluid and seamless border areas by attracting investments and enhancing cooperation in the border areas; contributing to the effectiveness of GMS economic corridors.
- However, the preferred CBEZ model in the GMS may vary.

# Expected Benefits of CBEZs

- Based on an agglomeration of economies (localization and urbanization)
- Harness comparative advantage, strengthen industrial links, and generate spill-over effects between two countries sharing a common border.

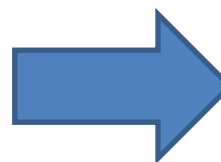


# Expected Benefits of CBEZs

- Play an important role in economic and infrastructural integration:
  - Lower the transaction cost resulting from border effects;
  - Address insufficient supply of transboundary public goods;
  - Provide a platform for local firms to enter the regional/global supply chains;
  - Improve environment protection/biodiversity conservation in border areas;
  - Reduce the inefficiencies in providing reliable industrial infrastructure and urban services that enhance the liveability and quality of life of residents and workers in a border area.

# Challenges of CBEZs

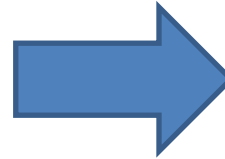
- Insufficient infrastructure for underdeveloped economies;
- Low levels of foreign direct investment;
- Weak legal and institutional frameworks;
- Inadequate enabling policies, and the difficulties of setting up an appropriate institutional arrangement.
- Another is the notion of shared interests.



What happens to the management of industrial and urban services in border areas? Aspects of cost recovery and delivery of quality services?

# Application of success factors of cross-border economic collaboration

- Infrastructure;
- Cross-border synergies;
- Favorable regulatory and legal environment and fiscal incentives;
- Competitive advantages;
- Liveability; and
- Coordinated governance and professional zone management.



These factors can be used to determine the nature of economic zone development and the levels of intervention required for each priority border point identified.

**Table 2** Priority Border Points for Area Plans

Countries	Border Points
1. PRC–Myanmar	Ruili–Muse
2. PRC–Viet Nam	Hekou–Lao Cai
3. PRC–Viet Nam	Pingxiang–Dong Dang
4. PRC–Viet Nam	Dongxing–Mong Cai
5. Myanmar–Thailand	Tachileik–Mae Sai
6. PRC–Lao PDR	Mohan–Boten
7. Thailand–Lao PDR	Chiang Kong–Houayxay
8. Myanmar–Thailand	Myawaddy–Mae Sot
9. Thailand–Lao PDR	Nakhom Panom–Thakhek
10. Thailand–Lao PDR	Mukhdahan–Kaysone Phomvihane
11. Lao PDR–Viet Nam	Dansavanh–Lao Bao
12. Myanmar–Thailand	Htikhi–Ban Phu Nam Ron
13. Thailand–Cambodia	Aranyaprathet–Poipet
14. Thailand–Cambodia	Hat Lek–Chan Yeam
15. Thailand–Lao PDR	Nong Khai–Vientiane
16. Cambodia–Viet Nam	Bavet–Moc Bai
17. Cambodia–Lao PDR	Dong Kralor–Veun Kham

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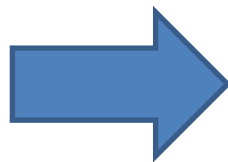
# Three Stages of EZ Development

Stage	Economic Zones	Physical Border	Operations	Policies	Examples
1	Either or both sides of the border	Yes	Independently by local authorities	Actively coordinate and achieve convergence	PRC SEZs in areas bordering its neighbors (Dongxing-Mong Cai; or Mohan-Boten)
2	Both sides of the border	Yes	Independently by local authorities	Implement identical policies	USA-Mexico Border Economy, Singapore-Batam, or Hong Kong-Shenzhen
3	Single zone	No	One administration with representatives from both countries	Independent legal jurisdiction with its own laws and polices	Oresund Region (Sweden-Denmark)



# CBEZ Action Plan

- Lack of effective economic and social planning, environmental protection, and governance mechanisms for implementing policies, especially those on labor movements and standards.
- Joint planning and commitment to an overall plan encompassing two border areas are essential prerequisites for CBEZ development.

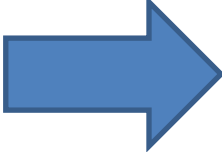


- Needed foundation;
- Highlight the advantage of particular locations and the socio-economic dimensions of investing in the area;
- Closely linked to the GMS economic corridor development strategies and action plans (2008–2009 and endorsed 2009 and 2010).
- Link to other action plans (e.g., transport and trade facilitation action program).

# Joint-Planning and Management

- Section-specific concept plans and strategic local economic development plans
  - Both connect local spatial plans and socioeconomic development plans with national economic strategies and urban trends
  - Both bring together national and local authorities to discuss urban planning, infrastructure needs and economic objectives of a specific section of a corridor or towns in border area.
- 
- Part of CBEZ action plan;
  - Strategic pillar 2 of the GMS UDSF 2015–2022 – border area development plans;
  - Focus on cross-border areas (including border gates) of investing in the area;
  - Provide innovative opportunities for improving operational and financial efficiency of urban services at the border (and in existing economic zones).

# Linking CBEZs to Investments

- Essential in realizing the concept and demonstrating the initiative.
  - GMS CTDP and 2<sup>nd</sup> GMS CTDP investments focus on urban development infrastructure at the border areas, and enhanced competitiveness of participating towns.
  - Traditional investment projects.
- 
- As new city competitiveness approaches develop, the role of city clusters in enhancing a country's competitive advantage in its border area (3<sup>rd</sup> GMS CTDP III) and of CBEZs are leveraging interest.
  - The TA will pave the way for essential diagnostic studies and capacity development for subsequent investment through the 4<sup>th</sup> GMS CTDP in 2018.

# *Proposed Technical Assistance*

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Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

# Impact and Outcome

Impact		Enhanced economic and infrastructural integration of urban centers in the border areas for regional corridor development <b>and cooperation</b> in the Greater Mekong Subregion (GMS).
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Outputs	1	Scoping study of potential cross-border economic zones in the GMS is completed
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	3	Comprehensive institutional development and capacity development program is developed and implemented.
	4	Flagship program for the GMS CDTP IV is defined and applied.



# Output 1: Scoping study

- Select 2-3 border areas for further CBEZ planning and development using a multi-criteria assessment.
- Parameters will be developed based on the CBEZ factors and elements
- Other factors will be considered:
  - Results from field visits to 5 top border areas,
  - Review of ongoing initiatives in the region,
  - Focus-group discussions with border communities,
  - Consideration of localized cross-border area trade arrangements (plus informal agreements),
  - Mapping of parallel regional and national initiatives at the prioritized border area to demonstrate synergies with other sector initiatives.

*Increased understanding about CBEZs in GMS*  
*Identify areas for additional discussion on CBEZs in GMS*

**Table 2** Priority Border Points for Area Plans

Countries	Border Points
1. PRC–Myanmar	Ruili–Muse
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14. Thailand–Cambodia	Hat Lek–Chan Yeam
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16. Cambodia–Viet Nam	Bavet–Moc Bai
17. Cambodia–Lao PDR	Dong Kralor–Veun Kham

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## Output 2: CBEZ action plan

- For each border area (and gate) prioritized in output 1.
- Related to one stage of economic zone development
- Include value chains and logistics analysis and actions in infrastructure development, border area urban planning and development, policy and institutional development, training needs assessment, private sector participation, etc.
- Consider legal aspects to enable and promote economic zones
- Link to other GMS cross-border initiatives
- Reflect perceptions of local communities, government, and operators and businesses.

*Strengthen capacities of officials in integrated urban development  
Identify countries that may require additional assistance to help resolve country-specific constraints.*

FOURTH MEETING

**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

# Output 3: Institutional development and capacity development program

- Institutions of the 2-3 border areas prioritized in output 1.
- Capacity needs assessment:
  - Institutional review of the legal framework and existing urban service structures and management in economic zones at the selected border,
  - Proposal for a joint urban management structure,
  - Capacity needs identified during CBEZ action plan preparations.
- Aspects of safe migration (formal and informal sectors), informal cross-border labor force, and socio-environmental impacts.
- Joint urban management structures will identify entry points for public, private and local community action for O&M; and aim to improve operational and financial efficiency of services.

*Outputs 1 and 2 will lay the foundation for this output, which is in line with strategic pillar 3 of the GMS UDSF 2015–2022 on strengthening capacity in urban planning and management*

## Output 4: GMS 4<sup>th</sup> CDTP Flagship Program

- GMS CTDPs are characterized by the following features
  - Cross-sector or multisector involving two or more countries; based along GMS corridors;
  - Include a combination of hardware and software interventions; and
  - Financed by public and private sector investments.
- The 4<sup>th</sup> GMS CTDP will focus on the border areas prioritized in Output 1 of this TA for urban infrastructure improvements.

*Working paper to guide preparation of the 4<sup>th</sup> GMS CDTP based on the TA results.*



# Cost and financing plan

Item	Amount
<b>A. Asian Development Bank<sup>a</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	201.3
ii. National consultants	44.6
b. International and local travel	78.4
c. Reports and communications	11.2
2. Training, seminars, and conferences <sup>c</sup>	112.0
3. Surveys	5.6
4. Miscellaneous administration and support costs <sup>d</sup>	5.6
5. Contingencies	41.4
<b>Subtotal (A)</b>	<b>500.0</b>
<b>B. People's Republic of China Regional Cooperation and Poverty Reduction Fund<sup>b</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	158.1
ii. National consultants	35.0
b. International and local travel	61.6
c. Reports and communications	8.8
2. Training, seminars, and conferences <sup>c</sup>	88.0
3. Surveys	4.4
4. Miscellaneous administration and support costs <sup>d</sup>	4.4
5. Contingencies	39.6
<b>Subtotal (B)</b>	<b>400.0</b>
<b>Total</b>	<b>900.0</b>

# Implementation arrangements

- Cost estimates and financing : \$900,000 (ADB and PRC Regional Cooperation and Poverty Reduction Fund)
- 1 October 2015 to 30 September 2018 (3 years)
- The ADB will be the executing agency
- The GMS National Coordinators will coordinate the multisector TA
- ADB will engage TA consultants through a firm
  - Fixed budget selection (full technical proposal)
  - 7 international specialists (22 person-months)
  - GMS national research coordinators or associates
- Regional workshops and ADB Urban Technical Group.

# Consulting services

Specialist	No. of person-months	Outputs			
		1	2	3	4
International					
Regional CBEZ Specialist /Team Leader	10				
Regional and Urban planner	3				
Economist	3				
Institutional Development Specialist	3				
Private Sector Specialist	1				
Social Development Specialist	1				
Natural Resource and Environment Specialist	1				
Subtotal	22				
National (From GMS Countries)					
Research coordinators /associates (to be recruited during implementation based on need and scoping study results in Output 1)	22				

# *Areas for Discussion*

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**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

# Areas for discussion

- Impact, outcome, and outputs of the TA
- Cost estimates and financing plan (government counterpart)
- Implementation arrangements
- Terminology
- Views on the 4<sup>th</sup> GMS CTDP



# Areas for discussion

- **Impact**
  - *Enhanced economic and infrastructural integration of urban centers in the border areas for regional corridor development and cooperation in the Greater Mekong Subregion (GMS).*
- **Outcome**
  - Strengthened capacity of priority border area institutions to prepare and implement the next generation corridor towns development project in 2018

# Areas for discussion

- **Outputs**

- Scoping study of potential cross-border economic zones in the GMS is completed
- Cross-border economic zones action plan for selected border areas is adopted
- Cross-border economic zones action plan for selected border areas is adopted
- Flagship program for the 4<sup>th</sup> GMS CDTP is defined and applied.

# Areas for discussion

- **Budget and financing**
  - *TA \$900,000 (ADB TA and PRC Regional Poverty Reduction and Cooperation Fund)*
  - *Government contribution: counterpart staff, meeting or workshop rooms, and other in-kind contributions (value ~ 10% of TA cost).*
- **Implementation**
  - *Government focals : GMS National Coordinators (or delegated representative)*

# Areas for discussion

- **Consulting expertise**
- 7 international specialists (22 person-months)
  - Regional CBEZ Specialist /Team Leader (10 p-m)
  - Regional and urban Planner (3 p-,m)
  - Institutional Development Specialist (3 p-m)
  - Private Sector Specialist (1 p-m)
  - Social Development Specialist (1 p-m)
  - Natural Resource and Environment Specialist (1 p-m)
- GMS national research coordinators or associates (to be recruited during implementation based on need and scoping study results in Output 1)

# Areas for discussion

- **Terminology**
  - Border economic zones
  - Economic zone development in border areas
  - Cooperation in border economic zones
- **4<sup>th</sup> GMS CDTP**
  - Ideas or thoughts



# *Thank you*

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FOURTH MEETING  
**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 8: GMS Regional Investment Framework  
Implementation Plan 2014–2018***

# **GMS Regional Investment Framework Implementation Plan 2014-2018**

## **Monitoring System Guidelines:**

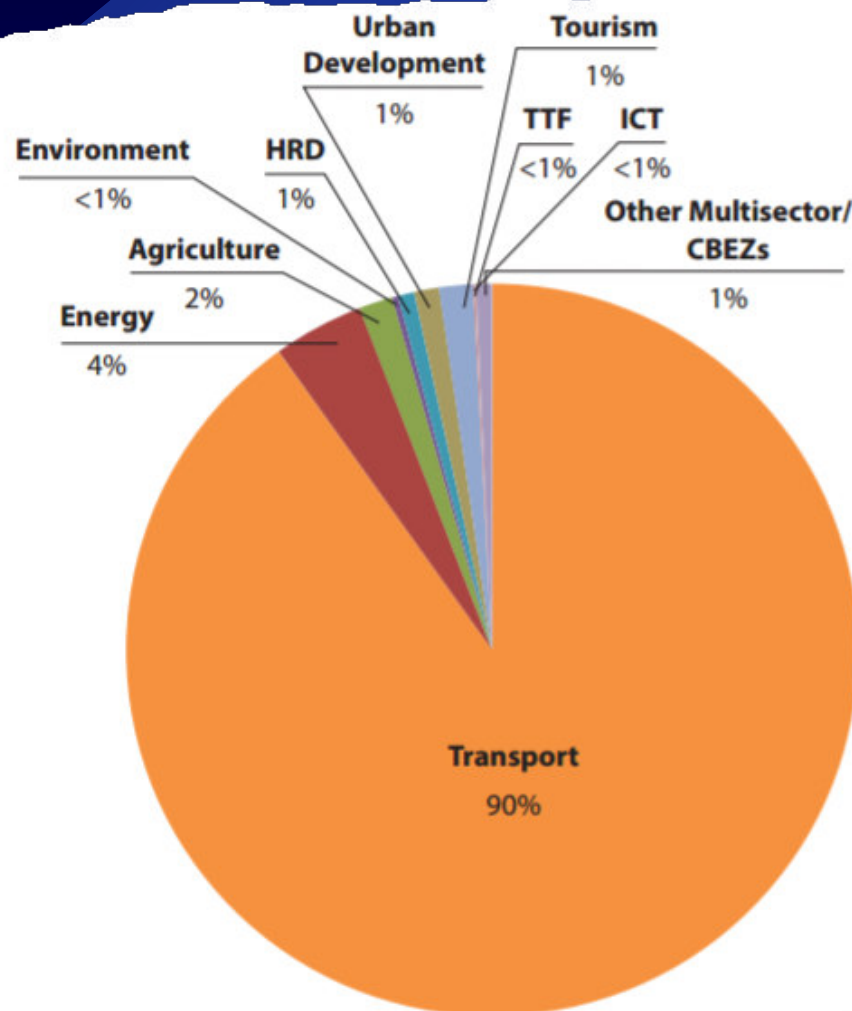
Urban Development and  
Other Multisector/Cross-Border Economic Zones



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

### Investment Projects

- Total Investment Projects
  - Number – 93
  - Value – US\$30.4 b
- Urban Development Task Force Projects are classified under Urban Development and Other Multisector/ Cross-Border Economic Zones in the RIF-IP
  - 4 investment projects
  - 4 technical assistance projects



Distribution by Sector



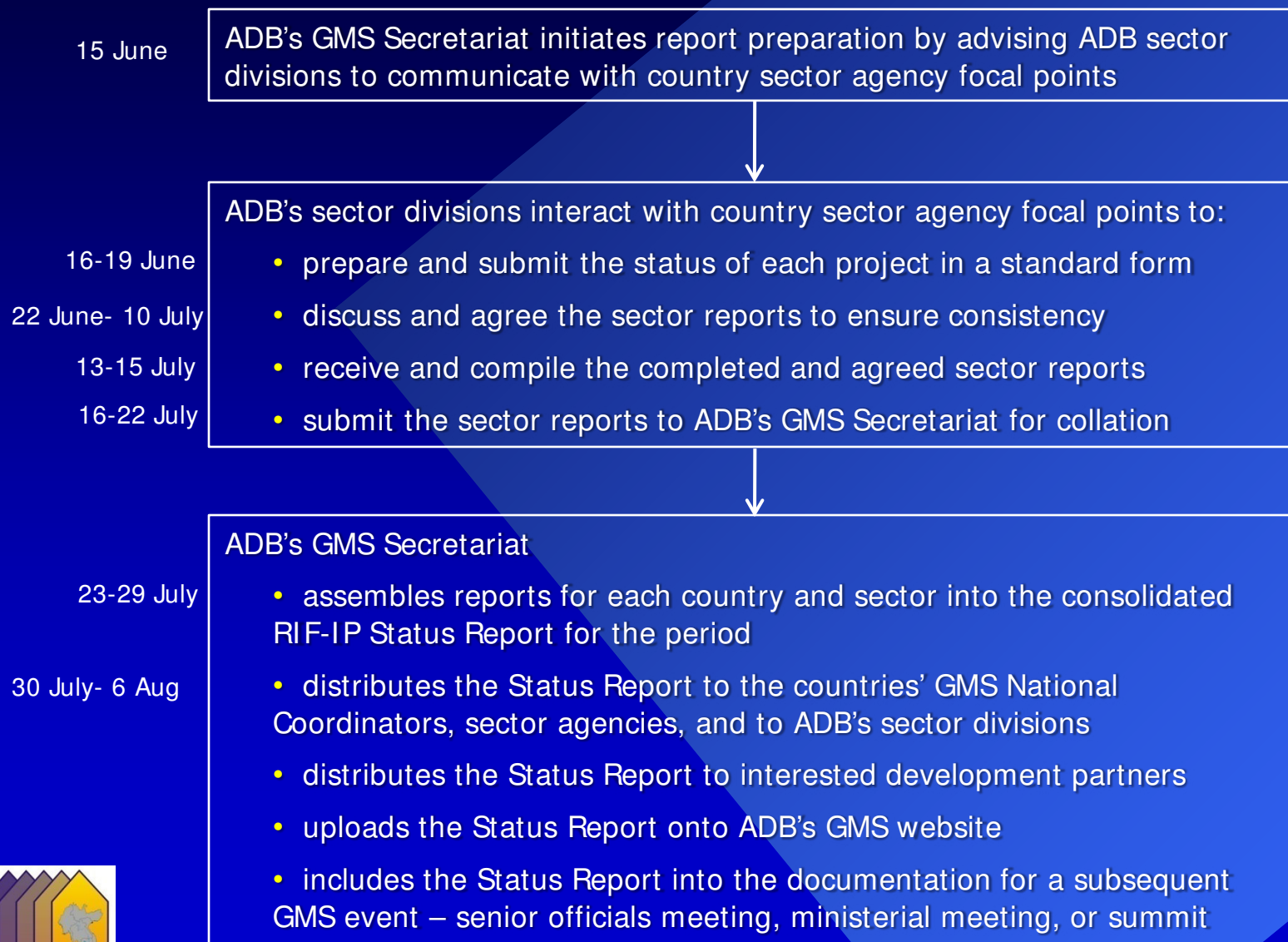
# The Monitoring System

- System functions:
  - Through Status Reports prepared at 6 month intervals:
    - Track status of each project in the agreed RIF-IP throughout the project's preparation and implementation periods
    - Manage changes in the RIF-IP in a systematic manner
- System implementation:
  - Primary responsibility for the system is to be with the GMS sector working groups or equivalents, specifically
    - (i) country sector agencies and
    - (ii) ADB's sector divisions
  - The country sector agencies will appoint a focal point/person for each sector, and advise ADB's sector agencies of details
  - The GMS National Coordinators and ADB's GMS Secretariat will provide overall guidance and support





# RIF-IP Status Report Process



# RIF-IP Status Report Schedule

GMS REGIONAL INVESTMENT FRAMEWORK - IMPLEMENTATION PLAN

STATUS REPORT FOR PERIOD MM/YYYY TO MM/YYYY

	Activity	Duration	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10
1	ADB GMS Secretariat > ADB Sector Divisions -- commence status report for period	1 day	15 June									
2	ADB Sector Divisions > Country Sector Agencies -- send report package to country/sector agencies	4 days	16-19 June									
3	Country Sector Agencies -- prepare first draft of country/sector reports	10 days				22 June- 2 July						
4	Country Sector Agencies <> ADB Sector Divisions -- discuss and finalise country/sector reports	5 days				6-10 July						
5	Country Sector Agencies > ADB Sector Divisions -- Country Sector Agencies send completed reports	3 days					13-15 July					
6	ADB Sector Divisions -- collate country/sector reports into GMS wide report	5 days					16-22 July					
7	ADB Sector Divisions > ADB GMS Secretariat -- collate all country/sector reports into RIF-IP Status Report	5 days						23-29 July				
8	ADB GMS Secretariat > GMS National Coordinators, and others -- distribute Status Report to countries, development partners -- prepare for inclusion in subsequent GMS event documents	6 days							30 July- 6 Aug			
9	Minimum period for complete report before event	10 days										
10	GMS Event to which report is to be submitted									9-10 September		
	<b>Total report preparation cycle time</b>	<b>50 days</b>										

Day = Working Day; > = communication from > to; < > = discussion and agreement

# RIF-IP Status Report Format

- Report to consist of two tables each for **Investments** and **TAs** :
  - Extract from the country/sector presentation in the agreed RIF-IP (Table 1)
    - Each project has been assigned a unique code that will remain with it until the project has been implemented
  - The country/sector status report for the period (Table 2):
    - Report by activity and date
    - Provide a narrative for each project, including for projects for which there is no date-related activity for the period
    - For “Regional” projects, status of all country parts are to be reflected in the report



# Table 1: RI F-I P (Urban Sector - Investments)

Regional: Urban Sector - Investment			Report Date		Table 1 30-Jun-2015
Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II	<p>The proposed Second Greater Mekong Subregion (GMS) Corridor Towns Development Project will be implemented in six to seven towns in Cambodia, the Lao People's Democratic Republic, and Viet Nam from 2015 to 2022. The project will include activities on institutional capacity building for the management of public investments, livelihood support, and development of climate resilience. The participating GMS countries have requested expanded support for additional strategic towns (i.e., border towns, towns with special growth prospects like export processing zones, and tourist areas). The project will apply the following criteria for selecting the towns and cities:</p> <ul style="list-style-type: none"> <li>(i) economic growth and investment potentials,</li> <li>(ii) potential for cross-border trade and presence of special economic and industrial zones,</li> <li>(iii) potential for tourism development, and</li> <li>(iv) potential for public-private partnerships (PPPs) for selected public investments.</li> </ul> <p>The project will be more innovative, with its orientation toward green growth and climate resilience, and activities that will encourage the private sector to take part in selected public investments.</p> <p>The expected impact of the project will be that towns become centers of economic activity in the GMS economic corridors. The outcome will be improved urban infrastructure that supports economic linkages, strengthens the green-growth potentials of participating GMS towns and corridors, and enhances the climate resilience of the towns and corridors.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	250.0-300.0	
REG-URB-02	MYA: Corridor Towns Development Project III	<p>The Third GMS Corridor Towns Development Project will expand the geographical scope and include Myanmar. Key investments will be in urban environmental infrastructure, economic infrastructure, and logistics. The emphasis of investments will be on strengthening towns that have intensive cross-border economic activity, cross-border tourism, industrial development (e.g., export-processing zones); and have a high potential for private sector investments and PPPs. Aspects of inclusive and green growth will be prioritized.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	80.0	





# Table 2: Status Report (Urban Sector - Investments) – 2

Regional: Urban Sector - Investment Report Date 30-Jun-2015

Code	Project	Activity/Date					Notes
		FS Commenced	FS Completed	Financing Identified	Project Approved/By	Implementation Commenced	
REG-URB-01	CAM, LAO, VIE: Corridor Towns Development Project II: <u>CAM Part</u>	16-Jan-14	30-Jun-15	03-Jun-15	13-Nov-15	01-Apr-16	Next milestone planned SRM 3 August 2015
	Narrative: Loan fact-finding 28 May to 3 June 2015						
	CAM, LAO, VIE: Corridor Towns Development Project II: <u>LAO Part</u>	16-Jan-14	30-Jun-15	27-May-15	13-Nov-15	01-Apr-16	Next milestone planned SRM 3 August 2015
	Narrative: Loan fact-finding 21 to 27 May 2015						
	CAM, LAO, VIE: Corridor Towns Development Project II: <u>VIE Part</u>	16-Jan-14	30-Jun-15	10-Jun-15	13-Nov-15	01-Apr-16	Next milestone planned SRM 3 August 2015
REG-URB-02	MYA: Corridor Towns Development Project III	27-Feb-15	Jan-16	Apr-16	Jan-17	Apr-17	
	Narrative:						

FS = Feasibility Study; Project approved/by = date of project approval/approving authority (Government, financier, other)

Urban sector projects are in the process of being implemented





# Table 1: RIF-IP (Urban Sector – TAs)

Regional: Urban Development Technical Assistance

Table 1  
Report Date 30-Jun-2015

Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	<p>The project preparatory technical assistance (PPTA) will formulate the Second GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. The PPTA will help participating towns to consolidate their urban planning and investment plans into a strategic local economic development plan, and prepare capacity development and training plans for the local or provincial authorities involved.</p> <p>The PPTA will support the identification of potential private sector investment projects through build-operate-transfer (BOT), build-own-operate (BOO), or other concession arrangements.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	2.0	
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	<p>The PPTA will formulate the Third GMS Corridor Towns Development Project. The proposed subprojects will include studies of their feasibility, and all safeguard requirements will be assessed. It will help the participating towns to consolidate their urban planning and investment plans into a strategic local economic development plan. The PPTA will also prepare capacity development and training plans for the local or provincial authorities involved.</p> <p>The PPTA will support identify potential private sector investment projects through BOT, BOO, or other concession arrangements.</p>	Water Supply and Sanitation, Waste Management, Other Urban Services	1.5	



## Table 2: RIF-IP (Urban Sector – TAs)

Regional: Urban Development - Technical Assistance			Report Date		Table 2 30-Jun-2015
Code	Project	Activity/Date			
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed
REG-UD-TA-01	CAM, LAO, VIE: PPTA for Corridor Towns Development Project II	29-Nov-12	13-Aug-13	16-Jan-14	ongoing
	Narrative:				
REG-UD-TA-02	MYA: PPTA for Corridor Towns Development Project III	Nov-14	17-Nov-14	27-Feb-15	Jan-16
	Narrative:				

Urban sector projects are in the process of being implemented



# Table 1: Status Report (Other Multisector/ CBEZ – Investments)

Regional: Other Sector - Investment			Report Date		Table 1 30-Jun-2015
Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information
REG-OTH-01	Joint PRC-Viet Nam Cross-Border Economic Zones (CBEZs)	<p>The project will cover three cross-border economic zones (CBEZs) located at the People's Republic of China (PRC)-Viet Nam borders as follows: (i) Pingxiang (Guangxi Zhuang Autonomous Region, PRC); and Dong Dang (Lang Son Province, Viet Nam), (ii) Dongxing (Guangxi Zhuang Autonomous Region, PRC) and Mong Cai (Quang Ninh Province, Viet Nam), and (iii) Longbang-Baise (Guangxi Zhuang Autonomous Region, PRC) and Tra Linh (Cao Bang Province, Viet Nam).</p> <p>The components of the CBEZs are as follows: (i) Pingxiang-Dong Dang. The planned area is 17 square kilometers (km<sup>2</sup>), with the PRC and Viet Nam each allocating 8.5 km<sup>2</sup>. The PRC section will be constructed based on the Guangxi Pingxiang Comprehensive Bonded Zone, which was approved by the State Council. The CBEZ is a pilot cross-border cooperation zone under the framework of ASEAN-China Free Trade Agreement. It is also an important economic zone situated in a node city of the Greater Mekong Subregion (GMS) economic corridor, which will contribute to the transformation of a transportation corridor into an economic corridor and serve economic development along the corridor.</p> <p>The proposed project is intended to support the second phase of infrastructure construction of the PRC section.</p> <p>(ii) Dongxing-Mong Cai. This CBEZ is located at the PRC-Viet Nam border, to be connected by the Second International Bridge of Beilun River, which is about to be constructed. The planned PRC section includes 971.85 hectares, and Viet Nam plans to allocate an area as large as that of the PRC section for this zone. This CBEZ will be built as an experimental zone to deepen the PRC-Viet Nam cooperation, and is a priority project of the Dongxing</p>		150.0	
REG-OTH-02	Construction of Phnom Penh New Port Special Economic Zone	<p>The project will be the first package of development in the Phnom Penh New Port Special Economic Zone (SEZ). It will involve an area of 143 hectares, in which 106 hectares (ha) are for long-term lease to manufacturers, 3.0 ha for apartments and shops, 2.7 ha for a logistic center, and the remaining area for service facilities.</p> <p>The pilot package is intended to induce further SEZ development (more than 600 ha) to attract private sector investments.</p>		60.0	



## Table 2: Status Report (Other Multisector/ CBEZ – Investments)

Table 2

Regional: Other Sector - Investment

Report Date

30-Jun-2015

Code	Project	Activity/Date					Notes
		FS Complete	Financing complete	Approval finalised	Implementation commenced	Implementation complete	
REG-OTH-01	Joint PRC-Viet Nam Cross-Border Economic Zones (CBEZs): PRC Part						
	Narrative:						
	Joint PRC-Viet Nam Cross-Border Economic Zones (CBEZs): VIE Part						
	Narrative:						
REG-OTH-02	CAM: Construction of Phnom Penh New Port Special Economic Zone						
	Narrative:						

Other Multisector and CBEZ investment projects not yet commenced





# Status Report (Other Multisector// CBEZ – TAs)

Regional: Other Multisector/Cross-Border Economic Zones - Technical Assistance					Report Date	Table 1 30-Jun-2015
Code	Project	Description	Subsector	Cost estimate (\$ Million)	Justification/Additional Information	
REG-OTH-TA-01	PRC, LAO, MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)	The technical assistance covers the Mohan (PRC)-Boten (Lao People's Democratic Republic) and Ruili (PRC)-Muse (Myanmar) CBEZs. In line with the CBEZ construction, the project provides training in language capacity and professional qualifications for government officials, as well as training to enhance the ability to utilize the free-trade area and preferential agreements to improve competitiveness.		2.0		
REG-OTH-TA-02	PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs	The proposed project preparatory technical assistance (PPTA) aims to support the conduct of a joint feasibility study report. It is a follow-up on the ongoing technical assistance for Developing Cross-Border Economic Zones between the PRC and Viet Nam, supported by the Asian Development Bank. The PPTA will cover the study's development of specific recommendations on the operational policies and regulations, as well as appropriate institutional arrangements agreeable to the PRC and Viet Nam, for the CBEZs.		2.0		

Regional: Other Multisector/Cross-Border Economic Zones - Technical Assistance					Report Date	Table 2 30-Jun-2015
Code	Project	Activity/Date				
		Financing Identified	Project Approved/By	Implementation Commenced	Project Completed	
REG-OTH-TA-01	PRC, LAO, MYA: Capacity Building for Cross-Border Economic Zones (CBEZ)					
	Narrative: This is another capacity development technical assistance project under the Urban Development RIF, entitled Cross-Border Economic Zones Development that involves all GMS countries. Said TA is proposed for ADB Board approval by December 2015. 22 July 2015, Myanmar Ministry of Immigration and Population commented: Insert "Ministry of Immigration and Population will be undertaking One Stop Service to facilitate Immigration activities in Cross-Border Economic Zones (CBEZs)." 22 July 2015					
REG-OTH-TA-02	PRC, VIE: PPTA for Joint Feasibility Study of the PRC and Viet Nam CBEZs					
	Narrative:					

Some progress in CBEZ TA, but projects may be changing



# RIF-IP – Future Changes

- It is anticipated that there will be relatively few changes to the agreed RIF-IP during its implementation
- Where changes are required these will be implemented broadly as follows:
  - **Deletion of a project:** the project will be retained in the country/sector report (Tables 1 and 2), but the status will be shown in the Table 2 Narrative field as proposed for deletion
  - **Modification of a project:** this will be reflected in the Narrative field in Table 2 of the country/sector report
  - **Addition of a project:** this will be done through the mechanism of the **UDTF**, and will be reflected through an appropriate inclusion in the Status Report
  - Where the project involves more than one country, all affected countries will be consulted and their views reflected in the Status Report



# Online RIF-IP Monitoring System

- The system has been designed to be initially paper-based, but with the facility to be transformed into an online structure
- Tracking 90 projects (investment and technical assistance) with an estimated cost of US\$30 billion over 6 countries and 10 sectors for at least 8-10 reporting cycles will result in a large amount of data
- This data should be securely stored and yet be accessible on demand for updating and review by the countries and ADB, and for providing readily available information to development partners and civil society
- This can most readily be achieved by making use of a web-based online version of the monitoring system
- In parallel with implementation of the paper based system described in this presentation, work will commence on developing an online system, to be fully implemented within the ensuing 12 months, i.e. after around 2 cycles of reporting using the paper-based system
- The system would be hosted by ADB, linked to the [www.adb.org/gms](http://www.adb.org/gms) website



# Thank You

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





FOURTH MEETING

# **GMS** Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

# Session 8: Next steps and the way forward

## **Working Group on Environment**

### -

## **Selected Support Options to the Urban Task Force**



# ECF 7:

## Urban Development SF – Priorities

1. Objective 2 - New approaches to sub-corridor concept planning (spatial planning support), and
2. Objective 4 - Platforms for cross-border collaboration and knowledge exchange (advisory support to development of spatial plans, data resources, establishment of GMS knowledge center (under strategic pillar 1 and 3))

# WGE AM21: UDSF priority support discussed

Roles for the WGE:

1. Develop databases, guidelines and tools for assessments,
2. Assess impact of urban developments on the natural landscape,
3. Promote environmental considerations in spatial planning,
4. Coordinate regional meetings for information and experience sharing.

# WGE AM21: UDSF priority support discussed

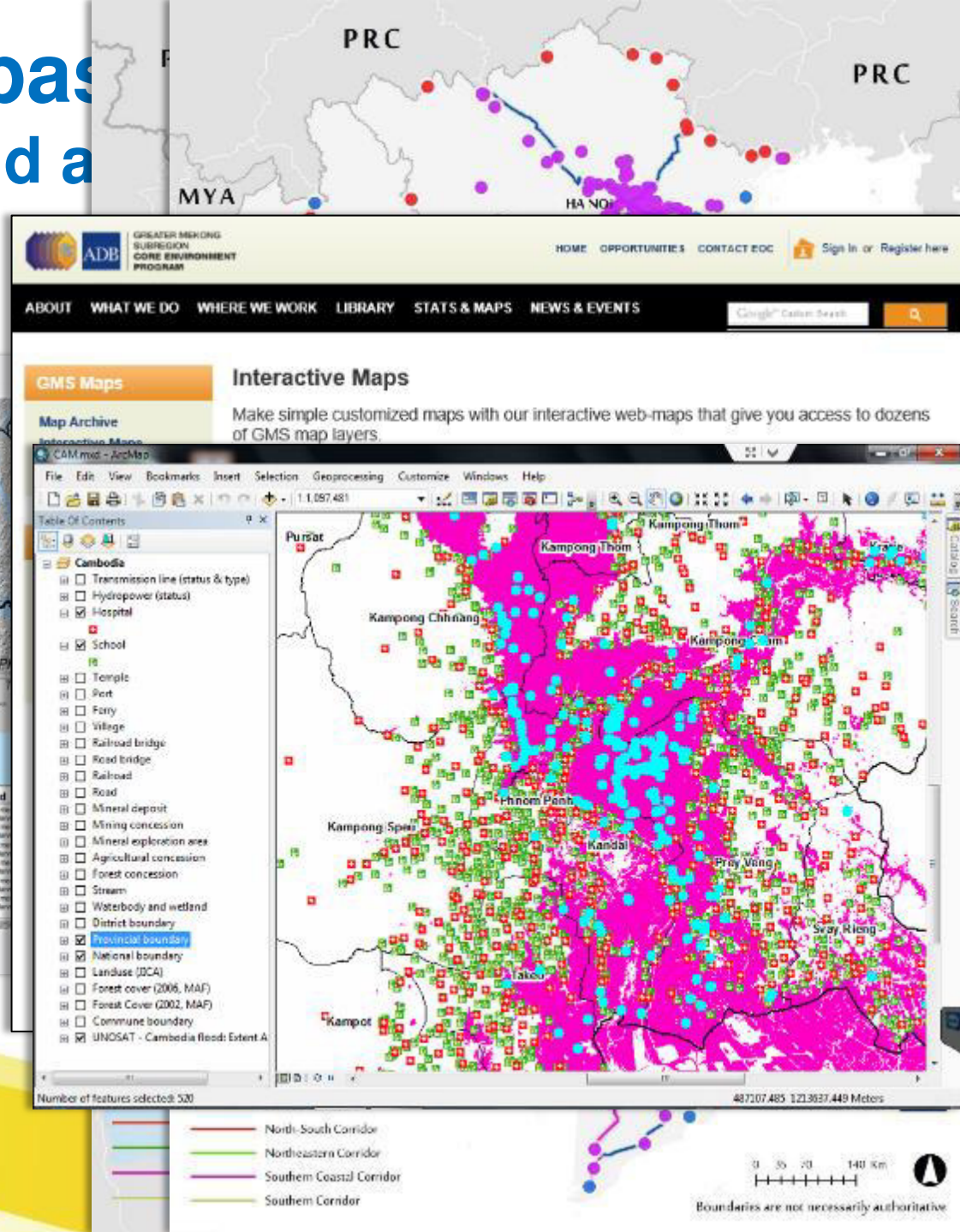
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# 1. Develop Database

## Baseline mapping and a

- Corridor towns,
- SEZ's, BEZ's
- Connecting infrastructure (ports, airports, corridor roads,...)
- Existing and prop. investments (locations)
- Climate change / disaster risks (e.g. Interactive Cambodia flood map 2011)





# 1. Develop Databases

## Disseminate information efficiently

- GMS Regional Online Portal
- Myanmar Environment Information portal
- Future: one regional cross-sector portal complimented by up to seven national support portals
- For urban TF to share their data or learn from WGE experience to develop their own information system

The image displays two screenshots of the Myanmar Environment Information Portal (MEIP). The top screenshot shows a search result page with a red circle highlighting the text "About 357 results (0.20 seconds)". Below this, a link for "Myanmar: Urban Development" is visible. The bottom screenshot shows the MEIP homepage with a grid of thematic categories. A red circle highlights the "Urban Environment" category. The homepage also features a navigation bar with links like HOME, ABOUT, THEMES, DATA, NEWS, and CONTACT, and a search bar. The footer includes sections for Latest Charts, Latest Maps, and Latest Documents.

Greater Mekong Subregion Core Environment Program

Search Result

About 357 results (0.20 seconds)

Myanmar: Urban Development

MEIP MYANMAR ENVIRONMENTAL INFORMATION PORTAL

Hosted by: Supported by: Developed by: Greater Mekong Subregion Core Environment Program

Environment Industry Development Infrastructure Energy Minerals Marine and Coastal Resources Forests Agriculture and Livestock Urban Environment

MORE THEMES

Latest Charts

Greenhouse gas (GHG) Emissions (CO<sub>2</sub> eq.) from Agriculture in 2000

Latest Maps

Turkey Density by Township, 2012/13  
18 January 2015, In Agriculture and Livestock

Latest Documents

The Population and Housing Census of Myanmar 2014: Summary of Provisional



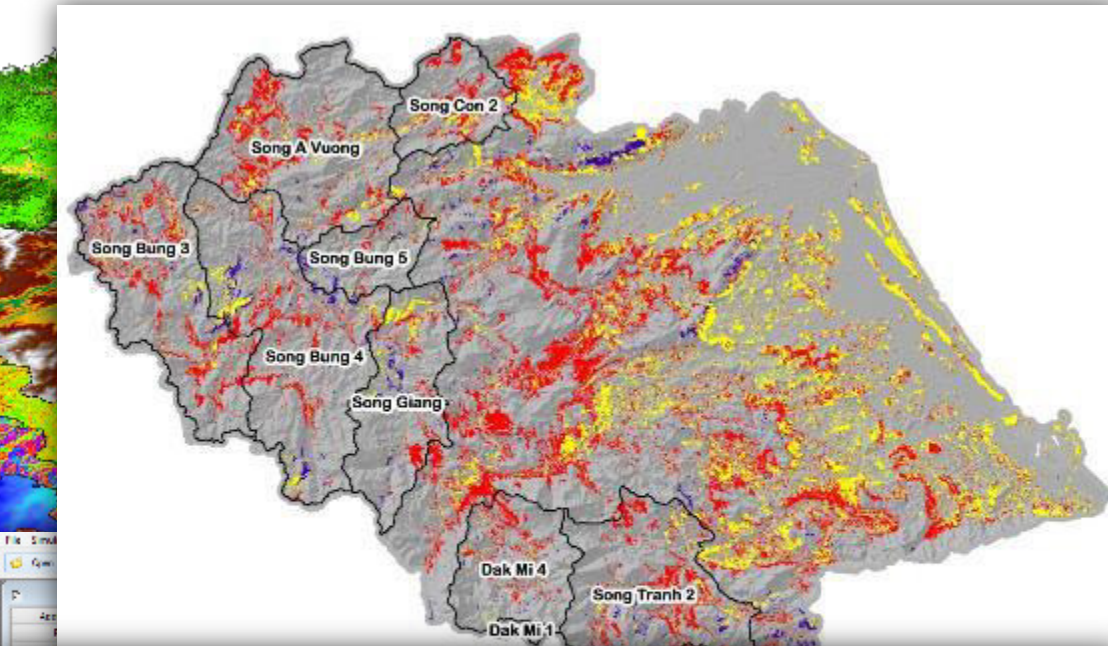
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## 2. Assess impacts

### Predicting land conversion



Dam	Area (ha)	Scenario 1	%	Scenario 2	%
Song Con 2	24,099	1,197	5%	4,280	18%
Song A Vuong	68,496	2,543	4%	10,059	15%
Song Bung 5	19,836	988	5%	1,229	6%
Song Giang	41,462	2,411	6%	4,074	10%
Song Bung 4	82,592	4,237	5%	8,103	10%
Song Bung 3	63,049	2,483	4%	9,281	15%
Dak Mi 1	2,223	40	2%	28	1%
Dak Mi 4	34,217	677	2%	2,999	9%
Dak Di 4	45,919	6,285	14%	7,224	16%
Song Tranh 2	60,056	2,161	4%	7,697	13%
<b>Total</b>	<b>441,949</b>	<b>23,022</b>	<b>5%</b>	<b>54,974</b>	<b>12%</b>

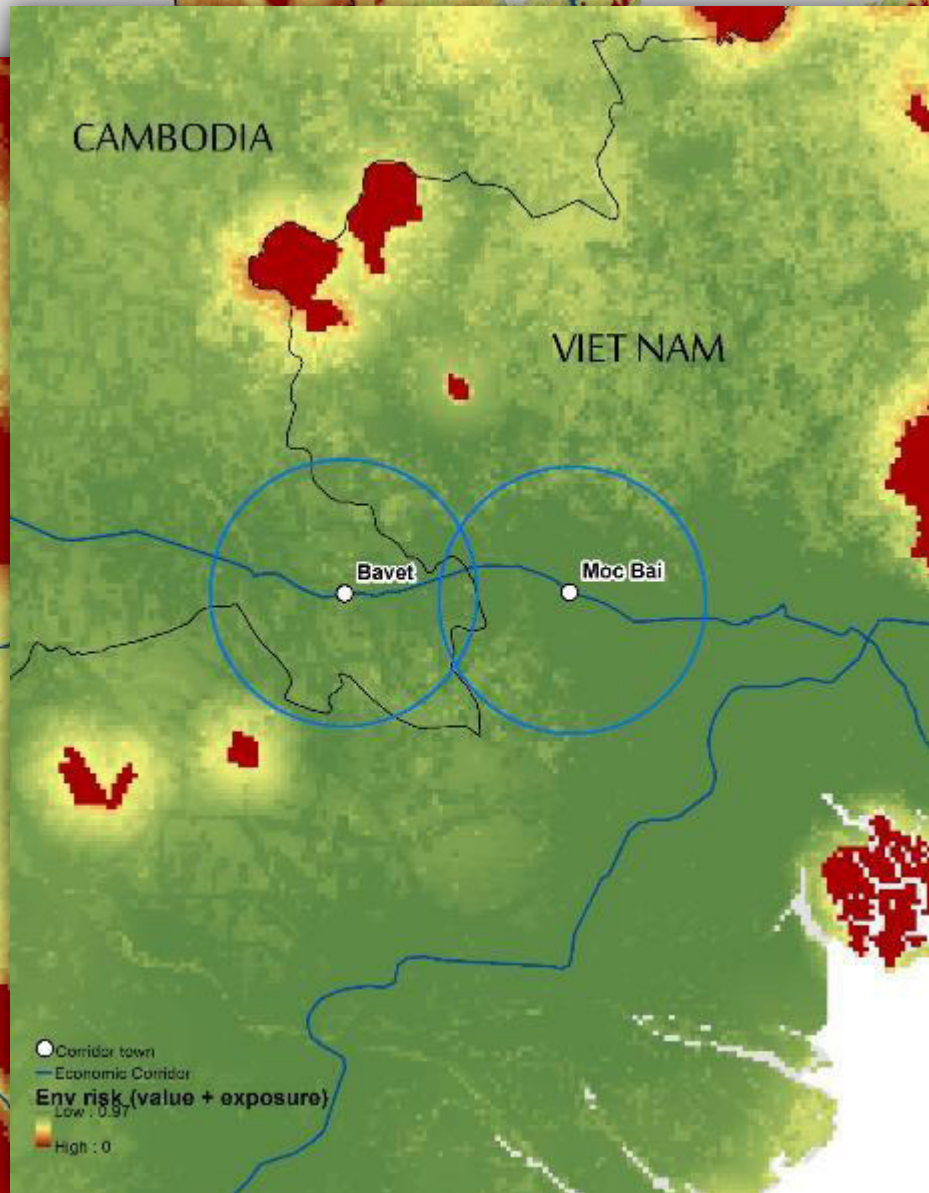
- Urban areas drive demand in natural resources (industry, transport node)
- Land demand allocation models translate (urban) resource demand into land use change (Where should land be converted best? What adverse impacts on ecosystem services - water, energy, flood protection?)
- Used in SEA of urban plans, land use plans.
- Important input to operationalize PES

# WGE AM21: UDSF priority support discussed

Roles for the WGE:

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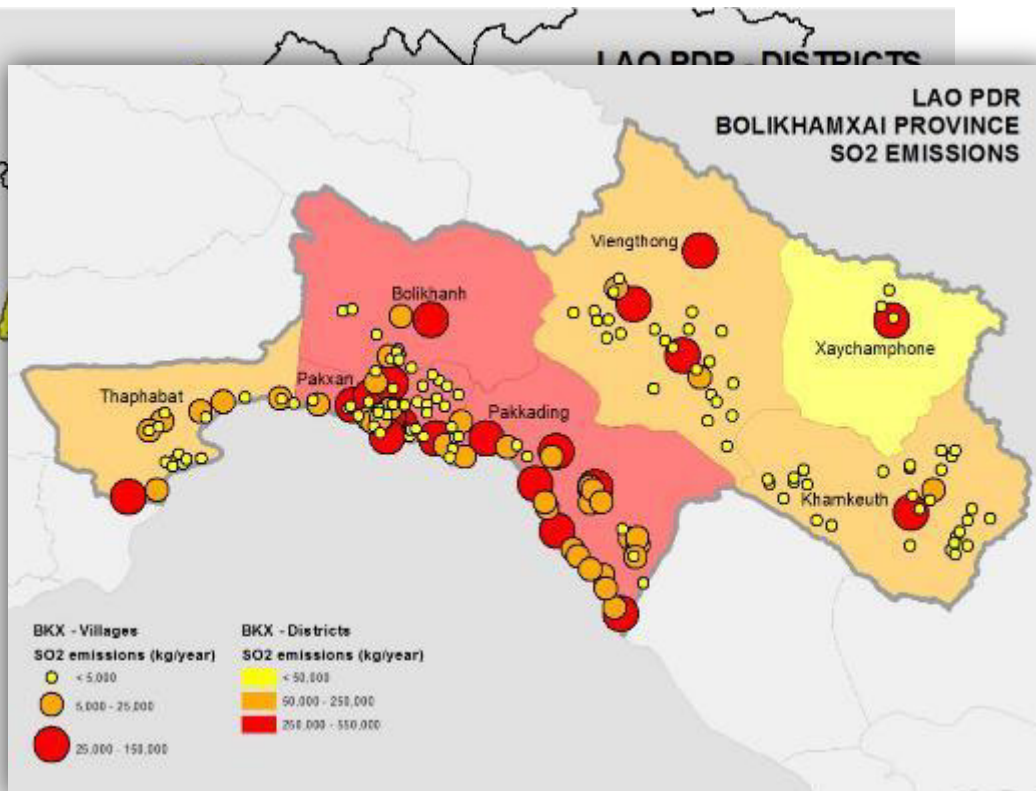


- Which corridor towns / sections should be prioritized?
- What investment is suitable?
- SMCA maps aggregate suitability using a set of economic, social and environmental criteria (safeguards).
- Resulting map can guide investment planners to suitable locations, facilitate EIA process and reduce mitigation costs

# Assess risks & impacts

## Predicting pollution

- Urban / peri-urban areas are the node for industrial development / production
- Technology gap and pollution control mechanisms
- Urban population exposed to health risks (productivity)
- Industrial Pollution Projection System can help identify risk sectors and locations
- Used to *guide* urban, national pollution control authorities, not to *replace* ground measurements and enforcement





# WGE AM21: UDSF priority support discussed

Roles for the WGE:

1. Develop databases, guidelines and tools for assessments,
2. Assess impact of urban developments on the natural landscape,
3. Promote environmental considerations in spatial planning,
4. Coordinate regional meetings for information and experience sharing.

# 4. Coordinate experience sharing Opportunities



1. WGE meetings and joint knowledge events
2. Consultation / progress meetings under relevant CEP regional activities (e.g. LUCS, EIA/safeguards activities, Climate change adaptation planning activity, etc.)
3. Join trainings on spatial planning tools (LUCS, SMCA, IPPS)
4. Consultation meetings with CEP staff on KM and MIS experience
5. Visit and contribute the CEP event calendar and news sections

**There is more...**

**Please visit [www.gms-eoc.org](http://www.gms-eoc.org)**

FOURTH MEETING  
**GMS** Urban Development  
Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar



# FOURTH MEETING

# GMS Urban Development Task Force

18–19 August 2015 • Nay Pyi Taw, Myanmar

***Session 8: Next steps***

# Revised Impact and Outcome

- **Impact**

- *Enhanced economic and infrastructural integration of urban centers in ~~the~~ individual border towns or areas for regional corridor development and cooperation in the Greater Mekong Subregion (GMS).*

- **Outcome**

- Strengthened capacity of *selected* priority border area institutions to *plan*, prepare and implement the next generation corridor towns development project *and cooperation* ~~in 2018~~



# Outputs clarified

- **Outputs**

- Scoping study of potential cross-border economic zones in the GMS is completed
- Cross-border economic zones action plan for selected border areas is adopted
- ~~Cross-border economic zones action plan for selected border areas is adopted~~ Comprehensive institutional development and capacity development program is developed and implemented.
- Flagship program for the 4<sup>th</sup> GMS CTDP is defined and applied.

# Budget and implementation arrangements clarified

- **Budget and financing**
  - TA \$900,000 (ADB TA and PRC Regional Poverty Reduction and Cooperation Fund)
  - *Government contribution*: counterpart staff **and** meeting ~~or workshop~~ rooms, and other in-kind contributions **on a voluntary basis** (value ~ 10% of TA cost).
- **Implementation**
  - *Government focals* : GMS National Coordinators (or delegated representative) **from GMS National Secretariat or GMS Coordinating Office**
  - **Specific joint-border task force groups or committees will be set up (where one does not exist) to help coordinate TA activities (Output 2 and 3)**

# Areas for discussion : Consulting expertise

- 7 international specialists (22 person-months)
  - Regional CBEZ Specialist /Team Leader (10 p-m)
  - Regional and urban planner (3 p-m)
  - Economist (3 p-m)
  - Institutional Development Specialist (3- 1 p-m)
  - Private Sector Specialist (1 p-m)
  - Social Development Specialist (1 p-m)
  - Natural Resource and Environment Specialist (1 p-m)
- GMS national research coordinators or associates (to be recruited during implementation based on need and scoping study results in Output 1.  
National experts should be confirmed by respective countries)

# Areas for discussion

- **Terminology**
  - ~~Border economic zones~~
  - Economic zone development in border areas (\*might also referred to as cooperation in border economic zones in some GMS countries)
  - ~~Cooperation in border economic zones~~
- **4<sup>th</sup> GMS CDTP**
  - Ideas or thoughts – too early to say

Output	Deliverable(s)	Anticipated timing
n/a	<ul style="list-style-type: none"> <li>Draft inception report, including a review of similar experiences in the GMS and other regions.</li> <li>Final inception report with comments matrix (includes proceedings of inception workshop)</li> </ul>	Q1, 2016
Output 1	<ul style="list-style-type: none"> <li>Draft scoping study draft</li> <li>Revised scoping study with comments matrix</li> <li>Proceedings for each TA Regional TA workshop (approx. 2)</li> </ul>	Q2, 2016
Output 2	<ul style="list-style-type: none"> <li>Draft perception survey questionnaire</li> <li>Draft CBEZ action plan per selected prioritized border area (min. 2)</li> <li>Report of the perception survey results</li> <li>Revised CBEZ action plan per selected prioritized border area (min. 2) with comments matrix</li> <li>Proceedings for each TA Regional TA workshop (approx. 2)</li> </ul>	Q3, 2016 (report on perception survey results) Q4, 2016 on revised CBEZ action plans
Output 3	<ul style="list-style-type: none"> <li>Institutional review of institutions in each selected prioritized border area from output 1 (min. 2).</li> <li>Capacity development program of institutions in each selected prioritized border area (min. 2).</li> <li>Summary of results from each institutional workshop (approx. 10)</li> <li>Evaluation report on the capacity development programs.</li> </ul>	Q1, 2017 (reviews) Q2, 2017 (programs) Q1, 2017–Q3, 2018 intermittent (workshops) Q1, 2018 (evaluation)
Output 4	<ul style="list-style-type: none"> <li>Draft working paper</li> <li>Proceedings from regional TA workshops and coordination meetings (approx. 4).</li> <li>Revised working paper with comments matrix</li> </ul>	Q4, 2017–Q1, 2018
n/a	<ul style="list-style-type: none"> <li>Proceedings from the TA final workshop and draft TA completion report</li> </ul>	Q3, 2018



# Next steps: Work plan 2015 – 2016

- Prepare a working paper on competitive cities and city cluster development in the GMS;
- Implement GMS Urban Development Strategic Framework 2015 – 2022 (post-endorsement at Ministerial Conference)
- Implement Technical Assistance on Economic Zone Development in Border Areas (post-approval)
- Finalize Technical Note on special economic zones / cross-border economic zones;
- Preparation of the next RIF-IP monitoring report;
- Continue cooperation with the other GMS sector initiatives;

# Next steps: Confirmation

- Clearance of the GMS Urban Development Strategic Framework 2015–2022 for final printing in advance of the 20<sup>th</sup> GMS Ministerial Conference in September 2015;
- Further TA processing - scope and implementation arrangements of the technical assistance on capacity development for cross-border economic zones.