

CityVoices

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CITYNET: The Regional Network of Local Authorities for the Management of Human Settlements



Four Years of Networking as Secretary General of CITYNET (2009-2013)

By Mary Jane C. Ortega

Secretary General Mary Jane Ortega signing an MOU with the International Association of Public Transport (UITP) on September 2, 2013.

It was Chrysanthemum Day in Japan¹ when I was elected Secretary General at the Yokohama CITYNET Congress. It was September 9, 2009 and fittingly, I celebrated with CITYNET delegates and chrysanthemum tea. At that same Congress, CITYNET members voted for the transfer of the CITYNET Secretariat from Yokohama to Seoul. That was just over four years ago, and now the Secretariat has settled in to their new offices at the Seoul Global Center and I find myself at the end of an eventful and meaningful term.

I knew that filling the shoes of former Secretary General Dato' Lakhbir Singh Chahl, who retired after almost 20 years, would be a big job, however, the confidence given by members has inspired me to do my best.

During my posting and to this day, my cup overfloweth – with activities and networking, but most importantly, with reaching out to members, partners, and supporters alike. I am proud to be an international advocate for CITYNET members. Besides visiting many member cities, I was pleased to represent CITYNET further afield. From the World Urban Forum 6 in

Naples to the World Water Week in Stockholm, the UN General Assembly's Debate on Disaster Preparedness in New York, Rio+20 in Rio de Janeiro and UNESCAP's Post Rio+20 in Bangkok, to name a few. Furthermore, I participated on the Asian Green Cities study², and in the Eco2 Cities conference organised by the City of Yokohama in cooperation with the World Bank.

A major highlight of my term was CITYNET's 25th anniversary celebrations in 2012 in Surabaya and Yokohama hosted by Mayor Tri Rismaharini and Mayor Fumiko Hayashi, respectively. Moreover, my interactions with members at seminars and Executive Committee meetings have provided me with a richness of knowledge and motivation to have a positive impact on the future.

My term would not have been as successful without a great amount of support. I would like to thank the City of Yokohama, including Mr. Sekiyama and the staff in its International Department. The establishment of the Yokohama CITYNET Project Office reflects their continued commitment to CITYNET. I am grateful to Seoul's Ambassador

Chung-ha Suh, CITYNET Deputy Secretary General, Dr. Gyeng Chul Kim and to Bernadia Irawati Tjandradewi, former CITYNET Programme Manager who all worked hard to assure a smooth transition to Seoul. Thanks to the World Bank, Tim Campbell and Vijay Jagannathan for their involvement in the study on the review and re-design of CITYNET, and to Kirtee Shah, for his out-of-the-box thinking.

Most of all, I would like to sincerely thank CITYNET members, who are tirelessly and innovatively striving to make people-friendly communities, maintaining sustainable development goals – beyond MDG 2015, beyond RIO+20 – and preparing for a highly-urbanised world of well-governed cities.

Arigatou gozaimasu, kamsahamnida, salammat, thank you.

1. Chrysanthemum Day in Japan is an ancient and sacred festival celebrated on the ninth day of the ninth month (Source: Wikipedia)

2. Developed by The Economist and sponsored by Siemens

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New Directions for CITYNET: Finding Practical Solutions

An Interview with Seoul's Vice Mayor, Mr. Sang-bum Kim

Seoul is stepping up to the challenge. Newly tasked with hosting the CITYNET Secretariat, Seoul Metropolitan Government (SMG) is confronting the critical and difficult issues plaguing many Asia-Pacific urban centres. From November 3-6, 2013 over 300 CITYNET members and partners will come together in Seoul, to exchange innovation, inspiration and guidance on urban issues. Seoul will not only share a wealth of experiences, but learn from other members and create an atmosphere of engagement and cooperation. Finding practical solutions to urban challenges is a top priority for SMG.

CityVoices spoke with Seoul's Vice Mayor Mr. Sang-bum Kim about his vision, plans and aspirations for CITYNET.

Q: This has been a big year of change for both CITYNET and Seoul. In your opinion, what is Seoul's long-term vision for CITYNET?

As the host of the CITYNET Secretariat, we want to serve as a partner to reduce the development gap among cities in the Asia-Pacific region. We are pleased to be part of CITYNET's commitment, vision and effort to promote prosperity. CITYNET can play a significant role in solving urban problems and improving the lives of citizens. Seoul will spare no effort towards supporting CITYNET in these roles.



Q: Seoul is making great strides in transparency, governance and urban development. What do you think Seoul can share in these areas?

Seoul's development experience is quite different from European cities that developed over centuries. Seoul has reached this level in just three decades. Of course there were some drawbacks to such compressed and rapid development. However, we can share these trial-and-error experiences so that the entire CITYNET network can avoid Seoul's setbacks.

Thanks to transparency and governance policies we are able to stand where we are today. I remember there was an internal corruption case in 1998 that propelled us to improve

“ We need to focus our collective efforts on finding practical solutions to our urban problems and our very real challenges.

Q: How do you think Seoul and CITYNET together can serve as a hub for urban development?

The 2013 CITYNET Seoul Congress is a great chance to showcase Seoul's long-term vision for Asia-Pacific development and CITYNET's strong determination going forward. CITYNET members will discuss how we can develop and support innovative solutions to urban challenges. CITYNET has historically fostered extensive information-sharing among members. Now, I think we need to focus our collective efforts on finding practical solutions to our urban problems and our very real challenges.





The Vice Mayor explains Seoul's history to a Secretariat staff member.

transparency, eradicate corruption and work to earn the trust of our citizens. We developed the OPEN System, an online portal that provides real-time information on government decisions. This system encompasses a spirit of sharing and disclosing all city government data and has received a UN Public Service Award. After Mayor Park took office, we upgraded the online civil application system and now we have a more transparent government here in Seoul.

In the "Municipal E-Governance International Survey," conducted by the E-Governance Institute of Rutgers University-Newark and sponsored by the UN, Seoul ranked No.1 for five consecutive years since 2003. Citizens of Seoul have access to a wide range of public services through the advanced e-government system of SMG.



Seoul subway riders relax, study, and play during their commute.

Q: What are some other areas of expertise that Seoul would like to share?

Many cities have shown great interest in our transportation system, specifically integration with our transportation card, which allows riders to easily transfer among services and pay with just one simple card. We also have exclusive bus lanes (middle lanes), and a strong bus management system (BMS). Seoul operates about 7,500 buses and 5,000 more that connect Seoul and the suburbs. It's a lot of buses, but nevertheless, we can maintain consistent bus intervals and provide accurate arrival time information to our citizens on par with the train timetable, thanks to the BMS.

Q: What do you think Seoul can learn from other CITYNET members?

We can develop and learn about various aspects of community building. Other Asian cities have taken the lead, but we can move beyond just the buzzword and take action in our own city. There are also environmental issues such as air pollution and water contamination that I think we can learn a great deal about from each other.

Q: As Vice Mayor, what innovative and collaborative solutions would you personally like to share with the CITYNET network?

I started my career in the public transportation division and I've been working as a public servant for more than 30 years. At that time, we received funding and various research projects from the World Bank. That's how we started to change our transportation system. Now we have developed a great deal and we are the ones sharing our information and experiences with cities around the world. This is something I have contributed to and am very proud of. I would personally like to share these experiences with other members.

Q: What message do you want Congress participants to take home with them?

I want to form a bond of solidarity through this network so that we can further strengthen our cooperation. Seoul, as a CITYNET member, can share technical expertise and experiences with other CITYNET members as equal partners. We are honoured to host so many leaders and innovators in urban development this November.



T-Money cards can be used across bus and subway systems.



Shaping Cities: The CITYNET Young Professionals



Above: CITYNET Young Professionals and the CITYNET Programme team during orientation. Top right: Following the workshop, CITYNET Young Professionals receive certificates from Ambassador Dalho Chung, Head of Jeju International Training Center. Bottom right: CYP members prepare reports on issues such as transportation and green growth.

Young people are a valuable part of our urban communities and it is critical that they develop a practical understanding of the complex urban issues they will inevitably inherit. Based on this belief, the CITYNET Young Professionals (CYP) was created in July 2013 with the support of the CITYNET Secretariat. Currently in its pilot phase, the CYP will officially launch at the CITYNET Seoul Congress in November, 2013. Based in Seoul, this student-led youth-initiative programme may be in its infancy, but it is already garnering attention and traction as an emerging voice in contemporary urban issues.

Decidedly international, and currently 25-members strong and counting, the group shares a strong interest in solving urban problems. CYP is an energetic mix of undergraduate and graduate students as well as former CITYNET interns from over 14 countries representing the Asia-Pacific region, Africa, the Americas and Europe. CYP members aim to address urban development issues and are actively seeking a role in shaping cities that are livable, sustainable and globally connected.

NATURE, FUTURE & YOUTH

The ambitious goals of the CYP began to take shape this past August when members participated in their first international workshop. Hosted by CIFAL Jeju¹, the theme of the workshop was “Nature, Future, and the Youth.” In addition to hiking and experiencing the unique culture of Jeju’s haenyeo² female divers, participants brainstormed ideas about how to best promote a sense of responsibility among youth as key actors in our future cities. CYP members piloted the larger youth group as

presenters and group leaders by sharing their ideas for the future of cities. “I hope that the spirit of our group will spread the idea of green development and that many people will pursue a green dream,” says Nikola Medimorec, a CYP member from Germany.

CITYNET YOUNG PROFESSIONALS CONGRESS

In preparation for the CITYNET Young Professionals Congress in October, CYP members are conducting research on green growth³ and multiculturalism. These cluster topics represent the interests of CYP members and incorporate ideas from CITYNET’s

“ I hope that the spirit of our group will spread the idea of green development and that many people will pursue a green dream. ”

four main clusters (Climate Change, Disaster, Infrastructure, and MDGs). CYP clusters are further divided into sub-clusters that specifically research waste management, transportation, North Korean issues and multicultural families in Korea. CYP members undertake field research at local institutions and conduct interviews with experts. As a result, the Young Professionals will produce in-depth research papers to be presented at the CITYNET Young Professionals Congress on October 12th in Seoul.

At the CYP Congress, the group plans to engage invited guests, speakers and interested students with compelling and honest discussions of the many facets of urban development. The Congress will also announce the CYP Award 2013, to be given to the team that produces the most original paper relevant to CITYNET’s work in sustainable urban development. The winners will be announced during CYP’s official launch at the CITYNET Congress in November 2013.

The CITYNET Young Professionals have high hopes for their first annual congress. More importantly, the youth group plans to develop lasting networks and relationships through cross-cultural dialogues and exchange with other youth groups and organisations across the Asia-Pacific region and further afield. They would like to see their group expand across borders and inspire other youth to cooperate and collaborate for a brighter future.

For more information about the CITYNET Young Professionals please contact: citynetyp@gmail.com www.facebook.com/citynetyp

1. International Training for Local Actors is affiliated with the United Nations Institute for Training and Research - Local Development Programme (UNITAR-LDP) (www.cifaljeju.org)

2. Haenyeo refers to female divers who dive into the ocean to gather shellfish, seaweed, etc., without using underwater diving equipment. Source : Korea Tourism Organization

3. Green growth is a term to describe a path of economic growth, which uses natural resources in a sustainable manner. It is used globally to provide an alternative concept to standard economic growth. Source: Wikipedia



Suwon is promoting travel through integrated, socially inclusive, and environmentally-friendly transport options.

Climate Change Cluster Suwon, Republic of Korea

EcoMobility – A Major Detour from Automobile Dependency

The city of Suwon is South Korea's first planned city, the home of UNESCO World Heritage Site Hwaseong Fortress, and a global leader in EcoMobility. Suwon has pledged that by 2030 it will reduce the city's CO₂ emissions from 2005 levels by 40%. In addition, Suwon is focused on becoming the environmental capital of Northeast Asia through innovative and community-assisted local projects. Suwon has met this challenge by hosting the EcoMobility World Festival in September, 2013 to promote an ecomobile lifestyle. The Festival brought together experts in transportation to exchange knowledge and experiences on transport policy and technology. Thanks to the Festival, Suwon is now a test track of urban transport solutions and the city can boast that more and more citizens are living their daily lives in an ecomobile way.

ECOMOBILITY: A NEW APPROACH

EcoMobility is much more than a vague concept of sustainable and ecologically-friendly modes of transportation. It is a set of clear action plans for greener cities and towns and a mindset that considers the welfare of citizens, how we move and our priorities, including the negative effects of climate change and the health of our planet.



© Suwon City, 2013. Suwon Mayor Yeom Tae-Young, (left, in green) envisions EcoMobility as "the key to creating eco-friendly and people-centered cities of the future".

EcoMobility is based on creating a sustainable transport network within cities by promoting integrated, socially-inclusive, and environmentally-friendly transport options. By including walking, cycling, wheeling¹ and passenging², EcoMobility enables citizens and organisations access to goods, services, and information in a sustainable manner. This way of travelling supports a higher quality of life, increases travel choices, and promotes social cohesion. It is neither a new kind of transportation nor is it a collective word to indicate diverse modes of transport. EcoMobility is a new approach to mobility that highlights the importance of an integrated use of public and non-motorised transport.

a series of public works to transform the neighborhood into one that prioritises environmental sustainability and accessibility, particularly for vulnerable and low-income residents whose access to employment and services was impaired³.

Suwon revived the Haenggung-dong area by giving the streets back to residents through limiting vehicle access. The area has also become an artistic and brightly-coloured cultural and tourist attraction through its voluntary participation in the Mural Village project.



© Suwon City 2013. Construction nearing completion in Haenggung-dong.

ECOMOBILITY: REVIVING NEIGHBOURHOODS

The EcoMobility World Festival was hosted in the Haenggung-dong neighbourhood in Suwon's inner city. Centering the Festival in Haenggung-dong provided a strong example of the impact that good planning and EcoMobility can have on communities. Since 2012, Suwon has embarked on

© Suwon City, 2013. A more sustainable transport network in cities reduces the negative effects on the climate.



Backed by a 13 billion KRW (US \$12 million) public investment to regenerate inner-city Suwon, 4,300 Suwon residents swapped some 1,500 cars for ecomobile vehicles in September. This is part of Suwon's pledge to showcase a month-long prototype of an accessible and eco-friendly lifestyle.⁴

Across the neighbourhood, roads were re-paved, pedestrian pathways were widened and landscaped, and several pocket parks were built. Additionally, residents had access to a fleet of complimentary human powered and electric vehicles supplied by over 20 international companies.

While residents were not eager to give up their cars at the beginning, after regular consultation, citizens better understood and supported the concept of EcoMobility and the Festival project.

In 2012, the Industry and Academic Cooperation Center in Ajou University conducted a comprehensive residents' survey to map the accessibility patterns and demographics of Haenggung-dong. According to the survey, 18.7% of residents reported problems with accessibility. Narrow pathways were identified as problematic by 34.4% of respondents and a further 20% considered the street environment unsafe for pedestrians. The survey also found that over half of households within the sample area did not own a car. With these results in hand, the Suwon City Transport and Safety Division identified investing in walkability as a top priority⁵.

THE PRICE OF URBANISATION

The current global urbanisation process⁶ has greatly burdened existing transportation networks. The transport sector accounts for half of global oil consumption⁷, representing almost 20% of the world's energy use. By 2025, annual global urban transport emissions are expected to double, with personal vehicles making up 90% of this increase⁸.

Public transport grids cannot handle the rapid increase in demand, and with the widespread and immense size of urban settlements, cycling and walking are not getting any easier. Many cities are car-centred, leading to intensified traffic congestion, reduced road safety, loss of livability, increased air pollution and greenhouse gas emissions – thus, affecting our social and environmental conditions.

PRACTICAL ECOMOBILITY

Houten (The Netherlands) and Freiburg (Germany) are good examples of cities that are designed and built to prioritise the cyclist and pedestrian, where good transit access, high-quality bicycle infrastructure, and public bike and car-sharing are widely available. These transport-related measures require a strong commitment from governments, businesses, experts and citizens. Cities must introduce new policies, physical, spatial and technological solutions and change everyday habits.



© Suwon City, 2013. Suwon is the generous host of the EcoMobility World Festival 2013 and EcoMobility 2013 Suwon Congress.

Cooperation among transport stakeholders and transport sector reform is crucial for EcoMobility. Learning from on-the-ground experience and understanding the day-to-day functions of an ecomobile city can only provide benefits. Suwon is taking small but important steps towards meeting their pledge of reducing CO₂ emissions. Now, Suwon challenges other cities to make their own pledge and take action by implementing and sharing ecomobility practices in their cities.

By Sophie Isabel Verstraelen, EcoMobility World Festival Project Administrator, ICLEI - Local Governments for Sustainability - sophie.verstraelen@iclei.org
www.ecomobilityfestival.org
www.ecomobility2013.iclei.org

¹ Wheeling is the use of various non-motorised transport forms such as wheelchairs, skateboards, scooters, pushcarts, etc.

² 'Passenger' is the use of public transport, including the use of buses, trams, subways, light rail, trains, ferries, collective taxis or even normal taxis, if low-emission.

³⁻⁵. Text taken from: <http://www.iclei.org/details/article/accessible-and-eco-friendly-neighborhoods-the-hallmark-of-a-sustainable-city.html>

⁶. If the growth of urban population

Climate Change Cluster Members



- Dhaka (Lead)
- Baguio
- Balikpapan
- Banda Aceh
- Bandung
- Bangkok
- Barisal
- Galle
- Guntur
- Hanoi
- Ho Chi Minh City
- Hue
- Iloilo
- Indore
- Kandy
- Kaohsiung
- Khulna
- Kuala Lumpur
- Lalitpur
- Makati
- Marikina
- Moratuwa
- Mumbai
- Muntinlupa
- Naga
- Negombo
- Penang
- Phnom Penh
- Pokhara
- Rajshahi
- Seberang Perai
- Shanghai
- Siddharthanagar
- Sukabumi
- Surabaya
- Suva
- Suwon
- Jakarta (Co-lead)
- Taichung
- Tansen
- Thimpu
- Yangon
- Yokohama
- Yongin
- ACVN
- Ancona
- Asian Bridge
- BCAS
- CAPS
- CUS
- DSK
- IGES
- Lyon
- MAB
- MarGG
- MAUC
- MSSS
- MuAN
- NMLT
- NWSDB
- OPPRTI
- PIEDAR
- SDS
- SERI
- Sevanatha
- SLILG
- SPARC
- TEI
- Tirtanadi Water Supply and Drainage
- University of Technology, Thonburi
- Veolia
- WTO

Contact: tby@bangla.net

continues to intensify at this rate, it is expected that by 2025, 65 per cent of the world's population would be living in urban areas. (Source: Rana, M.P. (2009). Sustainable City in the Global North and South: Goal or Principle? Management of Environmental Quality: an International Journal, Vol. 20, No. 5, pp. 506-521.

⁷ IEA (2012). World Energy Outlook 2013, Executive Summary, Paris, France. URL: <http://www.iea.org/publications/freepublications/publication/English.pdf>

⁸ IEA/OECD (2013). A Tale of Renewed Cities, A policy guide on how to transform cities by improving energy efficiency in urban transport system, Paris, France.



Rescue and fire fighting training conducted by the Colombo Municipal Council Fire Brigade.

Disaster Cluster **Colombo, Sri Lanka**

Colombo's Best Practices in Disaster Management & Risk Reduction

As Sri Lanka's largest city and commercial capital, Colombo makes a vital contribution to the economic and environmental stability of the country. However, it is also subject to a wide range of natural and human-induced disasters: from floods, high winds, epidemics, tsunamis and tornadoes to explosions, fire, industrial accidents and collapsing buildings. In order to cope and thanks to strategic multi-level partnerships, Colombo Municipal Council (CMC) has developed a durable and comprehensive disaster management plan.

Colombo covers an area of 3,731 hectares and is home to a resident population of approximately 640,000 people. The city has an official population density of 278 persons per hectare but also hosts a floating population of 400,000, which poses a major strain on the resources, and services of the CMC. Added to this, years of civil war have left the city with inadequate economic, social and infrastructure development.

The city, unlike many of its Asian counterparts, has a remarkably low population growth. However, over 50% of housing settlements are slums and tenements. These factors are critical points of consideration for disaster and risk reduction planning for CMC.

Disaster responses are a combination of actions that must be taken by communities and institutions to ensure minimum losses. Without this kind of cooperation, CMC may not have been able to cope with numerous disasters over the years.

Recently, there have been rapid developments within the city through partnerships of various local and foreign investors under the leadership of the National Government. The CMC plans to update by-laws and establish a disaster management fund, to be utilised at any disaster management phase including mitigation, preparedness, response and rehabilitation.

Looking at the road ahead, CMC intends to take a more proactive role in disaster management by partnering with various government agencies and setting up regularly updated maps on disaster prone areas of the city. CMC will also support the community by providing technical assistance for proposed development work in vulnerable areas. CMC employees also receive training on basic fire-fighting and first-aid skills. CMC will broaden the reach of this programme by educating community leaders and volunteers, increasing the number of experts in the field. Through institutional capacity building and training facilities, the Colombo Municipal Council envisions an efficient and sustainable city and disaster management plan that effectively utilises all available resources.

Eng. M.A.C.M Fazal, Director, Training and Development, Colombo City



A CMC training session focusing on rescue strategies.



Skills upgrading for the CMC Fire Brigade.

AN OVERVIEW OF COLOMBO'S DISASTER MANAGEMENT PLAN

Colombo's Disaster Management Plan was developed in consultation with all Colombo Municipal Council (CMC) Department Heads and reflects the needs of the community through incorporated roles and responsibilities and efficient use of resources.

Established in 1865, the CMC, under the leadership of the Mayor and The Municipal Commissioner, oversee 8,000 staff working in 15 departments who have a monumental task of providing basic and emergency services throughout Colombo.

The Disaster Management Plan set for Colombo City conforms to several key policies and objectives:

- Protection of life and property is the responsibility of the CMC and the community
- CMC will partner with government /non-governmental organisations and community groups in all phases of disaster management
- Public awareness and education is an integral component of a comprehensive disaster management plan

The CMC Emergency Operation Committee (EOC) was established under the chairmanship of the Mayor of Colombo with assistance from the Deputy Mayor.

In the event of a major calamity, the Mayor of Colombo holds the responsibility of declaring an emergency situation and implementing overall emergency functions with

the joint efforts of CMC, government agencies, the private sector, community-based organisations and non-governmental organisations.

The overall coordination and communication of city-wide emergency response operations is the responsibility of the Municipal Commissioner. Developing the organisational level action plan, collecting, evaluating and disseminating information are the prime responsibilities of the Deputy Municipal Commissioners, Municipal Secretary and Director of Training at the CMC.

The Chief Fire Brigade Officer is responsible for fire fighting management, evacuations and rescue.

The Charity Commissioners partner with the Social Service Ministry and coordinate welfare and relief operations with the assistance of relieving officers.

The Deputy Municipal Commissioner (Eng. Service) provides all sanitation facilities, supplies drinking water and emergency repairs in partnership with other utility agencies.

The Health Department is responsible for assessing, supplying, supervising and maintaining records on treatment of the injured and sick, preventive medicine, anti-epidemic actions and maintenance of drinking water and foods standards.

The Meteorological Department is responsible for early warnings of severe weather. In response to the devastating tsunami of 2004 affecting more than 21,000 people, the Sri Lankan Government established the Ministry of Disaster Management. In 2005, the Parliament of the

Democratic Socialist Republic of Sri Lanka enacted Act Number 13 for national-level disaster management.

Information management systems are being put in place by CMC to organise information sharing with media outlets, communities and emergency operation teams in the event of a major disaster. The CMC's Information Management System holds detailed data and contact information including telephone numbers, addresses, nearest police stations, focal points of armed and police forces, and utility and other state agencies.

CityVoices - New Directions for CITYNET

Disaster Cluster Members



- Makati (Lead)
- Banda Aceh (Co-lead)
- Colombo
- AIM
- Danang
- BCAS
- Dehiwala
- HJFJ
- Galle
- Lyon
- Hue
- PCL
- Islamabad
- PIEDAR
- Kathmandu
- Sevanatha
- Marikina
- YOKE
- Moratuwa
- Palembang
- Seoul
- Surabaya
- Taipei
- Thimpu
- Tomohon
- Yokohama
- Yongin

Contact:
makati_international@makati.gov.ph



Before



After

Ulaanbaatar traffic (left) and a conceptual plan of a new Bus Rapid Transit system (right).

Infrastructure Cluster Ulaanbaatar, Mongolia

A Difficult Road to Urban Transport Development

Ulaanbaatar, Mongolia's capital and largest city has a fascinating and rich history. It was a nomadic and mobile settlement for centuries before establishing its current location in central Mongolia. As the cultural and economic hub of the country, Ulaanbaatar has struggled to keep up with mass migration and expansion on almost every front. Now, the development of sustainable transportation is one of the most important issues facing the city.

Ulaanbaatar's low-income residents bear a great deal of the burden. It will take nothing short of comprehensive, strategic, and inclusive planning to turn the situation around. The Municipality of Ulaanbaatar (MUB) has been working hard to do just that. MUB, together with NGOs and other partners is investing in developments that will breathe new life into the city. This includes an ambitious plan for an environmentally-friendly and cost-effective transport system.

EXTREME GROWTH

Urgent solutions are needed as the population of Ulaanbaatar is rapidly growing. It grew from about 600,000 people in 1989 to over 1.2 million in 2010, representing approximately 42.8% of the nation's population (2.8 million).



Migration to Ulaanbaatar is expected to continue to increase. It is estimated that the population will reach 1.4 million in 2020 and 1.7 million in 2030.

“ These problems are particularly acute for the poor because they face longer travel distances and higher costs, ride in overcrowded and poorly maintained buses, and are the most affected by the lack of provisions for pedestrians. ”

Increasing fleets of vehicles, unplanned urbanisation, over-burdened transport systems and poor traffic management are contributing to congestion, traffic safety and air quality problems.

Over the last 12 years, the number of registered vehicles increased 4.4 times. An average of 35,000 private vehicles are added annually, representing an increase of 25% per year. Although the total number of recorded traffic accidents has fallen after peaking in 2000, the rates of traffic fatalities and personal injury accidents relative to the number of registered vehicles remain alarming. With an annual 7.5 deaths per 10,000 vehicles, it is easy to see the need for continued improvements in urban road safety and better protection for pedestrians.

Increased trip frequency and travel time, excessive fuel use and high vehicle emissions are reducing the quality of life and causing health problems in Ulaanbaatar. Although there has been a rapid increase in motor vehicles, the majority of Ulaanbaatar's residents rely on public transport or walking. The congestion on the city's roads has reduced the speed, quality, and reliability of bus services. These problems are particularly acute for the poor because they face longer travel distances and higher costs, ride in overcrowded and poorly maintained buses, and are the most affected by the lack of provisions for pedestrians.

LACK OF INVESTMENT IN PUBLIC TRANSPORT

Ulaanbaatar needs significant investment in its public transport system to ensure access to economic opportunities and social services for all its residents, and to support inclusive and sustainable economic growth. There has been chronic under-investment in public transport services, which have not kept pace with recent urban growth. The majority of buses are more than 10-years old and in poor condition. Large parts of the trolleybus infrastructure are no longer functioning due to lack of maintenance, and service quality is deteriorating. About 40% of public transport passengers are subsidised by the municipal budget, but the mechanism for allocating subsidies to bus operators lacks transparency and is perceived as inequitable. Most bus operators lack the financial resources to renew and expand their bus fleets and provide an adequate level of service.

To address these challenges, Ulaanbaatar requires a comprehensive



Above and bottom right: Inside and outside concepts of a new BRT station in Ulaanbaatar. Above-right: A new bus in Ulaanbaatar.

programme to improve its urban transport system. This includes investments in infrastructure combined with modern traffic management technologies, policy reforms, efficient and sustainable public transport services, and institutional development.

NEW DEVELOPMENTS IN URBAN TRANSPORT

The City of Ulaanbaatar has made a commitment to new development programmes designed to tackle urban transport, including construction of bus rapid transit (BRT) infrastructure (roads, bridges, and stations), development of a BRT system, a bus management system (BMS) and bus information system (BIS). Non-physical components include institutional capacity development in the urban transport sector, support for local contractors, extensive on-the-job training in project management and implementation, and sector reform initiatives.

Together with the cooperation of the Asian Development Bank, the City of Ulaanbaatar’s objective is to develop a sustainable, efficient, affordable and environmentally-friendly transport system that will prioritise public transport, traffic and road safety. The BRT, as the core part of the public transport system, will be underpinned by infrastructure improvement, policy reforms, capacity development, and the introduction of modern Intelligent Transport Systems (ITS) technologies. The ITS components (BMS, BIS, and e-ticketing) will increase efficiency and transparency of the public transport financial management and subsidy systems.

The new BRT-dedicated lines will significantly reduce passenger travel time, providing more time for productive economic activities and improving the quality of life especially for low-income residents. Eco-friendly buses and trolleybuses combined with reduction of the overall bus fleet will reduce vehicle emissions and lessen

the increasing rate of carbon emissions. The BRT system in Ulaanbaatar is scheduled for implementation over a six-year period beginning in 2014.

Looking forward to 2030, Ulaanbaatar City’s Master Plan aims to create a “compact city” to integrate urban centres with satellite cities. Major urban development strategies include growth management and urban development integrated with public transport.

Marketing & Cooperation Unit, Transport Department of the Capital City (Ulaanbaatar).



Planned BRT Corridors in Ulaanbaatar.

CityVoices - New Directions for CITYNET

Infrastructure Cluster Members



- Seoul (Lead)
- Baguio
- Balikpapan
- Biratnagar
- Butwal
- Esfahan
- Hai Phong
- Incheon
- Jakarta
- Kaohsiung
- Kathmandu
- Kuala Lumpur
- Negombo
- San Fernando
- San Jose
- Seberang Perai
- Suwon
- Sylhet
- Tansen
- Tomohon
- Yongin
- AIIISG (Co-lead)
- ACVN
- AMDA
- Ancona
- Bombay First
- Chittagong
- Freedom To Build
- HELP-O
- HUDCO/HSMI
- IGES
- MAUC
- Office Tape
- OPPRTI
- RAJUK
- URDI

Contact: jsm0904@seoul.go.kr



(Left) Myanmar's first-ever community-planned, built, and owned urban poor housing project. In 2010, women's savings groups in Yangon's Hlaing Tharyar Township teamed up with community architects to design simple houses, using loans of about US \$800 per family for the project.

(Right) This paved walkway is one of the 55 projects the Homeless People's Federation has finished in cities across the Philippines. Located in Batasan Hills, it serves as a safe play area and entrance to the neighbourhood. It has improved the relationship between the government and community and spurred further joint projects.

MDGs Cluster **Bangkok, Thailand**

Asian Coalition for Housing Rights (ACHR)

UNLOCKING THE PROBLEM-SOLVING FORCE OF ASIA'S URBAN POOR COMMUNITIES

The Experiences of the Asian Coalition for Community Action (ACCA) Program

One of the most serious issues in many cities in Asia is the problem of slums and squatter settlements. As Asian cities become more prosperous and populous, and attract increasing development investment as the true "engines" of Asia's phenomenal economic ascendancy, why do so many hard-working, poor families still live in misery and squalor? Why do they live without secure housing or access to basic services? Why are they denied their rights as citizens simply because they can't afford the most minimal formal market housing?

Despite decades of scattered efforts by governments to evict or relocate them into "low-cost" housing blocks, by development agencies to help them to slightly improve things with a few water pumps or a communal toilet, and by activists to organise them into anti-eviction campaigns, the problems of urban poor housing are still enormous. The millions of people who actually face those problems personally are strangely absent from the search for solutions.

The Asian Coalition for Community Action (ACCA) Program is a region-wide experiment happening in 19 Asian countries. ACCA shows how poor communities themselves can be the greatest force of change when they have support to develop their own plans for upgrading the slums in their cities, starting with some very modest funds which they control themselves. The ACCA program is being implemented

by local community networks and their supporters, with support from the Asian Coalition for Housing Rights (ACHR) and the International Institute for Environment and Development.

Each city will have a budget of about US\$58,000. This includes \$3,000 to help them survey and map all the slums in the city, start savings groups and form community networks, \$15,000 to implement the first round of five

“ The huge problems of slums and squatter settlements in our cities can be solved, when the immense energy and creativity of the poor themselves is unlocked and put to the task of solving these problems...

or six small infrastructure upgrading projects, and \$40,000 to seed a new city-wide urban poor development fund and partly finance an initial community housing project.

It may sound impossible that such a small amount of money could be anything more than a drop in the bucket, but in 165 cities around Asia so far, poor community networks are using those small funds to leverage huge resources in free land, cash, materials,

government support and goodwill from many local stakeholders who never before had anything to do with the poor in their cities. Why has this been possible? Because the funds go straight into poor people's hands, and help them link together, work together, plan together, cultivate new allies together and negotiate for land and support to scale up their housing solutions.

Although, the ACCA support is just a start, the program is producing ample evidence that the huge problems of slums and squatter settlements in our cities can be solved, when the immense energy and creativity of the poor themselves is unlocked and put to the task of solving these problems, throughout their cities, in collaboration with their local governments and other stakeholders.

The ACCA Program has been well documented, and most of the reports, articles and field notes that describe the process in detail can be downloaded from the ACHR website (www.achr.net).

THE ACCA PROGRAM IN ACTION

Here are a few examples of the ACCA-supported process across Asia:

In Cambodia, thrifty community networks have used the modest support from ACCA to strategically attract other supporters and cover as many



MDGs Cluster Members



- San Fernando (Lead)
- Barisal
- Bharatpur
- Birganj
- Busan
- Calbayog
- Changwon
- Colombo
- Da Nang
- Dhaka
- Galle
- Gorontalo
- Iloilo
- Naga
- Nanchang
- Nanjing
- Pangkal Pinang
- Pokhara
- San Jose
- Semarang
- Sidoarjo
- Sri Jayawardanapura Kotte
- Sukabumi
- Surabaya
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- ASAG
- Bombay First
- CDA
- CUS
- MaRGG
- MSSS
- MuAN
- Office Tape
- PASCAL
- SDS
- SLILG
- TEI
- URDI
- YUVA

Contact: valmar_valdez@yahoo.com



"These housing projects give us secure land and simple, basic houses that we can all afford — even the poorest squatters — without going into heavy debt. The houses aren't very fancy, but houses are easy to improve, and for us, a house means ownership, stability and security. Most of us have come from a very, very bad situation as squatters and renters, and our lives have totally changed in the last three years." (One of the female members of the ACCA-supported housing project in Yangon, Myanmar).



Poor communities almost never have the chance to manage —or even touch —the money in the community development projects that are supposed to benefit them. But when they do manage the money and implement every aspect of the project themselves, as in this ACCA-supported housing project in the Philippines city of Mandaue, you can bet that every nail that comes from the shop gets counted and every bill gets scrutinised.

centers, tree plantings and building centers) in 147 poor communities.

In Myanmar, a new network of women's savings groups began by using ACCA support to plan and carry out an extremely rapid and efficient process of rebuilding their houses and reviving agricultural livelihoods that had been destroyed by Cyclone Nargis. From the storm-hit villages, the community-led process spread to urban areas in Yangon, where some of the city's poorest and most marginalised squatters and renters used the support from ACCA to develop the country's first community-planned and community-built land and housing projects in three townships.

In the Philippines, the Homeless People's Federation is working in close collaboration with local governments in 16 disaster-prone cities to develop citywide plans for securing the tenure and upgrading communities *in-situ*, wherever possible. They are also negotiating "in-city" relocation to

nearby government land where the communities are in disaster vulnerable zones or in the way of necessary urban infrastructure projects. These projects are all based on citywide surveys and action plans developed by networks of poor communities themselves. In these ways, the urgent issues of slum upgrading and climate change resilience are being addressed at the same time, by the most vulnerable communities, in collaboration with their cities.

communities as possible. They used a budget of \$393,500 from ACCA to provide housing loans to 630 households to plan and build housing projects in 12 cities. In the process, they leveraged another \$700,000 from communities, \$500,000 from other donors and a staggering \$7.9 million worth of free government land, which has provided secure housing and tenure to more than 2,000 families. They have also used \$211,000 from ACCA to implement 147 small upgrading projects (like roads, drains, water supply, toilets, bridges, community



These 2-story duplex houses are being built by members of the Homeless People's Federation in Iloilo, for riverside squatter families whose houses were destroyed by Typhoon Frank in May 2008. This safe land nearby for relocation was provided at no cost by the city government, and the people designed, built and paid for the houses themselves, using cost-saving bamboo and compressed-earth blocks they manufacture on site.



Left: Zero Waste Campaign in Kampung Aman, Seberang Perai. One of Seberang Perai's mottos is "Sustainability Is Our Commitment" (Kemampuan Adalah Komitmen Kami). Right: Members of the local community throw mud balls in an effort to revitalise the river.

Member Spotlight

Seberang Perai, Malaysia



Effective Organic Kitchen Waste Management Project – Community Link Challenge.

LOCAL ACTION AND SMART MONITORING

Located on the Malaysian mainland, Seberang Perai is poised for positive changes. It is full of energy and innovation, and with the cooperation of the local community, Seberang Perai is contributing to a greener and more connected Malaysia. It is divided into three districts and has a population of over 818,000; Seberang Perai covers an area of 738 sq. km. with most of its population concentrated along the coastal and metropolitan areas.

The Municipal Council of Seberang Perai (MPSP) is responsible for a wide range of services including urban planning, infrastructure, transportation, health services, and public amenities. Of these services, solid waste management is one of the biggest challenges for MPSP.

Waste generation has been steadily increasing and this, coupled with constraints of sanitary landfill use and rising maintenance fees, has become an unavoidable issue. As a result, Seberang Perai has initiated zero-waste campaigns to reduce the amount of waste sent to landfills. Thanks to the cooperation and commitment of local communities, NGOs, the private sector, and associations, MPSP

has taken effective and sustainable steps to overcome this waste problem. MPSP actively promotes environmentally-friendly composting and recycling as a resource recovery practice that can drastically reduce the volume of waste at landfills.

LOCAL ACTION 21

Apart from this, MPSP has formed Local Action 21, a special unit that educates the local community about conserving and protecting the environment. The goal is to create a sense of civic responsibility, motivation and ownership.

Active public relations campaigns launched by the council, state and federal governments promote recycling as an important cultural activity. These campaigns focus on students, community and industry. They aim to create clean neighbourhoods and reduce poly bag usage for kitchen waste. The programme will reduce both methane gas release and the contamination of water ways and rivers. It will also reduce Seberang Perai's carbon footprint as fewer trucks transport waste to distant sanitary landfill sites. This will contribute to greener, cleaner, safer and healthier communities.



Municipal Council building in Seberang Perai.

SMART MONITORING SYSTEM

MPSP is currently developing a "Smart Monitoring System," to improve the quality of life and services available to Seberang Perai's residents. This system relies on two-way communication between the public and Municipal Council. The public can update or report their dissatisfaction with the quality of services through Seberang Perai's social network, *MPSP Watch*, available on Facebook. Action will be taken by the relevant department within three days. This system is will be a faster, easier and more user-friendly way to connect with the community.



MPSP Watch on Facebook.

SEBERANG PERAI & CITYNET

As a new CITYNET member, Seberang Perai encourages CITYNET to organise activities on e-governance, planning, development and solid waste management. A friendship-city programme would allow members to exchange ideas, share best practices and cooperate in green initiatives and in projects related to economy, industry, tourism, health, culture and technology. The Municipal Council of Seberang Perai is looking forward to connecting with other CITYNET members about shared challenges and goals.



2013 CITYNET Seoul Congress

Our Vision and Way Forward

Innovative Solutions for People-friendly Cities

November 3-6, 2013 Seoul, South Korea

www.seoul2013.citynetcongress.org



Your Voices

How can cities be more sustainable and people-friendly?

"A sustainable city is one that is safe, affordable, and convenient, with a clean environment that can foster socio-economic development. However, it has to prioritise green growth."

Mahesh Pradhan, Thimphu, Bhutan

"Sustainable and people-friendly cities have to have safe transportation systems. We don't have an efficient and safe system at the moment in Colombo, and this is one of our highest priorities."

**Dhammika Jayawardana,
Deputy Director of Engineering,
Colombo, Sri Lanka**



Let Your Voices Be Heard!

CityVoices invites members and partners to share best practices, feedback or comments:
info@citynet-ap.org or communication@citynet-ap.org

How is your city or organisation working to develop sustainable and people-friendly cities?

"By implementing HELP-O Eco Gas Solutions, Sri Lanka now has more cleaner and greener 'bio-energy' cities (such as CITYNET member Galle). Organic waste is a profitable resource and helps to generate alternative energy and organic fertilizer, reduce waste at dumpsites, and increase green spaces. HELP-O has also helped establish city-inclusive committees for better waste management and people-friendly cities."

**Ms. Nadeeka Amarasinghe,
Project Manager, HELP-O,
Sri Lanka**

"Makati City is an elderly-friendly city, which gives back to our senior citizens through services and a package of benefits such as yearly allowances (for seniors starting at 60 years old); free cakes on birthdays and golden wedding anniversaries; free medical services; free movies at Makati Cinemas, free tours within and outside Makati and the BLU Card Program (cash gift and burial assistance). There is also a provision of priority lanes for payments, inquiries, elevator use, transportation and traffic."

**Mayor Jejomar Erwin S. Binay Jr.,
Makati City, Philippines**

Next CityVoices

Building Urban Resilience

Spring 2014

Kuala Lumpur Regional Training Centre (KLRTC)



- * **Learn** and share effective methods for sustainable urban planning (past topics: urban transport, solid waste management, climate and disaster resilience, urban financing and infrastructure)
- * **Understand** challenges and best practices
- * **Develop** a strategic action plan for your city
- * **Meet** top area experts and policy makers
- * **Initiate** strategic city-to-city cooperation partnerships

contact: info@citynet-ap.org / www.citynet-ap.org



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FOR THE MANAGEMENT OF HUMAN SETTLEMENTS



VEOLIA
ENVIRONMENTAL SERVICES

CITYNET is an expanding network connecting local governments and urban stakeholders across the Asia-Pacific region. CITYNET promotes capacity building and city-to-city (C2C) cooperation for people-friendly cities.

CITYNET

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FOR THE MANAGEMENT OF HUMAN SETTLEMENTS

together we can do more.

