

CityVoices

INTERVIEW

Bangkok Governor
Sukhumbhand Paribatra
p.2

SPECIAL FEATURE

UN-Habitat
Safer Cities, Crime
and Insecurity
p.6

BEST PRACTICES

Taipei City
Da Nang
Banda Aceh
p.8

MEMBER IN FOCUS

Mumbai
p.22

CREATING SAFE URBAN SPACES IN ASIAN CITIES

Contents

Welcome Message	1
Interview	2
Special Feature	6
Best Practices	
Taipei City	8
Da Nang	10
Banda Aceh	14
Spring/Summer	18
Highlight	
Member in Focus	22

Editorial Team
STEPHANI WIDORINI
MARINA BRENDEN
MARK FAGUNDES

Design Consultant
EVERYDAY PRACTICE

Cover Photo by
SONYUN

CONTACT US
Stephani Widorini
CityNet Secretariat
Seoul Global Center 10F
38 Jongno, Jongno-gu, Seoul, Korea
T. +82-2-723-0635
E. media@citynet-ap.org
www.citynet-ap.org

Welcome Message



The Mayor meets Makati City residents.

It is my pleasure to greet CityNet members and partners in this spring/summer issue of CityVoices, which focuses on “Creating Safe Urban Spaces in Asian Cities”. The provision of safe spaces in urban settings is, indeed, a crucial component of attaining disaster resiliency for cities. Local leaders and urban planners, however, often have to deal with limited open spaces, high-density population, informal settlements and other challenges in accomplishing this task. But with strong political will, strategic planning well-adapted to existing conditions and risks, and synchronised policies and programs towards inclusive growth, it can be done. In Makati, we now have the country’s first risk-sensitive comprehensive land use plan and zoning ordinance, which mainstream DRRM and climate change adaptation. Hazards particular to each village or area in the city have been considered in the crafting of these key development tools. While every city around the world has its unique characteristics and circumstances, we at CityNet have the advantage of ready access to useful insights and ideas for transforming our cities into sustainable and liveable communities. Today, the CityVoices remains a significant forum for the sharing of best practices and knowledge that promote safer, disaster-resilient cities and their populace.

Jejomar Erwin S. Binay, JR.
Mayor, City of Makati

2nd Vice President, CityNet



Bangkok Vision 2032: “Vibrant of Asia”

An interview with Bangkok Governor,
M.R. Sukhumbhand Paribatra

As a rapidly growing city, Bangkok faces a number of challenges in urban development that include inappropriate land use, decreasing green spaces, and more. Bangkok Metropolitan Administration (BMA) Governor M.R. Sukhumbhand Paribatra shares his strategies of how the bustling city addresses these challenges in order to create a safer urban environment for its citizens.



GRAND PALACE
One of the city's most famous landmarks was built in 1782 and has since been the home of the Thai King.



BUSINESS CENTER
Sukhumvit road is a major commercial area where many international hotels, corporations, banks, hospitals and residential buildings are located.



CHAO PHRAYA RIVER
BMA has renewed four unused public spaces next to the Chao Phraya River into public parks. Chao Phraya River is the only major river in Bangkok and water transport is one method of commuting.

What is Bangkok's biggest concern in urban planning?

Our urban development aims to provide the public with a livable city and promote social equality. In order to achieve the desired aspects of public health, safety and welfare for the public, the three biggest issues in urban planning are 1) the incompatibility between existing laws and patterns of the expansion and development of the city, 2) the inherent challenges of urban development such as infrastructure, environment, economic growth or changes in demography, and 3) the lack of understanding and cooperation from residents, private sectors and business investors.

One of the urban challenges facing Bangkok is shrinking green spaces. What solution do you propose?

Since the First National Economic and Social Development Plan enacted in 1961, urban development has been emerging at an accelerating pace, exerting great consequences upon land use in Bangkok. An increased population has significantly decreased green spaces in the inner city and suburban areas with agricultural sectors. The increasing demands of housing projects and commercial buildings are among the vital factors affecting the retention of existing green spaces.

In order to retain green spaces, the BMA has implemented the Green and Open Space Master Plan to supplement the Bangkok Land Use Comprehensive Plan 2013. The Plan incorporates two mechanisms. The first

mechanism deals with compulsory regulations stipulating that the construction of high-rise buildings along main roads must be set back from the right-of-way of the main roads by at least 15 meters and with green spaces of 2 meters in length along the roads. Secondly, incentive mechanisms (also called the bonus systems) stipulate that most commercial and office buildings providing green open spaces surrounding their buildings can enjoy an extra total floor area ratio (FAR) of not more than five times of the provided public green open space in the project site and up to a maximum of 20% of the restricted FAR.

One of Bangkok's most urgent issues that needs to be dealt with is flood risk. What policies have you implemented to solve this problem?

The Public Utility Plan in the Addendum to the Ministerial Regulation on the Bangkok Comprehensive Plan 2013 incorporates three types of flood risk projects.

First, the project plans to improve water drainage canals and flood protection. The existing drainage canals will be dredged to facilitate a better drainage system, and new canals will be dug connecting the existing ones, thus increasing the efficiency of the flow of water along canals and improving the drainage system.

Secondly, Bangkok has planned a project to construct water drainage tunnels to discharge water from inundated areas into the Chao Phraya River for flood protection. The third project deals with waste water treatment plants where waste water will be treated prior to being discharged into canals and rivers.

Can you elaborate on the policies that the administration of Bangkok has implemented to create a livable city in response to various urban challenges?

Bangkok Vision 2032: “Vibrant of Asia”, is the core vision that drives Bangkok towards being one of Asia’s leading cities, focusing on the development and expansion of Bangkok in six dimensions.

First, Safe City: Bangkok will be ready to cope with natural disasters and to mitigate their consequences by being equipped with better tools and well trained task forces, risk assessment procedures and more efficient emergency plans. Bangkok will have a backup infrastructure system ready to operate in case of disaster.

Second, Green and Convenient City: Bangkok will provide more public parks for people to relax in green surroundings and a clean environment and will be able to engage in various activities at the parks.

Third, City for All: Bangkok will be a city that welcomes people of all occupations, ages, sexes, and nationalities to come, live, study or work. It will be the city where everyone can enjoy equal rights, opportunities, and social wellbeing.

Fourth, Compact City: Bangkok will develop its own economic bases among residential zones, schools, hospitals, malls and markets where its own administrative system and unit will be established.

Fifth, the City of Democracy: Bangkok will be driven by a strong principle of democracy derived upon from the people. They will be able to constructively live together and will have equal opportunities to provide suggestions and play vital roles in developing Bangkok.

Lastly, the Center of Economic and Learning: Bangkok will be a city with a growing economy, the center of trade, investment, medical services, tourism and Asian cultures.

What is the most pressing challenge to implement the policies?

There are three big challenges in the implementation of these policies. First, Bangkok is a rapidly growing city, and consequently, economic growth and an increasing population has led to rapid changes in land use. The Bangkok Land Use Comprehensive Plan aims to control inappropriate land use. However, Bangkok also needs to maintain a balance between economic growth and appropriate land use.

The second challenge deals with public participation. Implementation of policies regulating investment and the development of business sectors and land owners is the most challenging issue. Without public understanding and involvement, the implementation of these policies will not be fruitful. Therefore, public consultation accompanying the implementation of all policies is the key success factor.

The last challenge is law enforcement. Even though a large number of land use regulations have been enacted in Bangkok, it is still extremely challenging to have all of those regulations be fully and effectively enforced. The high-density areas in the city need to be well-regulated in order to see a significant impact in Bangkok.

AN INTERVIEW BY
Stephani Widorini, Program Officer
CityNet



SATHORN ROAD
Located next to Silom Road, Sathorn Road is one of the most vibrant business districts in Bangkok with many Thai and international banks, corporations and embassies.



BANGKOK SMILES BIKE CAMPAIGN
Governor Paribatra promotes tourism by launching a campaign called “Bangkok Smiles Bike” that encourages tourists to travel around historical places in Bangkok by rented bicycles provided across the city.

Safer Cities, crime and insecurity: a preoccupation for Asian cities

As Asian cities grapple with rapid urban growth, they are witnessing a sharp escalation in the frequency and severity of urban crime, violence and human insecurity.

THE CHALLENGE

Since the 1980's, global security concerns have escalated across the globe. The *2011 World Development Report* shows a direct link between violence and development progress. The *2007 Global Report on Human Settlements* illustrates how crime and violence vulnerability are increasingly related to natural disasters and tenure insecurity which exist in vulnerable areas of cities and human settlements.

Across Asia, as elsewhere in the world, the rate of delinquency has increased exponentially. Juvenile crime, violence against women, terrorism, cybercrime, and violence related to social revolutions, human trafficking, and political processes have become more pronounced throughout the Asian urban landscape. Natural calamities, structural adjustments effects, rising inequality, and new urbanization processes have all played a role in the rising insecurity of the region. Women's safety in Asian cities has become a salient issue which has caught the media's attention in recent years. There has been a stream of horrific cases such as the gang rape in Delhi in December of 2012, the case of molestation in Guwahati, and the murder of a young college girl by a stalker in broad daylight. Such incidents have placed a spotlight on the safety of public spaces that impede the free movement of citizens and their ability to access the opportunities that cities provide.

There is overwhelming consensus that the urban poor suffer most from the impact of urban crime and violence. The poor also have little or no access to legal resources their country's justice system, and public spaces.

Today, member states defining the post-2015 development agenda have recognised safety as a prerequisite to the achievement of sustainable urban development.



GRAFFITI
UN-Habitat's work on youth at risk to encourage the outlook of social capital and expression.

Sustainable Development Goal target 11.7 outlines the need to increase safe public spaces, particularly for women, children, the elderly, the poor, and other vulnerable groups. Without a safe environment, development becomes problematic due to a lack of civic participation and trust among citizens. It also becomes less likely for institutions to invest in social capital development. Safety is a sign of social inclusion and of equal access to other common goods such as education, health, justice, and environmental quality.

THE APPROACH

In order to implement effective solutions, we must first ask, how should Asian cities approach the security issue? What are the roles of cities in solving the problem? Is security a problem of urban governance or an issue of police transparency and efficiency?

Although the response is complex, indicators derived from international and Asian experiences show that criminality does not disappear through socio-economic

development interventions alone. It should be addressed as a specific issue based first and foremost on prevention policies focused on risk reduction and increased provision of services. Police efficiency and transparency is certainly a key issue, but policing alone cannot solve the delinquency issue. The partnership of local governments and civil society has an important role to play even while the state is the main actor.

It is now evident that fighting and preventing crime is a common responsibility of all citizens - not the monopoly of the state.

ROLE AND RESPONSE OF CITIES: LESSONS FROM PRACTICE

Over the past nineteen years, UN-Habitat Safer Cities Programme has supported several municipalities in Africa and Latin America to develop city crime prevention and urban safety interventions. Several important lessons have been learnt from these interventions that can be beneficial and adaptable to the context of Asian cities.

The security issue requires three main policies. The first is the application of the law which corresponds mainly to the role of the criminal justice system. The second instrument to address crime is 'prevention', the main field of intervention for local authorities. The third policy is the coherence of socio-economic policies with the objective of prevention which is social cohesion and inclusion.

Prevention is the task that local authorities should assume and coordinate with local partners. It is a matter affecting the whole city, which views inclusion and social cohesion facing risk factors elements of breaking the social fabric. City authorities should ensure the dissemination of an inclusive vision (not merely a proposal to diminish crime rates) which addresses quality of life for all. It is crucial to mobilize key city actors around this vision to diagnose risks and protection factors of the city for all groups. Weaknesses and strengths of the city must be considered in order to create a process of inclusion.

Participative diagnosis through regular citywide crime victimization surveys, safety scenario visioning, stakeholder mapping analysis, and safety audits should be underlined. They are required for two primary reasons. First, city residents know what's wrong and what works in their cities. Second, participative diagnosis is the only way to generate a consensus among the inhabitants.

The society must understand that they may be a part of the problem as well as part of the solution. Urban developers and decision makers need to understand that low service quality or lack of access to services could generate risk factors, particularly for youth. Participation should



UN-HABITAT SAFER CITIES
PROGRAMME LOGO

lead to improved citizenship values and a collective responsibility of social actors within the city. Such policies require monitoring, regular evaluation, and support in training and communication. This model of intervention, which is the UN-Habitat Safer Cities approach, has shown positive results across various regions of the globe. Cities mastering the instruments, the construction of safer cities technical teams, and the establishment of pacts/alliances with civil society are some examples of this model in practice. Cities are also working to promote social cohesion and a culture of prevention where the community and citizens are the key agents of change while local governments act as enablers and facilitators. Such practices exemplify effective bottom-up urban development.

Going forward, enhanced security measures in Asian cities will require a structured dialogue building on the aforementioned experiences of the Safer Cities approach. This dialogue should take place not only within the Asia continent, but also on a South-South and North-South cooperation basis. This is why UN-Habitat launched the Global Network on Safer Cities (GNSC) at the World Urban Forum in Naples in September 2012.

The CityNet Forums planned for the upcoming Habitat III Preparatory Committee 3 in Indonesia in June 2016 strive to provide an opportunity to launch the Asia Pacific Forum for Urban Safety (APFUS). Its goal is to build a dialogue on best practices of safety and security, with the City of Seoul as the permanent secretariat. Among other initiatives, APFUS will develop guidelines on a safer cities approach to enhance documentation of innovative municipal-led prevention initiatives. It will also work to develop a set of urban safety indicators and monitoring procedures. This is a new and fascinating challenge for Asian cities which will improve safety and security.

AN ARTICLE BY
Juma Assiago, Coordinator of Safer Cities Programme,
Programme Division, UN-Habitat

Taipei City's Urban Regeneration Stations (URS)

URS is a concept that involves community members and local citizens engaging and interacting in their socioeconomic environment.

In 2006, the Mayor of Curitiba, Brazil, Jaime Lerner, who is famous for numerous astonishing achievements in redeveloping his city, spoke about his recent work in Taipei. Not only did he implement his policy goals without legal, budgetary or technical restrictions, he also did so at minimal cost.

By mimicking acupuncture methods, Mayor Lerner was able to make Curitiba - a city with very limited resources - into a livable city that offers a high quality of life. Through his "Urban Acupuncture" solution, he conveys that by focusing on small points in cities we can initiate positive effects for the greater society. This method reclaims the ownership of land to the public and emphasizes the importance of community development.

In 2009, Taipei City formulated its own type of policy using his inspirational work as a reference in order to create a safe and healthy city for its society. The city hosted several international forums on urban regeneration and finally settled on a suitable plan tailored for its urban regeneration goals through these international exchanges. Based on this experience, Taipei City founded the Urban Regeneration Station (URS).

URS is a concept that involves community members and local citizens to engaging and interacting in their socioeconomic environment. It plays on the pun "yours" referring to the station that belongs to one's community and is shared by all citizens, which is the core value of the program. It is a space that individuals can use for personal space, group gatherings, individual expression and brainstorming (YOURS Concept = Your Shelter, Your Space, Your Studio, Your Style, Your Spirit, Your Society, Your Statement, and more).

Taipei City is still building on the program's original foundation and experimenting with different possibilities. It has become an open platform that fosters and connects different networks.

Since the launch in 2010, Taipei City has developed 11 URS', three of which have been retired. Each URS has its own unique mission and goal. They encourage and inspire local community members to voluntarily engage and participate, as they serve as a stepping-stone for urban redevelopment. URS is an action plan that breaks traditional methods. Each station is not a vacant or abandoned space but a temporary space that does not have a specific utilization plan. The mission of the URS project is to reach deep into communities and to give the stations a new function in their urban environment.

URS has become a beacon which Taipei City can use to search for its future vision and goals while fostering a relationship with citizens to redefine and transform their city. These action plans are constantly evolving and are just the beginning of a long journey. The URS project has gradually become the city's keystone of becoming a creative city. URS serves as a global medium to share Taipei's transformation experience.

CONTACT INFORMATION

Sung, Fung-Cheng
Taipei City Urban Regeneration Office, 9th Floor, 8, Sec. 1,
Roosevelt Road, Taipei, 10074, Taiwan, ROC.
Phone: 886 -2-2321-5696 Extension: 3059
Email: typhoon3@uro.taipei.gov.tw



CHUNG SHAN CREATIVE HUB
This space was a distribution warehouse before the regeneration project and it once hosted thirteen up-and-coming creative entrepreneurs.



GRAND GREEN
The site used to be a freight station. After the site was landscaped, it has regularly hosted large-scale events.

NANGANG PLAY GROUND
The former Nangang Bottle Cap Factory for the Taiwan Tobacco and Liquor Bureau was reopened as a multi-use space. Its unrestricted nature inspires creative new works.



Da Nang's Path to becoming a Safe and Resilient City

Da Nang authorities and local organisations have been working closely with national bodies and international organizations to implement new adaptive strategies and empower local residents against climate change.



DA NANG CITY
Da Nang is located inside the coastal area of central Vietnam which categorizes it as a vulnerable city.

Climate change has long been a concern not only among local authorities and leading experts but also among governments and the global community. Da Nang is located inside the coastal area of central Vietnam which categorizes it as a vulnerable city. Da Nang suffers from severe damage annually due to big storms and floods.

Da Nang has been working with international organizations to cope with natural threats. For example, it was selected as one of the “100 Resilient Cities” pioneered by the Rockefeller Foundation. This has resulted in profound research on climate change that has led to a variety of preventive and adaptive ideas and projects to enhance the local ability to cope with natural disasters.

MAJOR DAMAGE CAUSED BY DESTRUCTIVE STORMS AND FLOODS

According to research, the coastal city suffers from five major natural disasters: floods, drought, landslides and salinity or saltwater intrusion, with storms and floods being the two most significant.

Recent statistics show that on average, there are one to three storms directly affecting Da Nang annually. Da Nang witnessed 17 storms from 2005 to 2013, some of which were terribly destructive. In the past few years, the level of tropical storms has increased considerably. In 2006, typhoon Xangsane killed 33 people, injured 289, caused 14,138 houses to totally collapse and 42,691 others to be

DAMAGE CAUSED BY STORMS IN DA NANG FROM 2005-2013
Report on the work of preventing and fighting against natural disasters in Da Nang by the Da Nang Office of Committee for Flood and Storm Control, 2012

No	Contents	Unit	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	Storms per year in the whole country	Turn	9	10	7	10	11	6	7	10	15
2	Storms affecting Da Nang	Turn	1	3	4		3	2	1		3
3	Lives loss	People	1	104						2	0
4	Injuries	People	11	61			92			5	18
5	Missing people	People								3	
6	Sunk boats	Boat	11	65			27			1	1
7	Missing boat	Boat									
8	Damaged boat	Boat		55						23	11
9	Collapsed house	House	246	14,134			283				353
10	House with roof blown and partly damaged	House	2,230	107,962			8,192				7,049
11	Flooded house	House	2,281				26,142				435
12	Damaged classroom	Rooms	167	2,760			730				
13	Damaged forest	ha	157	18,466			7,000				4,700
14	Collapsed tree	Tree		20,260							40,086
15	Damaged fishing area	Ha	30				72				
16	Aquaculture loss	tons									3.4
17	Damaged rice field	Ha		877			106				54.74
18	Other agricultural land loss	Ha	210				220			20	65.88

severely destroyed. The total damage was estimated to be VND 5,290 million (USD 248,000).

Da Nang is located by the lowland river system of Vu Gia - Thu Bon - Tuy Loan and Cu De, which serves as a discharge point from the four rivers. Steep river gradients and an inefficient drainage system make this area vulnerable to long-term and flash floods. Data in the last 34 years indicates that there are around eight heavy rains per year in Da Nang, with the average rainfall of 150mm. The level of rainfall has increased remarkably and has caused flash floods, landslides and severe flooding. The flood in November 1999 covered almost all parts of the city with the rainfall accounting for 50-60% of the average amount of annual rainfall.

LOCAL EMPOWERMENT AGAINST CLIMATE CHANGE

Being fully aware of such dramatic changes in climate patterns, Da Nang authorities and local organisations have been working closely with the national bodies and international organizations to implement new adaptive strategies and empower local residents against climate change.



A DAMAGED HOUSE AFTER XANGSANE STORM
Typhoon Xangsane caused 14,138 houses to totally collapse and 42,691 others to be severely destroyed.



HAN RIVER
The Han River has played an important role in the development of the city's tourism sector.

One of the projects for the urban poor is building storm-resistant houses through a revolving fund scheme. This earned Da Nang an award at the Momentum for Change 2014 competition from the Secretarial Board of the United Nations Framework Convention on Climate Change (UNFCCC), which called for global citizens' contributions to a resilient world against climate change.

The fight against climate change is long term work which requires attention from both the government and the people. The youth are particularly encouraged to share in this responsibility. Da Nang junior citizens were selected as one of the three provinces in Vietnam to join the Asian Cities Climate Change Resilience Network Youth Initiatives Program (AYIP) to implement their own climate change adaptation initiatives. It is not only the young generation that shows their effort in tackling climate change. The Da Nang Foreign Affairs Department also shared a touching ten-minute film called "The Change", which was featured as one of the ten outstanding films at the Action4Climate competition and won a special prize from the judges (<http://www.connect4climate.org/competition/action4climate>).

To conclude, apart from the efforts from local and international society, creating a safer city requires thorough community-based research that should be highly appreciated and implemented. Changes in climate patterns are unavoidable but preventable and adaptable. Each of the projects may aim for different targets but they all proudly present their ideas to the international audience about the hopes and efforts to mitigate the impacts of the changing weather. More importantly, they are doing their best to work for a safer city with a higher resilience towards climate change.



BACH DANG
Nari storm damaged one of the most scenic streets along the Han River in 2013.

AN ARTICLE BY
PHAM TRINH HUONG TRA (MS.)
Contact: Da Nang Department of Foreign Affairs - Consular, Overseas Vietnamese and INGO Division, 25th Floor, Da Nang Administration Centre, 24 Tran Phu st, Da Nang
Landline: 0511 3822253
Email: trapth@danang.gov.vn



DA NANG AT NIGHT
Han Bridge, the first rotating bridge in Vietnam



AFTER NARI STORM
The aftermath of Nari storm in 2013 forced 122,000 people to evacuate.

Banda Aceh: Free From Floods

Banda Aceh is potentially prone to several catastrophes such as flooding. The city government has been working extensively to ensure that the city is free from floods.

Banda Aceh City, which is located at the tip of Sumatra Island, became more familiar to the world following the terrible earthquake and tsunami on December 26th, 2004. The city was devastated. However, thanks to the efforts of Banda Aceh Municipality, local communities and various parties throughout Indonesia and the world, Banda Aceh has recovered remarkably.

FLOODING IS A COMMON DISASTER

In addition to frequent earthquakes, flooding has also become a common disaster. This occurs because Banda Aceh is located downstream from Krueng Aceh River, just 0.40 - 0.80 m above sea level. Due to its relatively flat topography, Banda Aceh is prone to flooding due to excess rain, river overflow and tides.

As the capital of Aceh Province, Banda Aceh - with an area of 61.36 km² and a population of 249,282 - (based on the statistics in 2014) is a busy and crowded urban center. In addition to being the economic and political center of Banda Aceh Municipality, it is also the administrative center of the region. Severe flooding in Banda Aceh causes far reaching detrimental problems for the region and country as a whole.

Banda Aceh has a long history of flood disasters. Major floods caused by an overflow of Krueng Aceh River occurred in 1974, 1978, and 1982.

KRUENG ACEH RIVER FLOOD PREVENTION PROJECT

From 1986 to 1993, the Krueng Aceh River Flood Prevention project was implemented by the Ministry of Public Works through the Irrigation Department

of Aceh. The project was supported by Japanese official development aid, was carried out by contractors from Indonesia, Japan and Korea, and was supervised by Japanese consultants.

The project included the construction of the Floodway Krueng Aceh, a 12 km diversion channel which nearly ensures that the city is safe from flooding. Krueng Aceh river flow is divided in two: 1.300 m³/sec flows into the Floodway Krueng Aceh and 900 m³/sec to Krueng Aceh River.

Since the completion of this project in 1993, no flood damage has been incurred, excluding the 50-year flood of 2000 when record rainfalls were registered.

However, the city is not yet completely free from flooding due to the poor condition of the drainage infrastructure. Following the earthquake and tsunami, Banda Aceh's drainage system worsened and required immediate renovation.

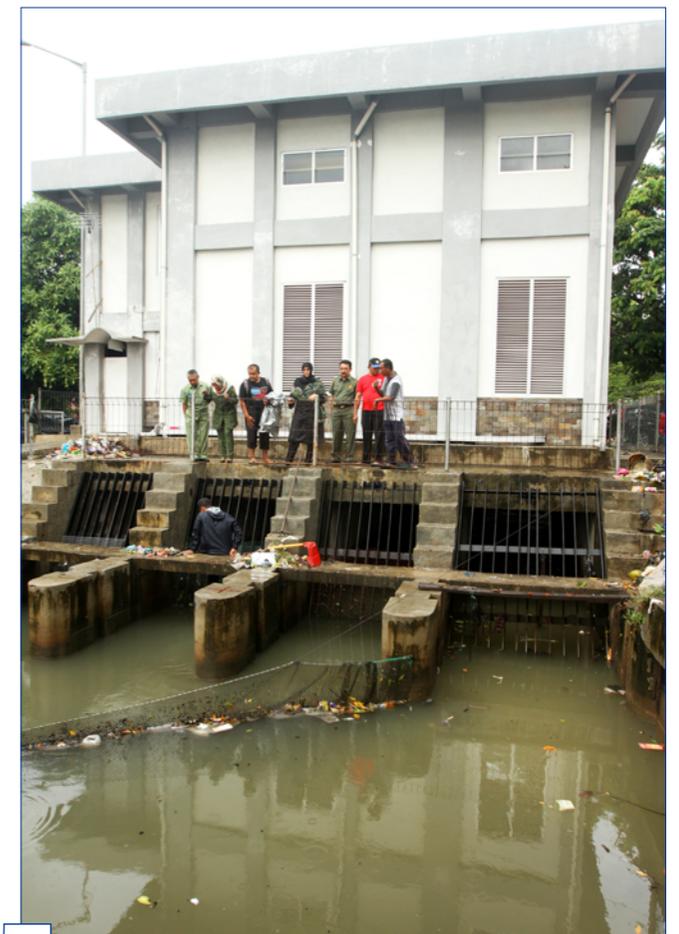
THE MAIN OBSTACLE IN ELIMINATING FLOODS

The main obstacle faced by Banda Aceh Municipality was the high cost of construction of the drainage system, particularly the main drains. To overcome this problem, the local government, through the Department of Public Works, sought funding from Aceh Province, the Central Government, and foreign aid (such as JICS, JBIC, Muslim Aids, JICA and AFD).

The main goal was to eliminate or at least minimize the inundation that occurred nearly every year. This would improve the security and comfort of the residents of Banda Aceh, as well as optimize the functions of primary and secondary drainage and the ancillary buildings.



ACEH TSUNAMI MUSEUM
This museum was opened in 2009 as a commemoration of the 2004 Aceh tsunami victims.



PEUNITI PUMP HOUSE
Banda Aceh Mayor, Illiza Sa'aduddin Djamal, checks the Peuniti pump house after heavy rains that caused flooding in some parts of the city.

Until now, the government has carried out the construction and improvement of drainage systems which has included construction of the main drainage system, the drainage center office, pump station, the retention basin of Krueng Neng and Krueng Titi Panjang and the flood prevention center. With the completion of the Banda Aceh main drainage system, flooding has been reduced by up to 90%. During heavy rains, the duration of flooding occurs for only one or two hours.

The next step is to restructure the minor drainage system and perform operation and maintenance for the drainage infrastructure that was built.

COLLECTIVE EFFORTS

In recent years, climate change has caused changes in rainfall patterns, the timing of rainfall, and increased intensity of storms. In early 2015, the city experienced high intensity rainfalls which caused major flooding in some neighborhoods.

The results of a monitoring and evaluation initiative found that the discharge flowing into Krueng Aceh River was much higher than that flowing into Flood Way Krueng Aceh. The sediment in the Flood Way was so high that it significantly increased the amount of discharge into the river. In addition, the tributaries of Krueng Aceh River experienced siltation and sedimentation requiring action and normalization. To overcome the problems, the city government has taken measures like proposing the Minister of Public Works to allocate funds for dredging Floodway Krueng Aceh. The amount of IDR 14 billion (approximately USD 1.1 million) has been budgeted and the first stage will be implemented this year.

PUBLIC AWARENESS

The government has also performed a variety of socialization and training programs for both government officials and the public to better understand the causes of flooding and to reduce bad behavior and habits such as littering. Recently, Banda Aceh hosted Flood Risk Management Training for Indonesian cities in cooperation with CityNet and CDIA. The event was just one of the efforts of the city government has made to improve understanding and knowledge of the problem of flooding.

Banda Aceh is an old city and has just celebrated its 810th Anniversary on April 22nd, 2015. Many efforts have been made by Banda Aceh Municipality to provide quality services to the community. Continued efforts are being conducted to ensure the city is free from floods.



SLUICE GATE
Mayor Sa'aduddin Djamil inspects a sluce gate during the floods.

AN ARTICLE BY
ELVI ZULFIANI MEUTIA (MS)
Head of Water Resources Division, Public Works Department
Banda Aceh Municipality
Jl. Prof Ali Hasyimi, Banda Aceh, Indonesia
Email: lv_meutia@yahoo.com



BAITURRAHMAN GRAND MOSQUE
One of the most important city landmarks, Baiturrahman Grand Mosque, symbolizes the religion, spirit and nationalism of its residents.



BANDA ACEH CITY HALL
The new City Hall was officially opened in 2010 and is the main administrative center for the public.

The first half of 2015 has been eventful with various programmes offered by the Secretariat, ranging from tailored CityNet Services to workshops on flood management and affordable housing.

Localized version of the Flood Risk Management Training with CDIA



SIMULATION GAME IN THE FLOOD RISK MANAGEMENT TRAINING

The flood management training facilitator asks participants to summarize the results of a simulation game they played that help them understand the emergency preparedness strategy.



HOTSPOT MAPPING

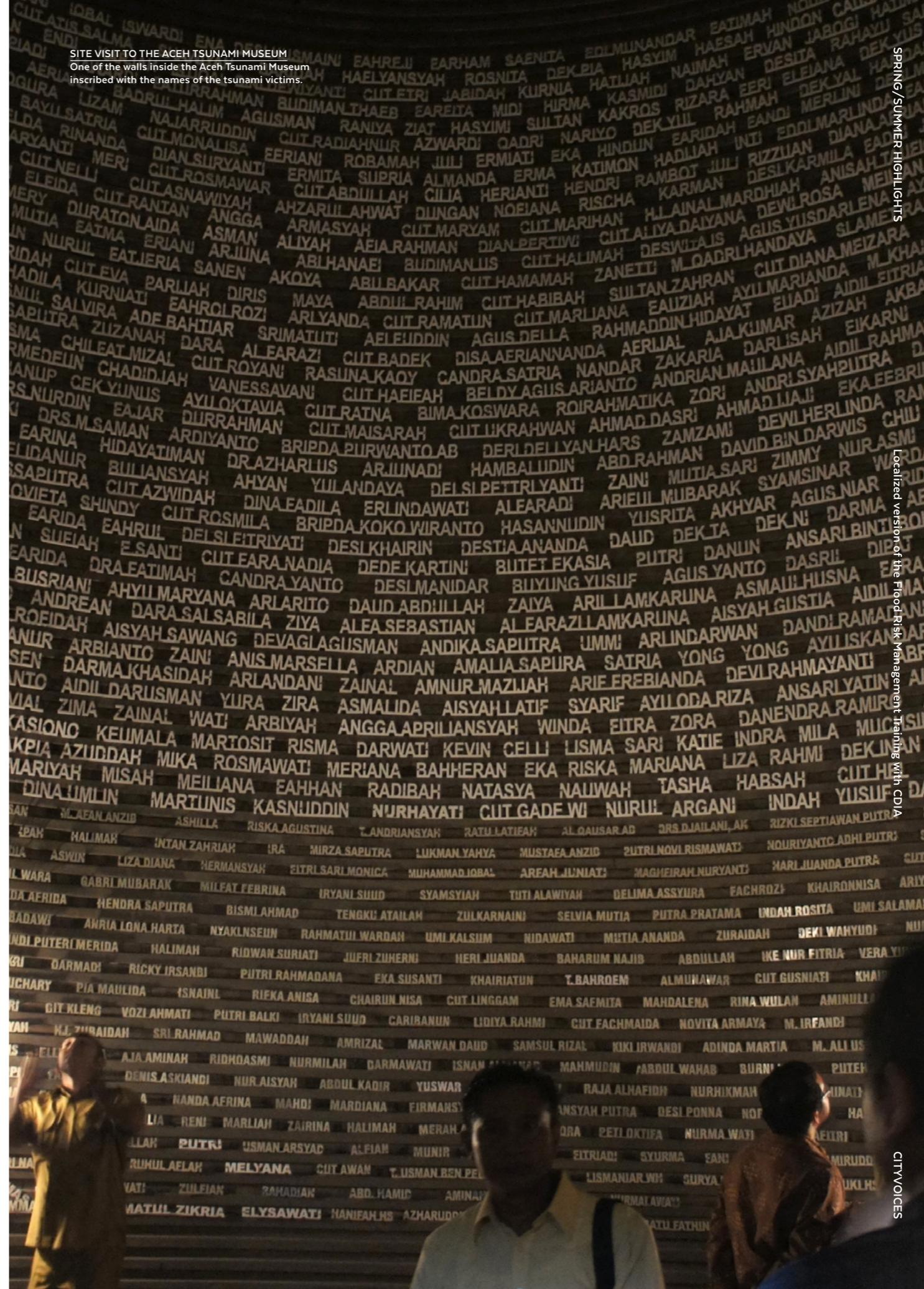
Participants perform a risk assessment exercise to understand the causes and risks of flooding by marking hotspots on the map.

It is not uncommon to find international training that is not perfectly tailored to each participant's needs. As a response, CityNet and CDIA held a localized version of the Cities and Climate Change: Flood Risk Management training in Indonesia hosted by Banda Aceh municipality.

The urban infrastructure in Indonesian cities is facing social, political, environmental and financial risks due to climate change. This has triggered the need for city's stakeholders to assess these risks and explore investment opportunities in order to build robust infrastructure.

Building on the success of the Training of Trainers held in September 2014 by CDIA, the Singapore Ministry of Foreign Affairs and Singapore Environment Institute, three Indonesian alumni conducted an Indonesia-focused training course. More than 20 government officials from a number of cities in Indonesia eagerly participated in this short domestic course from March 23rd-25th.

The goal of this training was to accelerate the mitigation and climate change adaptation to the local context, focusing on how to reduce the susceptibility to flood risk through structural and non-structural efforts. The curriculum started with the Introduction to Cities and Climate Change followed by more thorough discussions on flood management, including Managing Risks in Cities, Understanding the Causes and Risks of Flooding and Effective Emergency Preparedness. Representatives from the host city, which was devastated by a tsunami in December 2004, shared their flood management experience with other participants. In addition to the three lead trainers from Banda Aceh and Jakarta, speakers included CityNet Deputy Secretary General, Ms Aisa Tobing; CDIA Regional Networking Specialist, Ms Joy Bailey; and UCLG Asia Pacific Director of Programme Development, Mr Khairul Mahadi. Similar localised trainings are expected to be conducted for other topics in the future.



SITE VISIT TO THE ACEH TSUNAMI MUSEUM
One of the walls inside the Aceh Tsunami Museum inscribed with the names of the tsunami victims.

CityNet Services Tackles Urban Challenges in Mumbai and Hue

Affordable Housing Workshop



THE ORIENTATION SESSION OF THE CITYNET SERVICES PROGRAM
CityNet Program Officer Shomi Kim gives an overview of CityNet to participants of CityNet Services Program.

AFFORDABLE HOUSING OVERVIEW
The Honorary Director of Ahmedabad Study Action Group Kirtee Shah explains the challenges of urban housing in India during the Affordable Housing Workshop.

Launched in early 2014, CityNet Services has welcomed delegations from two member cities – Mumbai and Hue – to address urban challenges facing their cities. This programme is meant to serve as a platform to coordinate exchanges to develop a portfolio of services available within the CityNet network, and to encourage collaboration between our members and partners.

Mumbai shared various challenges that include municipal budgeting, whereas Hue listed waste management and severe traffic congestion as their most pressing concerns. As a result, the Seoul Metropolitan Government (SMG) invited the two cities to explore the options of tackling those challenges from January 27th-29th. A number of experts from SMG shared their knowledge with representatives from the two cities based on Seoul's experience. The three day study visit kicked off with a session on SMG's Urban Development Policy

followed by Flood Management and E-Governance sessions, during which the officials from Mumbai presented their cases. Social protection and Security issues, particularly for women and children, were raised in the following session.

One of the most pressing urban challenges in Hue is heavy traffic congestion which they shared about on the last day. To accommodate this concern, SMG showcased TOPIS Center, an integrated transport management and safety control center for Seoul City. The Center harnesses real-time data to mitigate traffic congestion, manage bus routes, police illegal parking, and deal with unexpected events and public crises.

Through this platform, CityNet's members can also elaborate on the city's achievements that they would like to share with others.

CityNet held a side Event on Affordable Housing at Seoul City Hall during the ICLEI Congress on April 8th. Affordable Housing is a fundamental issue for the society's well-being and is one of the key challenges experienced by many cities across the Asia Pacific region.

As a response to this matter, CityNet invited participants and international stakeholders to share experiences and ideas on a number of issues, including how to respond to affordable housing challenges in their cities, acknowledge the social challenges that accompany the need for shelter, and form policies that address future demand in the housing market.

Speakers and panelists included Mr. Kirtee Shah, founder of the Ahmedabad Study Action Group; Gloria Amparo Alzate Agudelo, Secretary of Environment and Natural Resources of Medellin; MeeYoun Jin, Researcher at the Korea Land and Housing Institute; and Jinhee Park, Architect at SSD Architecture.

The event was successful in sharing the Asian Perspective on Affordable Housing to an international audience. As a follow up to this side event, CityNet will host a three day workshop on Affordable Housing at the Kuala Lumpur Regional Training Center in later this year.

Member in Focus Mumbai

The emerging global city strives to strike a balance between rapid economic growth and social equality



SLUM IN MUMBAI
Women in a district of slums in Mumbai. The urban population growth has resulted in a large section of the population living in abject poverty in overcrowded slums.

As the capital city of the Indian State of Maharashtra, Municipal Corporation of Greater Mumbai lies on the western coast of India and is made up of seven islands, and is thus referred to as the Island city. Also known as Bombay, Mumbai plays the role of economic hub and the commercial and financial center of India. It accounts for more than 6% of India's economy and, according to the Global Cities Initiative report by JPMorgan Chase, is by far the most globalized city in South Asia.

Despite its swift economic growth, Mumbai is struggling to address various urban challenges from housing to solid waste management.

THE INADEQUATE AFFORDABLE HOUSING

India's financial capital has been one of the country's main destinations for migrants from all over India due to its potential to provide employment. It is now among the world's top ten most populous urban areas with a population estimated at 14 million. The Mumbai City Government has seen a high demand for housing since 1950 and continues to face serious problems in providing decent living spaces for its residents. More than 40% of the population inhabits slum areas or are pavement dwellers. Around 1.5 million families live in sub-standard living conditions with low-rise, high-density housing.

The Maharashtra state housing policy in 2007 introduced incentives for redevelopment through a cluster approach that facilitates a market oriented strategy. The policy is aimed at accelerating the redevelopment of old and dilapidated buildings. In collaboration with tenants, landlords and private developers, the Maharashtra Housing and Area Development Authority is working towards making this redevelopment initiative a reality. The policy is transforming the fractured development of Mumbai into a cohesive urban unit that promotes a better living environment and improved living standards.

"Remaking of Mumbai Federation" is a classic example of public-private partnership, consisting of inclusive groups, led by over 12,800 local members, over 50 associations, institutions, chambers, and NGOs that represent millions of stakeholders. The Federation plans to redevelop over 32,000 pre-1940 dilapidated buildings housing a population of around 2.5 million.

In addition, the city government is implementing a Slum Redevelopment Authority (SRA) scheme which aims to create a slum-free Mumbai by 2015. The project will upgrade 450 slums and build 250,000 homes.

URBAN TRANSPORTATION CHALLENGES

The second biggest challenge facing the city is its urban transportation. Roads across the city are heavily congested with an average speed of 10-15 kilometers per hour. As for public transport, the Mumbai suburban rail system carries a total of 2.2 billion passengers every year and has one of the most severe overcrowding conditions in the world. This has triggered serious safety concerns.

The city government has developed the New Metro Railway and Monorail Corridors, a major expansion to the public transport system in Mumbai which reduces traffic congestion and overcrowding on the suburban rail network.

WATER SUPPLY, SANITATION AND SOLID WASTE MANAGEMENT

Despite its huge population, Mumbai has managed to provide an adequate water supply with an average of 90 liters per capita per day (Lpcd) at the consumer end. However, water crisis are often caused by poor distribution rather than a lack of water.

Contamination, low water pressure, supply at odd hours and the high cost of access to safe water are among the problems in slum settlements. One of the most common water supply arrangements in slum areas is through shared connections, catering to groups of five



MUMBAI METRO PROJECT
The Mumbai Metro Rail project was developed to provide a rail based mass transit facility to people residing in the areas not connected by the existing Suburban Rail System.

households or more. Many homes are dependent on either groundwater or tankers.

On the issue of sanitation, although the city's wastewater collection is well-developed, it does not cater to a large proportion of Mumbai's slum areas. High-density housing, coupled with narrow winding lanes, create challenges for the city's wastewater collection system. This poses serious public health and environmental risks to the entire metropolitan area. Within the past few years, solid waste management has witnessed a number of initiatives for improvement. In addition to the conventional garbage collection and transportation option, the city is currently experimenting with local community groups to keep their neighborhoods clean.

URBAN RENEWAL AND OBSOLETE LAND USES

The redevelopment of the Port Lands, chawls (a large building divided into many separate tenement, offering cheap and basic accommodation to labourers) and inner city land use offer a unique opportunity to re-invent Mumbai City. Such projects are creating much needed public housing, infrastructure, utilities and public spaces to create a more liveable city. These changes will mitigate Mumbaikars' - residents of Mumbai - view that the city has become a very difficult place to live, work and invest in. The recent initiative on the redevelopment of Mumbai's Port Lands offers a great opportunity to ensure that Mumbai regains its place as the most entrepreneurial and innovative city in India.

MUMBAI'S NEW DEVELOPMENT PLAN AND SAFETY CONCERNS

Public safety is a major concern facing the city, particularly women's safety. The government has recently released the Development Plan (DP) of Mumbai for the year 2014-2034 which sets the path for making Mumbai a livable city and defines which land lots in the city will be reserved for public use.

The women's organisation "Right to Pee" raised concern with the plan, stating that Mumbai does not have enough public toilets for women and the new DP has not made provisions for public toilets in the land use plan. In response, the state government has decided to implement revisions. Residents also expressed objections to housing issues that were not adequately addressed in the DP. The city government's response to citizen's concerns reflects its commitment to participatory planning in urban development.

To address safety issues, Mumbai City is ready to implement its CCTV Surveillance Project where approximately 6000 CCTV cameras will be installed across the city and suburbs at major traffic junctions and around critical locations such as heritage monuments, urban assets and beaches. The project is expected to be completed by September 2016.

AN ARTICLE BY
ADVAIT AUNDHKAR (MR)
Director of Urban Ekistics Center
All India Institute of Local Self Government
'Sthanikraj Bhavan' C.D. Barfiwala Marg
Andheri (West), Mumbai - 400 058, India
Email: aundhkar@aillsg.org
www.aillsg.org

SAVE THE DATE! October 5th-7th, 2015



**Mark your calendar for
the 33rd Session of the Executive Committee Meeting &
Back-to-Back seminar in Sidoarjo, Indonesia**

**Participants will have the opportunity to share their
experiences and interact with experts, city officials and
other urban stakeholders to further develop a strong Asian
perspective on sustainable urbanization.**

**Further details on both the event programmes and registration
process will be announced as they become available.**



DILAPIDATING CHAWL FAÇADE IN DOWNTOWN MUMBAI
Mumbai is one of the most populated cities in India where the majority of its residents live in small apartments, referred to as chawls.

CITYVOICES

The newly redesigned CityNet magazine, CityVoices, is published twice annually. It is a collection of experiences and reflections on CityNet's partners and member cities projects, policies and programmes. Each issue focuses on a particular theme related to CityNet's mission to connect urban actors and deliver tangible solutions for cities across the Asia Pacific region. CityVoices is also available online in PDF format on the CityNet website.

For inquiries please contact the CityNet Secretariat at media@citynet-ap.org.

CITYNET

CityNet is the largest association of urban stakeholders committed to sustainable development in the Asia Pacific region. Established in 1987 with the support of UNESCAP, UNDP and UN-Habitat, the Network of cities has grown to include 135 municipalities, NGOs, private companies and research centers. CityNet connects actors, exchanges knowledge and builds commitment to more sustainable and resilient cities.