



**8TH EAST ASIA SUMMIT HIGH-LEVEL SEMINAR
ON SUSTAINABLE CITIES**
8-9 FEBRUARY 2017 • CHIANG RAI, THAILAND

**SUMMARY OF THEMAIC SESSIONS TRACK B (B1, B2, B3 & B4)
“GOOD PRACTICES, EXPERIENCES AND SUCCESSES FROM CITIES IN ASIA”**

THEMATIC SESSION B1

“INSTITUTIONALISING RESILIENCE IN A CHANGING AND WARMING CLIMATE”

Background

This session focused on what it means for a city to be ‘resilient’ and how different cities are approaching this urgent need in different ways. Regardless of which pathway is taken, cities in Asia need to be healthy, safe, satisfying and full of opportunities for meaningful lives, rather than dirty, dangerous slums surrounded by the walled and guarded residences of the rich.

List of Speakers

No.	Name	Title	Affiliation
Moderator			
1	Dr. Peter King	Senior Policy Advisor	IGES
Panellists			
2	Ms. Thi Khim Thoa Chao	Deputy Director, Environmental Protection Authority	City of Can Tho, Viet Nam
3	Mr. Shuya Takahashi	Disaster Response, Environmental Future City Planning Division	City of Higashi Matsushima, Japan
4	Ms. Li Panwen	Program Manager	China-ASEAN Cooperation Centre
5	Ms. Suphattra Phisaisawat	Technical Officer 11 of Policy and Planning Department	Port Authority of Thailand

Key Discussion Points

- A holistic approach utilising a ‘whole systems philosophy’ takes into account all dimensions of an issue helps to improve city resiliency. In many cities, problems are handled in a fragmented

manner. Disasters are complex events which should be dealt with by not only focusing on impacts on humans, but also the whole ecosystem, including that of the local natural habitats and wildlife which are inter-dependent with human lives. Many cities are still at the stage of improving implementation, but it is also equally important to strengthen the local level in monitoring and assessing implementation outcomes.

- The effects, role and potential contribution of ports to surrounding coastal habitats, especially the issue of waste dumping, should be considered in a city’s resiliency strategy.
- In Higashi-Matsushima City, many people lost their jobs and livelihoods after the tsunami and suffered from mental health problems such as depression and anxiety. Alleviating mental health issues – often an invisible problem – needs to be part of a disaster recovery plan.

THEMATIC SESSION B2

“CLIMATE ACTION AT THE CITY LEVEL: LOCAL MITIGATION AND RESILIENCE EFFORTS”

Background

Under the Paris Agreement, nations worldwide have committed to scale up ambitions for climate change mitigation and adaptation. These commitments will be reflected in national policies and plans for implementation by cities. This session will highlight the relevance, urgency and context of climate actions at the city level in light of the Paris Agreement, latest IPCC findings and the SDGs. This session showcased key initiatives by city governments to reduce urban emissions, as well as to increase local ‘resilience’. The session also discussed the challenges and needs of cities in implementation, practice replication and scaling up.

List of Speakers

No.	Name	Title	Affiliation
Moderator			
1	Ms. Milag San Jose-Ballesteros	Regional Director for Asia-East, Southeast and Oceania	C40
Panellists			
2	Mr. Yuzo Yagai	Executive Director (Control and Inspection Department, Environment Bureau) and Director (Regional Revitalization Promotion Office, Planning and Coordination)	City of Kitakyushu, Japan

3	Dr. Tadashi Matsumoto	Senior Policy Analyst, Sustainable Urban Development	OECD
4	Ms. Hanah Paik	Cities Programme Asia Pacific Lead	CDP
5	Dr. Peter King	Senior Policy Advisor	IGES

Key Discussion Points

- Adaptation is local and predominantly city-based. Cities need to get started with preparation for potential future risks including vulnerability assessments, identifying risks, and finding ways to generate funds for future adaptation actions. It is also important for cities to identify innovative approaches to raise the organizational capacity, including knowledge and financing, to actually implement them.
- There are different roles between the central government and the local government and each have to play their respective roles, which are different between countries to countries. But local government has to face the citizens directly so the policy should be adapted by the local governments and sometimes requires to be negotiated with the central government.
- Decentralization does not always work well but there are certain cases where they can find win-win situations for both central and local governments. It is thus important to look at collaborative efforts between both levels of governments.
- The driver for the companies to disclose the data to CDP is that the companies are realizing that the environmental risks in particular the climate change will impact long term investment of the companies and their shareholders and become a financial risk.
- The development projects funded by the multilateral banks nowadays will require detailed analysis of climate projection and to address the potential risks because most of infrastructure has a lifetime of 30-50 years where climate change will have a significant impact.

THEMATIC SESSION B3

“TRANSIT-ORIENTED DEVELOPMENT AND LAND VALUE CAPTURE”

Background

The nexus of effective public transportation system and compact urban form is critical for cities to attain their SDGs. As ASEAN cities grow rapidly, how to plan equal and accessible cities as well as improve the costly public transit system (especially the metro, light rail and BRT system) have become more and more acute. Transit-oriented Development (TOD) and Land Value Capture (LVC) that promote dense, mix developments around transit stations and use land value appreciation to recover the sizeable public cost on transit investments and operation have proved to be a viable solution, as commonly seen in Japan,

Hong Kong, and mainland China. This session shared experiences from China, Japan, and other countries about TOD and LVC and discussed how these can lend themselves to ASEAN countries.

List of Speakers

No.	Name	Title	Affiliation
Moderator			
1	Mr. Daizong Liu	China Transport Program Director, EMBARQ China Director	WRI Ross Centre for Sustainable Cities
Panellists			
2	Dr. Aung Myint Maw	Assistant Head of Department, Pollution Control and Cleansing Department	Yangon City Development Committee, Myanmar
3	Mr. Toshiyuki Yamazoe	Senior Advisor, International Business Relations	City of Toyama, Japan
4	Ms. Gessarín Gunthawong	Project Technical Officer, Transport and Climate Change Project	GIZ
5	Mr. Gyesoo Jung	Assistant Manager	Korea Environment Corporation

Key Discussion Points

- The concept of TOD is helpful for environmental sustainability, but there are major challenges in terms of relocating persons affected, such as street vendors and the poor living in slums. It requires a painstaking and serious effort by the city government to persuade affected parties and to provide fair compensation and incentives. The City of Toyama has organised countless town halls meeting to implement its TOD plans smoothly. Effective law enforcement is also another challenge to realise TOD. For example, traffic and parking rules are often disregarded in many cities of developing Asia.
- Financial incentives are an integral part of TOD. It is critical to understand and seek the cooperation of affected businesses early in the process of planning. There must be a consensus on the sharing of roles and responsibilities to achieve a 'win-win' situation, for example, the local government takes care of infrastructure while the private sector may provide the best technologies and systems.
- For TOD to work, it is also necessary to invest in long-term education to transform popular culture and mindsets towards public transit. The popular culture tends to idealise car-oriented lifestyle and the existing tax policies do not lead to financial incentives that effectively discourage car ownership.

- Access to quality schools and critical public facilities are the key determinants determining housing decisions for most households. The city government should ensure that schools and facilities are placed in a strategic and smart way so that land values will grow in a balanced and equitable pattern, and not only be concentrated in particular areas of the city.

THEMATIC SESSION B4 "TOURISM, PUBLIC ENGAGEMENT AND GREEN EDUCATION"

Background

Tourism is recognised as key engine for economic growth in many cities of the world, including ASEAN. However, without proper planning and strategies, the long-term sustainability of tourism in region is in question. This session shared and discussed findings from the 1st "Cities Learning Event: Regional Workshop on Environmentally-friendly Tourism in ASEAN Cities" that was held Luang Prabang, Lao PDR from 7 - 9 November 2016. Issues covered include: imbalanced economic situation among the population, loss of social and cultural heritage, deterioration of environmental quality due to rapid increase of solid waste, water pollution, worsening traffic congestion, and the growing need to educate local people and tourists..

List of Speakers

No.	Name	Title	Affiliation
Moderator			
1	Mr. Sengdara Doangmyxay	Division Head, Department of Housing and Urban Planning	Ministry of Public Works and Transport, Lao PDR
Panellists			
2	Mrs Kaysone Keopaseuth	Head of Office, Urban Development and Administration Authority	Luang Prabang Province, Lao PDR
3	Mr. Saifuddin Abdul Karim	Director of City Planning	Melaka Historic City Council, Malaysia
4	Mr. Ernesto B. Rojo Jr.	Focal Person on ASEAN ESC	City of Dipolog, Philippines
5	Ms. Penpuk Ratanakhumfu	Mayor	City of Kohkha, Thailand
6	Mr. Channarong Leelaburanapong	Deputy Mayor	City of Krabi, Thailand

Key Discussion Points

- Luang Prabang City was inscribed as the UNESCO World Heritage site in 1995. The city developed a master plan for urban development and is facing increasingly severe environment challenges including solid waste management and wastewater treatment. The city is currently conducting various projects to improving the environment including introducing of E-bus (JICA-funded project), EAS Model City project, Green school program, and public participation activities. The challenges and limitation include lack of funding, knowledge, etc.
- Melaka is a historical city inscribed as the UNESCO World Heritage site in 2008. The heritage site is in the residential area and consists of a core zone and buffer zone. The city council conducted an analysis to identify the strengths and weakness of the heritage site. The Melaka River Rehabilitation project was conducted which introduced the green city concept and resulted in the increase in revenue of local business, number of tourism and real estate value.
- City of Dipolog, Philippines is promoting a tourism programme called “Experience Dipolog” A former slum area by the riverside was renovated to become community hub and tourist attraction. There are various awareness-raising and green educational initiatives to enhance the community’s participation in tourism activities. The City of Dipolog proposed the idea of a ‘Green ASEAN City Tourism Circuit’ to enhance networking and green tourist arrivals in ASEAN’s tourism-oriented cities.
- Krabi City of Thailand strongly promotes the development of eco-tourism and green education. The Andaman Cultural Learning Center was established as a public learning centre to educate local people about the site’s history and its important role in the city’s ecosystem to ensure local well-being. The city also promotes public engagement to generate income for local people. The city is addressing various issues including waste management with support from international agencies such as JICA.
- City of Kohkha Thailand gives absolute priority to the people participation’s to ensure the full cooperation and sustainability of all its green initiatives. The city has been facing a rapid growth in the number of tourists in recent years and is impacted by the tourism. To develop sustainable tourism, the city prioritizes three key concepts which are to improve quality, ensure continuity, and maintain balance. The city also promotes waste separation and enhanced organic farming as a tourist attraction.
- Most cities know the importance of public involvement but have difficulties in actually doing so. On this, it is important that public engagement events is regularly scheduled, such as in City of Melaka. Another practical method is to establish a multi-sector tourism committee within the city council which are represented by various stakeholders to maximise public participation
- ASEAN cities are not yet facing serious legal issues from crowd-sourced room rentals, such as Airbnb rentals for hotel and residents. If possible, they may start to study this issue to be well prepared to face the challenges that are now occurring in the United States and Europe.