

BORDERLESS MOBILITY & CONNECTIVITY IN ASEAN CITIES



ABOUT

UCLG ASPAC is the united voice and advocate of democratic local self-government, which promotes cooperation between governments and within the wider international communities in the Asia-Pacific Region. Envisaging the vision, UCLG ASPAC translates it into concrete actions.

In decentralized cooperation, UCLG ASPAC has leveraged collaboration with Konrad Adenauer Stiftung (Manila), TEI and LOGODEF within the framework of DELGOSEA to establish Southeast Asia Standing Committee which contributes to the betterment of living conditions of society in this sub-region. The effort is also implemented in other sub-regions through South-South Cooperation, North-South Cooperation, and Municipal International Cooperation.

Regarding advocacy, UCLG ASPAC has continuously encouraged local governments to localize Sustainable Development Goals (SDGs). Other issues included in the long-term agenda of UCLG ASPAC are disaster risk reduction, pursuance of New Urban Agenda; and the creation of integrated and borderless ASEAN mobility.

UCLG ASPAC also focusses on the capacity building of local governments. Every training session is designed to be an insight gaining gathering, by involving experts and practitioners in related fields, stimulating fruitful debates, and provide recommendations for future improvement. In policy and research scope, UCLG ASPAC translates it into tangible projects and programmes: waste to energy, development of knowledge center as well as public spaces in many areas within Asia and the Pacific region.

To ensure all members are actively involved, UCLG ASPAC establishes Standing Committees, Committees, and Working Groups. The Standing Committees are dedicated to Southeast Asia, South and Southwest Asia, and Women in Local Government; as for Committees: Culture, The Belt and Road Local Cooperation, and 21st Century Maritime Cooperation. Members are also encouraged to get involved in various Working Groups: Women in Local Governments, Global Agenda of Development, and Asia-Pacific Local Economy Network.

TABLE OF CONTENTS

04

Introduction:
Bridging the Edges
towards Regional Mobility
and Connectivity

06

Best practice and
the 8 Criteria

08

People-to-People
Connectivity

10

Chiang Mai: Bringing up
People Connectivity to
the Next Level

12

Heritage Identity for
Stronger Community
Reinforcement

14

Educating Farmers
through Business Group
in Kohthom District,
Cambodia

16

Deepening Mutual
Understanding,
Supporting Locals

18

Institutional Connectivity

FOREWORD



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Tjandradewi**

Secretary General, UCLG ASPAC

As the mobility occurs cross border, it is important for local government to have a wider outlook beyond its administrative territory. The boundary shall not limit the policy framework in municipalities to ensure the smooth connection and movement of people. Collaboration with neighbours hence becomes a pivotal tool to unite the groundwork towards better transportation for our citizens.

Putting investment in transportation also means to facilitate the production of cities and their inhabitants. Their ability to uphold

daily economic and social movement corresponds to the degree of cities' performance. It contributes to shape not only the physical dimension of cities but also the non-tangible elements of people interaction and local economic. Simply put, the mobility and connectivity is closely associated with people.

Following the notion of people oriented mobility, this publication highlights 3 (three) specific components of people-to-people mobility, infrastructure on connectivity, and intelligent governance. It reflects to the work of local authorities in South East Asia in supporting the common regional vision of ASEAN Connectivity. It also shows that actions have been taken by local leaders to be carried forward by partners and other stakeholders.

It is our hope that these inspiring stories from local governments will trigger more innovations and learnings at the grassroots level. We always believe that changes will not happen in short time! Let's work together for the development of South East Asia and beyond.

20

Improving Governance:
Transparent Mechanism of
RFID for Gas Consumption
in School Busses

22

Creating Platform for
Local Economic
Institutions in Catbalogan
City, the Philippines

24

Engaging Public, Private
and People Participation
through Transit-
Oriented Development
in Nong Khai, Thailand

26

Robust Institution in
Disaster Risk
Reduction Management
and Climate Adaptation

28

Physical Connectivity

30

Intelligent Tools for
Responsive and
Reliable Transportation
in Surabaya

32

Equal Public Transport
in Klang Municipality:
From Creating Connection
for Children and Elders,
To Implementing
Environmentally
Friendly Mobility

34

Transforming Urban
Mobility and Connec-
tivity in Nguyen Hue
Boulevard, Vietnam

36

Public Space as an Infra-
structure for Social Inter-
action: Bandung Teras
Cihampelas Skywalk

Introduction: Bridging the Edges

towards Regional Mobility and Connectivity

THE WORKS to produce “Borderless Mobility and Connectivity in Asia” is begun with an acknowledgement that there is a need to connect efforts undertaken by local governments in Southeast Asia in order to make the community stronger. It is the connection that will secure all actions, steps, and paces constantly adhere to the vision of making a strong community.

Connectivity is seen as a promising proposal to bringing more opportunities and to narrowing the disparity. In the South East Asian region for instance, the connectivity was composed with people on its foundation relaying on their benefits for the main goal. The region has endorsed a specific blueprint of Association of Southeast Asian Nations (ASEAN) Connectivity 2025 which explicitly underlines three (3) contributing pillars namely, institutional, people-to-people, and physical connectivity. These pillars serve as linkages that enable ASEAN members to contribute towards a more competitive, inclusive, and cohesive people-centered ASEAN.

Promoting the similar value, United Cities and Local Governments (UCLG) and its largest regional section of Asia Pacific -UCLG ASPAC- formed a worldwide community of practice on sustainable mobility. It aimed to advocate and enrich the notion of sustainable mobility, particularly in urban areas by embedding community and practitioners as the main vector. The approach of mobility is thus not only limited to physical transportation but also social and economic outlook. This wider standpoint allows greater roles and functions of local governments to govern.

Created as a tool to stimulate local authorities to develop their respective area and narrow the gaps, this best practice publication focuses on showcasing the success stories of local governments. Framing with the thematic areas featured in the regional connectivity of ASEAN, this publication will illustrate the correlation of this region’s endeavour with the mobility framework of UCLG ASPAC in 3 main pillars of infrastructure, institution, and people-to-people.

What is mobility?

- Mobility pertains to the ability to move; in urban areas, this relates to the capacity and condition of transportation systems
- Mobility can take place at the physical, social and economic framework.
- Social mobility lays on the social hierarchy hence it measures the degree movement of people’s social status. It can appear both horizontally and vertically at the social ladder.
- Economic mobility refers to the ability to increase individual wealth which can appear in generation or in a specific short-time.

1. People-to-People Connectivity

It cultivates opportunities to grow deeper understanding among people in this region. It promotes and invests in education and life-long learning, supports human resource development, encourages innovation and entrepreneurship, promotes trans-border cultural exchanges, tourism, and the development of related industries.

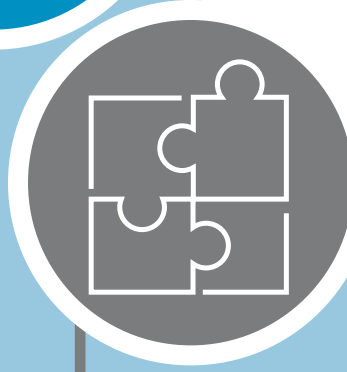
Connecting people to people will foster social and economic mobility through enhanced individual knowledge and economic opportunities. It can uplift social and prosperous dimension of community leading to horizontal and vertical improvements movements.



2. Institutional Connectivity

This pillar puts in place strategies, agreements, and legal and institutional mechanisms to effectively realise regional connectivity and mobility. In ASEAN, it includes those that facilitate trade in goods and services, and the appropriate types of investment policies and legal frameworks to ensure that the investments are protected to attract private sector investments.

Nevertheless in general framework, institution is an instrument to support the practice to be well organized by creating enabling policy and schemes. It thereby embraces other elements of mobility beyond the investment and economic trading addressed in ASEAN connectivity.



3. Physical Connectivity

This refers to the infrastructure that shall support a greater connectivity and mobility both at domestic or trans-border movement. It aims for the development of an integrated and well-functioning intermodal transport, ICT and energy networks. It emphasizes on public and private investments towards the building of infrastructures as needed. Better connection and mobility will generate an increase in the deployment of smart urbanisation models across the region.

Best Practice and the 8 Criteria

WHEN envisaging a stronger connection of communities in certain region, one of the best ways to solidify the relation is by giving stimulus to learn from each other, identify strengths and weaknesses, and, afterwards, establish collaboration for common good. In the context of Southeast Asia region; in which human capital and natural resources are abundant, culture is varied, great potential awaits to be unlocked, the said stimulus will generate diversified partnership that ends up bolstering development and create much better understanding among involved communities. The keyword here is learning; from those successfully implementing the practice: Best Practice.

While there is no fixed definition, UCLG ASPAC, as the knowledge hub of local governments within Asia-Pacific region, has developed criteria to identify whether certain application can fall under Best Practice category. These criteria are developed to highlight impact and feasibility of the certain application and inclusiveness during the process. Therefore, they are crucial in determining the success of the practices in certain development areas and function as parameters to how effective the certain practice is in order to generate breakthroughs. A local government's development initiative can be identified as a smart practice if it meets the following criteria:

The parameters above serve as a measurement of whether an application can fall under the Best Practice category.

8

Criteria



Significantly impactful

The practice brings a tangible result to respond on the challenges and provide substantial improvement of the community's local conditions.



Feasible

Feasible means for a practice to be possible and practical to carry out easily or conveniently. It may be in terms of its technicality, governance, and funding.



Innovative

Innovative encompasses a breakthrough idea or method by applying a modest technology. It may also underpin to feature improvement from the current model, procedure or scheme towards better outcomes.



Sustainable

The program has been implemented for at least two years supported by a robust system in the form of policy, operational management as well as financing. It has been maintained at a certain rate or level to be continuously run by the community for a prolonged period of time.



Community Participation

Participative is to be inclusive of the members of the community or whoever feels that their interests are involved.



Accountable

All parts of the program can be transparently explained and well documented.



Pro Poor

The results are designed to benefit the poor, vulnerable, and marginalized people as optimally as possible.



Pro Gender

Framing the equal benefit for women and men from the beginning to end ensuing full engagement of both genders.

Note: The each criteria was developed as the result of a joint project between UCLG ASPAC and Indonesian Ministry on National Planning (BAPPENAS) and funded by AUSAID.

People to People

“People-to-people connectivity attributes to the development of common understanding among people in Southeast Asia socially and culturally. The bond is developed to form a united flavour of Southeast Asia community. The interaction engendered from this connectivity can strike beyond the borders and physical movement. It touches upon the base of substantive foundation in every element of social and economy as well as within the other pillars of ASEAN: institutional and physical.”

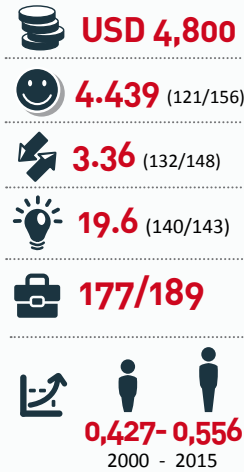
Linking the people can create peers learning opportunities. It will cultivate individual competency through knowledge sharing which contribute to uplifting the social and economic conditions. Working towards similar vision of social and economic mobility, ASEAN sets continuous investment to create the aspired ground including education and life-long learning, supporting human resources development, encouraging innovation and entrepreneurship, and promoting cultural exchanges, tourism, and related industries.

The Human Development Index (HDI) in ASEAN has shown an existing gap between the countries.

Similarly, data in global index of happiness, competitiveness, and innovation illustrates uneven performance of countries in the region providing more arguments to reinforce the regional connection in particular those contributing to community capacity building. Being a single community, Southeast Asia needs to speak the similar language of its regional benchmark. Connectivity here can be the key to unite the local competency. People-to-people connectivity thus becomes more fundamental and priority agenda to commence in the region.

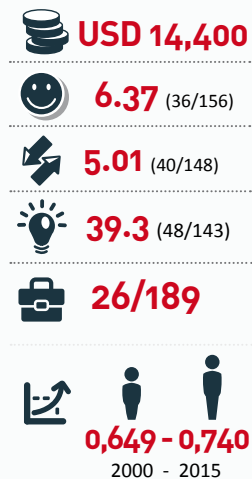
(Sources: UNDP 2016, www.weforum.org)

Myanmar



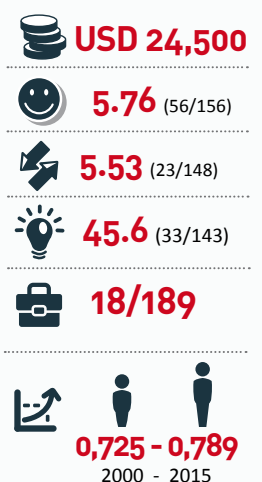
55,746
POPULATION
(X1,000)

Thailand



67,741
POPULATION
(X1,000)

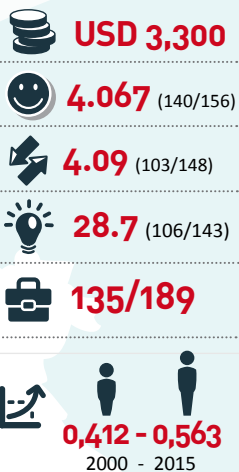
Malaysia



29,628
POPULATION
(X1,000)

Cambodia

15,458
POPULATION
(X1,000)



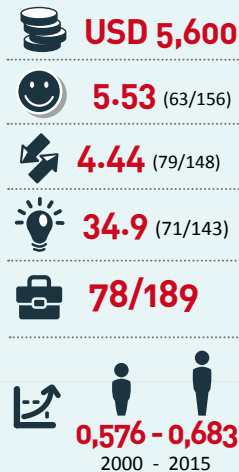
Lao PDR

6,803
POPULATION
(X1,000)



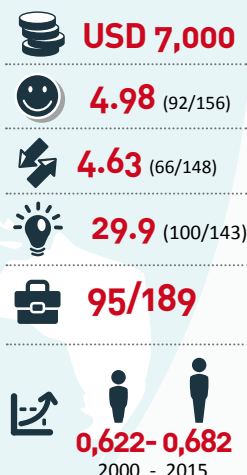
Vietnam

90,000
POPULATION
(X1,000)



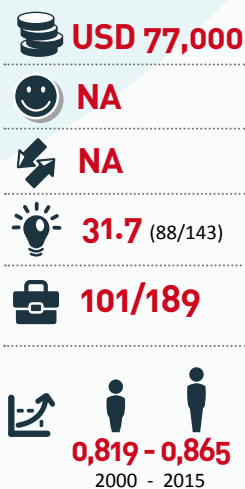
Philippines

107,668
POPULATION
(X1,000)



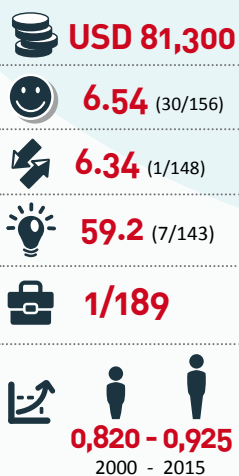
Brunei Darussalam

422
POPULATION
(X1,000)

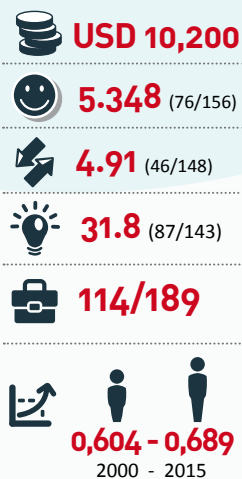


Singapore

5,567
POPULATION
(X1,000)



253,609
POPULATION
(X1,000)



Indonesia



GDP Per Capita
(PPP) est.



Global
Happiness
Index



Global
Competitiveness
Index



Global
Innovation



Ease of Doing
Business

Chiang Mai: Bringing up People Connectivity to the Next Level

“

"Non-Motorised Transport System has created deeper people connection, encouraged improvement of connecting infrastructure, and stimulated local economic growth. It also has increased sustainable movement of local people as well as wider community in promoting the cultural value of the city."

CHIANG MAI is one of most favorite tourist destinations in Thailand. Combination of various temples, city festivals, museums, and outdoor activities make local government of Chiang Mai fully realize this city's potency in contributing to greater mutual understanding among people within Southeast Asia region. Making tourism as key driver of local economic development, local government of Chiang Mai seeks to bring this aspiration much deeper and in a more sustainable way.

Possessing the potential, Chiang Mai faces rising demands for transport to serve tourists and residents. This fact leads to the increasing level of greenhouse gas emission. Tackling this issue, the local authority has developed a Non-Motorised Transport (NMT) system aiming to reduce emissions, to foster social interaction, and to improve the community mobility. The NMT system puts great emphasis on using any form of transportation that uses human energy or animal power for personal or goods mobility by methods other





than the combustion motor engine. Its tangible forms include cycling and walking. This system transforms the city by improving both the social and physical environment. With the people centered transportation modes, the cultural value bonded in local people is sustained and Chiang Mai's identity as tourist's attraction is preserved. Drawn out further, implementation of NMT system also increases the mobility rate, amount of bicycle routes and cyclists, and creates employment for locals.

This opportunity not only has enabled Chiang Mai to contribute towards mutual understanding within Southeast Asia community, but also brings it to higher level. More interactions formed between tourists with locals make deeper connections and bolster movement to the inner city and employment opportunities for bicycle rental shops, repair shops, bicycle sellers, street vendors, pedicab providers and tour guides.



Accountable

- Monitoring scheme is available to review as well as to document the progress both at the substantial output and financial updates



Innovation

- Integrated initiative: cultivating engagement of locals and visitors to develop its tourism, while at the same time stimulating improvement and establishment of supporting facilities.



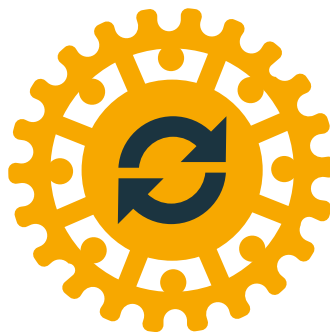
Feasible

- The initiative is a collaboration of stakeholders in various levels, such as Chiang Mai Sunday Cycling Club, Traffic Police Department, and also communities.



Community Participation

- Involved researchers, local authorities, Non-Governmental Organizations, and locals from initial development of the project to bring sustainable urban development solution in the city in providing data for the calculation of greenhouse gas emissions, participation during meetings, and suggesting policy options.



Sustainable

- Chiang Mai Municipality has set aside 4% of its total area for NMT zone and then increased to 10%.
- Local economic development has stimulated stakeholders' interest and feasibility of implementation of the strategies/programmes.



Pro Gender and Pro Poor

- The NMT system has also bolstered job creation for all locals that also include women: bicycle rental shops, repair shops, bicycle sellers, street vendors, pedicab providers and tour guides.



Impact

- Encourages Chiang Mai's tourism industry.
- Develops local economy.
- Stimulates much more environmentally friendly people movement.
- Stimulates the improvement of supporting infrastructures.



Heritage identity

for Stronger Community Reinforcement

“ *By preserving the area, the Malacca government has created a strong bond among the people, in support of sustainable heritage and tourism management leading to a worldwide recognition of the state as a World Heritage. The conservation and regeneration of the Historic state of Malacca also has brought a numerous incoming mobility of people, both domestic and foreign.”*

MALACCA or ‘Melaka’ in Malay, is a state in Malaysia located in the southern region of the Malay Peninsula, and neighboured by the Strait of Malacca. Dubbed as “The Historic State,” it holds a great amount of heritage bonded with community from the previous colonization.

The story behind this city lies in its buildings which play a vital role in creating a sense of consciousness to what is depicted in history books, thus showing its importance in being a meeting point for people all over the globe. Malacca’s value has is embedded in the country’s identity by demonstrating a remarkable vibrant multi-cultural heritage and tradition of Asia as endorsed in the UNESCO World Heritage.

Prior to obtaining global appreciation, the heritage management was done in a fragmented way and exclusive for selected stakeholders. The awareness on the cultural value was also limited creating knowledge segregation on what should be preserved. Being pressured with the challenges, Majlis Bandaraya Melaka Bersejarah (MBMB) initiated the conservation and regeneration of the Historic State in 2008 to reinforce the social cohesion and to protect the heritage and culture. It applied a framework

of people-centered and sustainable tourism management. This conservation covered massive improvement both at the tangible project of infrastructure and physical connectivity as well as intangible element of organizational management and public awareness. MBMB also formulated specific and restricted policy on land use and building management to govern the development and protect the historical value from being destroyed. This integrated work of conservation has delivered noteworthy upshot not only on tourism activities but also common identity on the historical site. It has

influenced social interaction bringing more awareness to sustain the value.

Having a deeper social connectivity, this social asset has promoted Malacca into wider community with a certain branding leading to acceleration of incoming mobility. Furthermore, it also provides opportunities for local people to benefit from the tourism business by involving in home-based souvenirs or handicrafts industries, accommodations, foods, bike cycle rentals, photography services, and other local industries.

1. Impact

- Produced an orderly management plan applied as guideline and policy framework of the heritage conservation.
- Tightened social bonds and awareness of the historical value of the city
- Has drawn a larger tourism crowd to Malacca, reaching a record success in 2016. For the initial 10 months of 2015, the total number of tourists who travelled to Malacca was 12,214,765.

2. Community Participation

- Inclusive to organisations and people who have the common goal to maintain and preserve the Malacca heritage.
- Through the residents' committee, community can actively participate during the decision making process. The formation of this committee would also indirectly form a line of communication between local inhabitants with relevant government agencies. With such a communication line, outside parties are no longer required to represent the local inhabitants. Hence, any problems related to the conservation of the area could be discussed at the local level and not conducted as a trial by the media which is the norm now.

3. Feasible

- Federal and state government allocate some funds for conservation program and work to sustain the financing scheme through other possible sources including donations from business actors. These actors will be focussed to commercial traders who benefit directly from heritage tourism.
- A clear and phased conservation plan is available prepared by Majlis Bandaraya Melaka Bersejarah (MBMB). This plan follows a set of guidelines on the conservation and management of the historic city.

4. Innovative

- Development plans are made public and accessible online.
- The conservation notion is prepared based on people centred framework.

5. Sustainable

- Policy changes in planning are facilitated to maintain the intactness of conservation area and its original function without jeopardizing the dynamism of a city growth.
- Institutional partnership with all relevant actors including public, Non-Government Organisations (NGO) and tourist operators strategic cooperation has been established creating a sustainable coordination at the tourism sector.

6. Accountable

- The UNESCO Periodic Reports will require information on the state of present conservation through its monitoring indicators.

7. Pro Poor & Pro Gender

- Increase the Participation of All Stakeholders including Minorities in the Planning and Decision Making Process of the visitor management strategy.

Public Sector

- The State of Malacca Tourist Promotional Unit
- The State of Malacca Development Corporation
- Majlis Bandaraya Melaka Bersejarah (MBMB)
- PERZIM
- The Museum and Antiquity Department
- Malaysia Handicraft Corporation
- State Cultural Office

Tourism Industry

- Melaka Tourist Association (MATTA)
- Melaka Hotels Association
- Melaka Tour Guides Association

NGOs

- Malacca Heritage Trust (MHT)
- Malaysia Heritage Body
- Melaka History Association

Others

- Universiti Teknologi Malaysia (Tourism and Planning Programme)
- Universiti Teknologi MARA, Alor Gajah Branch (Tourism Management Programme)

Educating Farmers through Business Group in Kohthom District, Cambodia



“ *"Emphasizing the importance of peers learning, the District of Kohthom has contributed to build social connection and trust among local people in agricultural business. The collaboration also has generated goods and supply movement both at the District as well as wider region."*

Bringing the spirit of building intellectual intelligence as well as mutually corresponding efforts in agriculture, Kohthom District in Cambodia established a business group comprising farmers, agricultural business, business owners, and government officials. Agriculture particularly rice farming is the primary economic sector in the District yet the production was not sufficient and unprofitable. Several factors contributing to these include competition among fellows and practices in agricultural management that are no longer effective. ("traditional" here suggests it is negative, but this is not always the case). Looking to these roots, the District introduced a new way of business by forming a partnership and creating an "eye-opening" experience of learning.

Partnership was seen as a promising scheme to connect the farmers and business people and to build trust among them. Two business groups in five Communes were formed to materialize the collaboration and to be a platform for knowledge exchange on the various topics relevant to the agriculture including purchasing, marketing, selling, supplying, pricing, negotiating, contacts, and others. The groups also functioned to monitor and report the progress of business activity as well as to improve access to market the agricultural products. Lastly, they acted as an intermediary between government and business actors. Since its establishment in 2011, the group managed to improve working affiliation leading to transformation of socio perception and behaviour at the local community including positive manner of cooperation. Farmers were more aware on each stakeholder's roles hence

they could better position themselves in the business chain. Having worked to strengthen the connection, the District has created more access on the goods and supply movements. It has contributed to channel the agricultural production not only to fulfil the community needs but also to intensify wider connectivity and regional mobility.



- Meet on a regular basis to ensure momentum and identify initiatives moving forward, which is to ensure the establishment of strong relationships.
- Review and consider other partnership opportunities on an ongoing basis, to strengthen the group through new partnerships and stakeholders.
- Disseminate relevant information on a timely basis, which its frequency is determined by the Committee.
- Produce results and monitor impact, including the number of events scheduled, the number of participants, the number of participants that identify the sessions as being a good investment of their time, and the upcoming steps that are to be undertaken in the following years.



1. Impact

- Positive manner of collaboration and exchanging information on all agricultural businesses.
- Production of agriculture has increased and farmers rent more land for rice planting because the new techniques produce more yield. With the new technique, the average yield produce increased to 6 (six) tons per hectare while the old technique only produced 4 (four) tons per hectare. This increased production has increased community wealth as the result.
- Branding for Kohthom as an agriculture district.



2. Community Participation

- Local farmers were involved and became the member of the business group. Additionally, business related actors and government officials were also part of the group.



3. Feasible

- The board of governors were supportive providing assurance on the practice.



4. Sustainable

- The group has been institutionalized in Kohthom's strategic plan bringing more legality on the practices. It thus also means that the government has supported the group activity in the form of financial assistance.



5. Innovation

- Combination of knowledge sharing, field visit, and practical assessment has brought a comprehensive learning method and experiences for the group members.



6. Accountable

- All activities were well reported and monitored including the number of events scheduled, the number of participants, the number of participants that identify the sessions as being a good investment of their time, and the upcoming steps that are to be undertaken in the following years.



7. Pro Poor and Pro Gender

- All group members particularly women were given the same opportunity to involve in the group discussion and all activities. Farmers were well engaged in the group creating an equal benefit for local community.

Deepening Mutual Understanding, Supporting Locals

“*"Proclaimed as the city of culture, local government of Surakarta has bridged the different values of localities within the Southeast Asia region. Various policies in all elements including physical have been developed to ensure their association to people. It has channeled more opportunities and accessibilities of people to move both at the internal and external urban area."*



Accountable

- Regular reports regarding finance and clean governance are available and continuously adjusted to adhere to the current condition.
- Continually increased investment reflects the conducive environment in terms of bureaucracy.



Innovative

- Formal regulations applied for the utilization of cultural aspects in daily activities (of locals and governments) has accelerated the achievement of the goal.
- Creatively insert cultural aspects in daily routines (traditional Javanese script on building, traditional cloth as uniform, local language used on certain days).



Pro Poor & Pro Gender

- Actors of creative enterprises in Surakarta are low-income people. The policies promote their welfare and explicitly proven by the consistently lower percentage of people living in poverty (2010: 13.9%, 2014: 11.07%).
- Policies applied have smartly embodied gender balance in the practice: skill development (workshop on creating batik participated by women) and providing good lightings in public space.
- Promoting the importance of young generation role through declaration of children day.



Community Participation

Its local government has continuously involved community by:

- Making locals as ambassadors of the city's culture by formally regulating the use of cultural artifacts (traditional attire, scripts, language) in daily routine.
- Holding regular workshop to advance techniques to develop creative products and skills of entrepreneurship.
- Encouraging the emergence of new cultural learning activities initiated by locals.
- Building comfortable thematic public spaces as room for visitors to identify local values through intensive engagement with locals.

SURAKARTA has long been viewed unique by connoisseurs of history within Southeast Asia. Tracing back to the old time, Surakarta was actually part of the most glorious kingdom, Majapahit, under which Indonesia, Singapore, Malaysia, Brunei, Thailand, Philippines, and East Timor were borderlessly connected. Remnants of old times combined with the present mix of culture has presented unique attractions that put this city on the top list of must-visit place for its lavishness in local values. Bringing back the idea to restore the past glory, local government of Surakarta has seen potencies to put culture under spotlight. The reason is to further intensify reciprocal recognition of collective values among people, particularly those from within the aforementioned region, Southeast Asia. Considering this, local authority has, therefore, unlocked seven essential cultural factors: culinary, tourist attraction, handicraft, hospitality, economic value, accessibility, and accommodation; widely open channels for deeper mutual understanding. And to assure optimum exposure, local government has also provided various public transports for smooth mobility of people: Batik Solo Trans (network revitalization, operator consolidation)

Local government of Surakarta thus proclaims the city as city of culture. Promoting this, the local authority has interpreted the city's brand through various creative ways. One example is by holding various local culture celebrations regularly: from Solo International Performing Arts, Bamboo Biennale, up to Porridge Festival. Definitely become magnet for tourists (locally and internationally), cultural features have also been thoughtfully developed into various forms: thematic public spaces that provide room for visitors to access deeper city's values and local hospitality, encouraging and upgrading the existence of creative economy (holding regular workshop to advance the skills of local souvenir vendors), providing integrated local transport for easy mobility, and opening access for investment.

This practice turns out having successfully undermined the impact of rising inflation rate, reflected by local government's data showing increasingly lower percentage of people living in poverty and the city's economic development.



Feasible

Various forms of regulation have been formulated. Among many are:

- Law No.11/2010 about Cultural Conservation.
- Mayor Regulation No.1-R/2013 about Addendum of Preservation of Heritage Sites and Buildings.
- Mayor Regulation No.29/2010 about Solo as the Eco Cultural City.
- Mayor Regulation No.3/2008 about Writing of Javanese Script in Government and Non-Government Building in Surakarta City.
- Mayor Regulation No.12/2013 about the Using of Lurik (traditional cloth) Uniform for Parking Operators.
- Mayor Regulation number 556/203 dated January 2015 about Playing of Gamelan or Gending Jawa (Javanese traditional orchestra).



Sustainable

- Long-term plan of the local government includes cooperation with private sector for sustainable mobility to provide comfort in supporting the city's identity.
- Local government has specifically included culture development in the list of possible investment (revitalization of puppet show theatre).
- Long-term plan of the city's local government includes upscaling the "city of culture" status to "sustainable metropolis city" with culture as the soul.



Impact

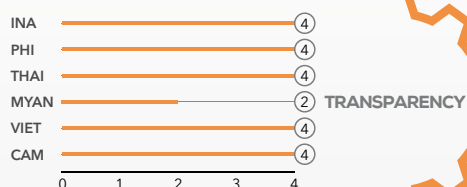
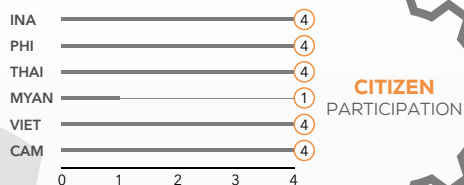
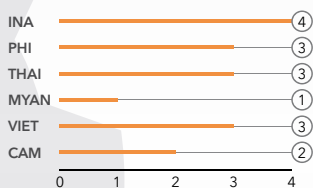
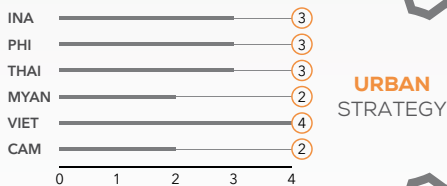
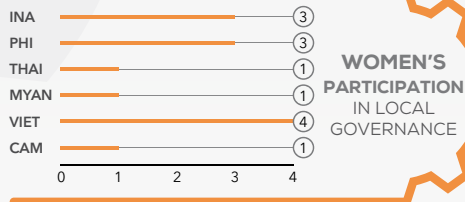
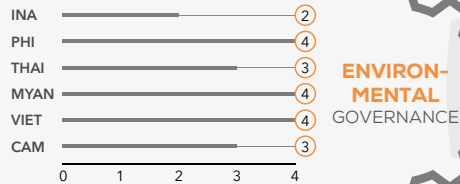
The optimum support given to the conservation of local culture has positively impacted on improved local welfare:

- Consistently lower percentage of people living in poverty (2010: 13.9%, 2014: 11.07%).
- Positively encourage and maintain the development of five local sectors: construction, trades, transportation and warehouse, accommodation, information and communication.
- Continuously improved city's economy (2014: 5.7%).
- Number of tourists has touched its highest point in 2015: 4.142.785.
- Encourage the development of environmentally-friendly public transport management (park and bike policy, prohibiting students to bring their own vehicles to school).

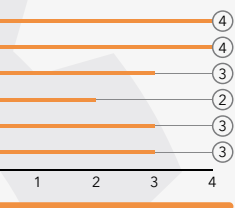
ENABLING ENVIRONMENT FOR LOCAL GOVERNMENTS TO PERFORM

CONSTITUTIONAL FRAMEWORK

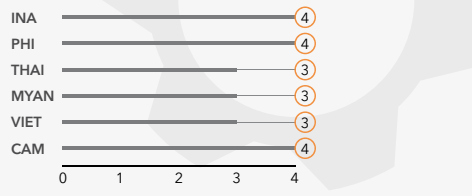
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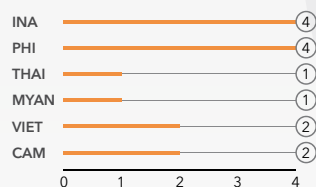
Institutional Connectivity



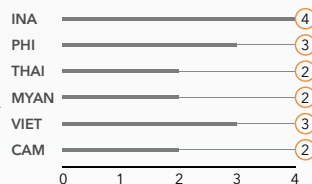
LEGISLATIVE FRAMEWORK



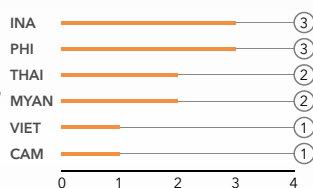
LOCAL DEMOCRACY



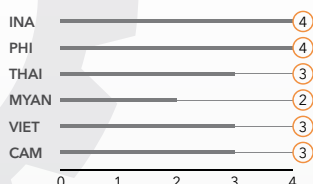
FINANCIAL TRANSFER FROM CENTRAL TO THE LOCAL GOVERNMENTS



LOCAL GOVERNMENT'S OWN REVENUES



CAPACITY BUILDING OF LOCAL GOVT ADMINISTRATIONS



INSTITUTIONAL Connectivity refers to cultivation of effective and efficient strategies, formulation of mutually beneficial international and regional agreements, and provision of aligned legal and institutional mechanisms to optimally support international transactions of goods and services, appropriate types of investment policies, as well as movement of people, goods and services across borders. In the pursuance of the aspiration; various factors play important role; among many are transparency, participatory, and accountability.

Decentralization puts local government at critical part in making sure each element is continuously improved in subnational level. Local government's contribution in enhancing institutional connectivity will definitely create supporting environment to grow and accelerate the growth that will end up delivering benefits for people. To support local government function, UCLG ASPAC, Cities Alliance and UNDP have been working on the enabling environment assessment in 30 countries. According to the assessment, the Southeast Asian countries are marked with varied color showing visible gaps of their uneven decentralization degrees. Indonesia, Philippines and Vietnam are at the highest rank signified by green color while Myanmar nestles at the bottom rank. The rating refers to the country availability to provide supporting mechanism for local governments to perform their duties and to deliver services, including improving interconnectivity and mobility within and beyond their territory.

(Source: UCLG ASPAC assessment presented in the 2nd Regional Workshop in Catbalogan, April 2017)

Improving Governance:

Transparent mechanism at fuel consumption and transaction in public transport services

“Efficient system of Radio-Frequency Identification has contributed to enhance the institutional setting; more transparent and accountable services. In the greater connection, not only it provides more amenities for student mobility but also accelerates broader correlation for Jakarta in Southeast region.”

PROVINCIAL GOVERNMENT of DKI Jakarta, the capital of Indonesia is striving to pioneering good governance scheme in all development sectors. The Province has applied ICT technology to increase transparency and accountability in the bureaucracy process leading to international acknowledgement for their e-musrenbang of program.

Pursuing to this milestone, the government introduces a similar mechanism of ICT to control and monitor the gas consumption for school busses. The problem was that the school bus system prone to fraud in fuel procurement due to lack of control in its implementation. To address potential corruption of fuel procurement and to improve school bus energy efficiency, which thus could be used to be operate more bus for wider services, the Jakarta government adopt ICT as a management tool so called RFID (Radio Frequency Identification).

Putting education as the priority, the school buses have been provided by the government to facilitate students for comfort and safety mobility. They are made into available in several zones covering some schools in sub-district without any fee. A designated route for the buses has caused significant demands for operational cost in particular fuel consumption.



Nonetheless, the cost was difficult to be foreseen laying the most from the drivers' reports. To escalate the efficiency budget organization, collaboration with State-Owned Oil and Natural Gas Corporation was formed to install RFID. The

system is installed in 140 buses and planned to be applied to other vehicles managed by other units in the province. It will record all transactions resulting to more accountable and transparent consumption.

The use of RFID is implemented through the installation of a smart chip on bus, a vehicle database, and a electronically controlled refueling mechanism.

The smart chip will record and limit the refueling transaction up to certain ceiling for each vehicle to be compiled in the vehicle data base. The use of smart chip substitutes the cash payment so no direct transaction between bus crew and refueling station which then will get direct payment from bank transfer. This is the main mechanism to avoid any potential fraud in refueling transaction.

With the technology in place, the scheme has made the governance and institutional arrangement

of school bus service to be more transparent and accountable and introduce good cooperation between public and private partnership. Furthermore, it also has provided greater public service in school trip that has a significant contribution in the urban transportation generation. The operational efficiency brought by the RFID system has made the government plan to widen the service coverage of school bus more justified.



Innovation

- Combination of technology and partnership has resulted to improve institutional setting for greater mobility.



Feasible

- Technical feasibility: the system has been replicated to other government services including operational vehicles for transportation unit, solid waste trucks, and transjakarta busses
- Infrastructure feasibility: the RFID infrastructure has been developed since 2013 by PT. Pertamina and Jakarta has been piloting the implementation afterwards.



Pro Poor and Pro Gender

- The program aimed to improve the institutional management thus it does not limit any gender to involve during the process.
- Student from poor family enjoy free service to pursue better education.



Impact

- Improved fuel consumption efficiency of public services (school busses service)
- Increased transparency for monitoring and control of government expenditure
- Secured refueling transaction by using ICT based system.



Community Participation

- During the installment, other units in the province involved to ensure the technology is integrated with the whole bureaucracy system as well as the other applied ICT.



Sustainability

- Institutional sustainability from the Public-Private-Partnership model between Jakarta Government and State-Owned Oil and Natural Gas Corporation (PT. Pertamina) to ensure well functioning supporting system in designated gas stations.
- Regulatory sustainability through support of government policy on fuel and gas subsidy under the Ministry of Energy and Mineral Resources regulations.
- Financial sustainability through budget commitment from the Jakarta's government to finance bus operation.
- Transportation sustainability by providing public transport facility for students to reduce their dependency on private vehicle.



Accountable

- The transaction is well documented and reported in a data base system in monthly basis

Creating Platform for Local Economic Institutions in Catbalogan City, the Philippines

“

As platform of local economic institutions, City Cooperatives Office has actively played its role in creating efficient arrangement for transactions of goods and services. It connected Small Medium Enterprises (SMEs) by embracing them in the membership which impacts on bolstering access of people in Catbalogan.

LOCAL government of Catbalogan (the Philippines) has implemented the ordinances set by its national government to facilitate transactions of goods and services as well as efficient movement arrangement of related stakeholders through establishment of City Cooperatives Office (CCO). Taking the national initiative to the local level, local government of Catbalogan founded CCO as key driver to leverage the role of local economic institutions so that they can deliver their functions well in bringing welfare to members.

In the city's administration, CCO is put equal to other city's departments. It has its own organization structure, headed by the Mayor. To support its sustainability, local government has committed to allocate city's annual budget to fund the operational expenses as well as gender and development fund. Translating the national scale initiative, CCO



has arranged strategy covering end-to-end service to meet the need of the city's cooperatives. Arrangement of mentoring, coaching, and training sessions, consultancy services, preparing scheme for financial assistance, marketing support up to monitoring stage; from basic technical skills to advanced level; are provided and delivered according to the specific need of each registered cooperative. Based on 2015 data, local government's strong commitment and CCO strategy has yielded expected results.



Pro Poor and Pro Gender

- Data (2015) shows investment of \$10,500 for gender and development, which were well responded by locals (out of total 19,108 members, 14,303 are female).
- CCO aimed at fostering the creation and growth of cooperatives as a practical means of promoting self-reliance and harnessing people power in attaining economic development.
- Has consistently released financial assistance, i.e. to support livelihood of locals, (2008-2015) total: \$20,333.



Accountable

- From submission of Cooperative Annual Progress Report and Audited Financial Statement, among many other documents, Local government of Catbalogan has been awarded Cooperative Development Authority Gawad Parangal 2016 (held by Office of the President of the Philippines).



Impact

- Accelerate local economic growth as shown in consistently increasing number of cooperatives and members, capital and assets. As of 2015: 23 registered cooperatives, 19,018 members, total capital build up \$1,012,034.00, total assets \$5,165,548.00.
- Connect related stakeholders so that transactions of goods and services can be conducted more efficiently.
- Develop capacity of local people; shown by increasing number of training participants (2014: 329 participants 2015: 1,008 participants).



Community participation

- Drive formation of partnership between CCO (representing local government) with cooperatives of large, medium, small, and micro scale (representing locals, including private sectors) in providing end-to-end services.
- Welcome participation of any cooperatives (livelihood based, business stakeholder based, professional based, governance based, etc.) as well as individuals as entrepreneurs.



Feasible

- Developed based on national regulation (Executive Order No. 96), descended by local government of Catbalogan in local regulation (Ordinance No. 2007-036).
- Funded by the city's annual budget (2015: \$52,100 personnel, \$10,500 maintenance and operating expenses).



Innovation

- Acting as platform of city's local economic institution, CCO has incorporated unique skills of specific business fields to benefit institutions with different environment.
- In accelerating growth, CCO connects institutions properly and efficiently arranges that each institution exercises its key performance in the assigned role.



Sustainable

- Put equal to other city's department, CCO has organization structure.
- Partnerships formed provide financial supports from large cooperatives to conduct regular annual trainings (since 2013).
- Strong commitment of local government to assist financial needs (since 2008).



Engaging Public, Private and People Participation through Transit-Oriented Development in Nong Khai City, Thailand

“*The Transit-Oriented Development around the Nong Khai Railway Station have incited the local government of Nong Khai to form a sustainable Public-Private-People Partnership. It has provided greater connection of various stakeholders ensuring their participations and contribution to achieve efficient urban development towards sustainable mobility for its citizens. ”*



Impact

- Tackles land use and transportation challenges altogether by applying an integration of mixed land use, compact building, open spaces, and transportation facility for walking and cycling.
- Provides value for the public and private sectors, encouraging investments from both public and private sectors that are captured and reinvested in communities, further prompting the development of the Nong Khai Railway Station area.
- Organized and balance of land use improving the neighborhood and people.

Accountable

- Public-Private Partnership calls for transparent and accountable administration and management among stakeholders.

Feasible

- Develops from existing means of transportation and land use.
- In line with the government infrastructure plan.
- Public-private-partnership is governed and endorsed by national government.
- Due to the nature of Public-Private Partnerships, risks are fully appraised early on to determine project feasibility.



AS THE ROAD and railway gate to Laos' capital, Vientiane, Nong Khai serves a strategic role in connecting Thailand and Laos. Nong Khai, which had a gross provincial product growth rate of 7% in 2014, is also one of Thailand's designated Special Economic Development Zones. Despite its potential, Nong Khai faces many challenges threatening its productivity and possible investment opportunities, from underdeveloped land to limited road access. Therefore, the local government of Nong Khai commenced a new partnership mechanism of Public-Private-People Partnership (4P) to develop the Transit-Oriented Development around the Nong Khai Railway Station.

The scheme of 4P embraces all relevant stakeholders providing them meaningful functions as well as equal and greater benefit for all. It involves, among others, the local

government of Nong Khai, the State Railway of Thailand – a state-owned rail operator that operates the railway station and corresponding rail lines, planning organizations, developers, financial institutions, as well as the community living in surrounding the area. Putting local government in the coordination center, the partnership creates a tangible connection to all development actors in infrastructure development and management.

The Transit-Oriented Development adapts from the Smart Growth Concept. It promotes mixed land use, compact building design and preservation of open spaces, integrated into a walkable neighborhood around the Nong Khai Railway Station as a regional train connectivity hub. It supports, facilitates and prioritizes not only the use of transit, but the most basic modes of transport such as walking and cycling. Having more transportation facility, community is able to commute easily reducing the traffic problem of congestion. The Transit-Oriented Development allowed for a rich mix of residential and commercial activities that are efficient but still offers high economic returns.

Innovative

- Transit-Oriented Development integrates land use design, urban and transportation systems planning.
- Application of 4P: Public-Private-People Partnership to sustain the infrastructure development.

Sustainable

- Allows greater return-on-investment rates, increasing the efficiency of government investments.
- Supported by integrated development plans amongst sectors as well as from the higher tiers of government.
- Embracing surrounding community during the process to ensure right sense belonging in maintaining the facility.

Community Participation

- Centers on people-oriented urban travel and development.
- Involves various of stakeholders at all levels, including people participation particularly during the planning process.

Pro Poor and Pro Gender

- Connects low-income families and communities to greater economic opportunity in the mixed land use.
- Promotes gender inclusivity through creation of safe public spaces.

Robust Institution

in Disaster Risk Reduction Management and Climate Adaptation



“

"Recognizing the risks of natural hazards and climate change, local government of Iriga City has taken on multiple initiatives to engage various institutions and mobilize the community to take part in dealing with climate change, environmental shocks, and their impacts. Efforts made have helped prevent city-wide calamities, strengthening connectivity among areas and increasing community mobility for responding to disaster."

THE CRIPPLING EFFECTS of natural hazards such as flooding, typhoons, earthquakes, soil erosion and landslides have propelled the local government of Iriga City and its City Disaster Risk Reduction and Management Office to take action in combatting climate change and increase resilience for disaster risk reduction. The city's commitment to enhancing disaster preparedness, mitigation, response and rehabilitation capabilities at all levels can be seen through the institutionalization of its environmental protection, disaster risk reduction management and climate adaptation initiatives.

Disaster Risk Reduction (DRR) Management and Climate Change Adaptation has been mainstreamed into existing development plans. A separate DRR and Management and Climate Adaptation Plan has also been approved and a resolution to adopt a contingency plan has been passed on. In addition, several multilateral bodies have been established to

help carry out such plans and enforce laws, including task forces, a DRR Council composed of government, private, professional and volunteer groups, as well as the Tripartite Environmental Management Council that formalizes the Mt. Iriga Protected Area Management Project.

The Mt. Iriga Protected Area Management Project differs from previous initiatives in a way that it boasts a strong Public-Private Partnership base, innovative, responsive and participatory approach, and more effective enforcement mechanisms. Community has been involved in the process through frequent Information Education and Communication and other capacity-building programs to increase their awareness as well as their capacity in responding to the disaster. It has brought more ability to support internal mobility particularly on the emergency response to the disaster.



Feasible

- Developed based on national regulation (Republic Act No. 10121), descended by local government of Iriga in local regulations.
- Funded by the city's annual budget (amounts to over 5% of the total annual budget of the city).



Sustainable

- Most environmental protection, disaster risk reduction and management as well as climate adaptation initiatives have been institutionalized.
- Mainstreaming of Disaster Risk Reduction and Management and Climate Change Adaptation in all development plans.
- Partnerships are strengthened and formalized through memorandum of agreements.



Accountable

- The program has been well documented and reported in annual basis as part of government report.



Pro Poor and Pro Gender

- Massive community mobilization includes the promotion of women and children participation.
- Relief assistance and rehabilitation are prioritized for the most vulnerable.



Impact

- Institutionalization of arrangements and measures for reducing disaster risks strengthened partnerships and ensured more predictability and accountability in responses to emergencies.
- Enhanced skills and awareness to respond to disaster at the grass root level.
- The City was bestowed the Saringaya Awards, the Highest Award for Excellent Performance in Environmental Protection and Management, by the Department of Environment and Natural Resources, due to the Implementation of Mt. Iriga Protected Area Management Plan (MIPAMP).
- The City was also cited as a finalist in the Galing Pook Awards, for Best Practices for Environmental Protection and Management.



Innovative

- Building linkages with private sector, other local government units, national agencies, and international organizations including UCLG ASPAC and UNISDR, to complement and fortify its works.
- Creation of various multilateral bodies to support environmental protection, disaster risk reduction and management as well as climate adaptation initiatives.
- The usage of Public-Private Partnership as means of procurement and funding for the Mt. Iriga Protected Area Management Project.
- Formation of a Disaster Risk Reduction Council composed of the government, the private sector, professionals and volunteer groups.



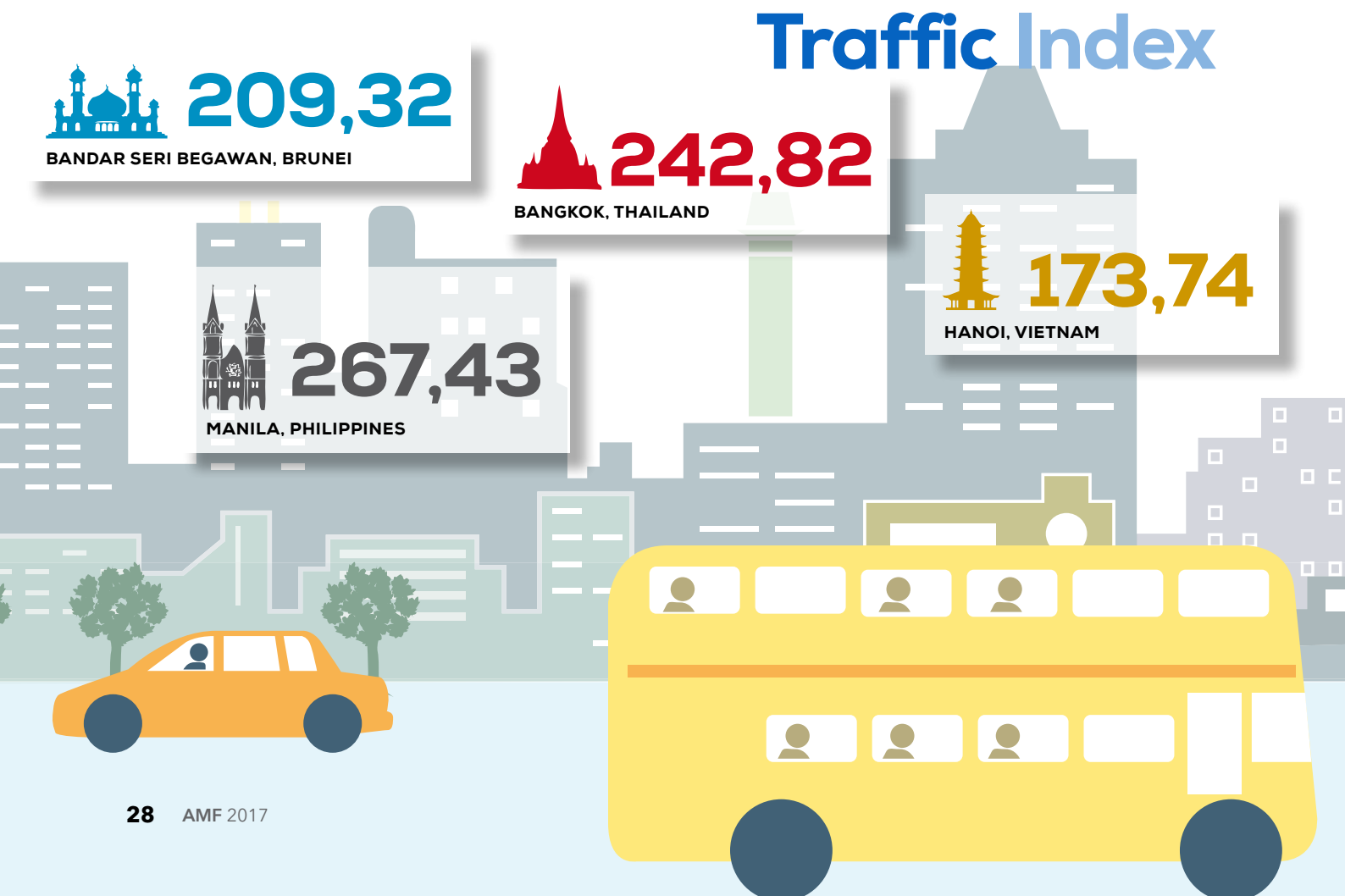
Community Participation

- Collaborates and partners with various local institutions on environmental protection, management, planning and governance.
- Community has been designed as 'subject' under capacity development programs such as reforestation and rainforestation activities directly involve community volunteers, students, professionals, religious and business sectors, educational institution and government sector shared their responsibility in restoring biodiversity.

Physical Connectivity

PHYSICAL Connectivity refers to the creation of network that surpasses currently existing physical borders for smooth displacement of people, information, energy, goods, services and respective supporting elements within Southeast Asia region; also included are regulatory framework and software necessary to deliver those services. In the context of Southeast Asia heading to the creation of borderless community, physical connectivity plays essential role in the formation of a more economically and socio-culturally integrated region by the provision of appropriate infrastructure, trade related cost reductions, and people-to-people contact.

The chart displaying traffic index shows that countries in Southeast Asia region still face challenges in traffic congestion. The index portrays an estimation of the time consumption in traffic and overall inefficiencies in the traffic system. It reflects on the inefficient mobility of people, goods, and services within the region. From the chart, a gap in traffic management among the capital cities in ASEAN is visible to depict bringing Manila and Jakarta as the last two congested capital cities. Bangkok has been nestled higher considering the effort to provide mass rapid transit system in the municipality.



Looking deeper into the profile of transportation, **by car remains of transportation almost in all Southeast Asian countries.**



It is **37%**
in **Jakarta,**

60,6%
in **Bangkok**

60%
in **Kuala Lumpur**

42%
in **Manila**



Meanwhile, **in Singapore,** car usage is **1%** slightly higher compared to the train/metro or public transport system.

The transportation system in the country demonstrates what comfortable mobility means by connecting key areas and transit hubs with the mass-rapid transport facility leading to bring the car usage down.

In the pursuance of effective and efficient borderless movement, physical connection is very much needed. Start building the connection from grass root level will secure the bond and strengthen entwined connection up to regional level. Control lies in the hand of local governments to innovate, replicate, and implement smart practices in their respective area.



172,76

SINGAPORE



125,92

PHNOM PENH, CAMBODIA



256,28

JAKARTA, INDONESIA

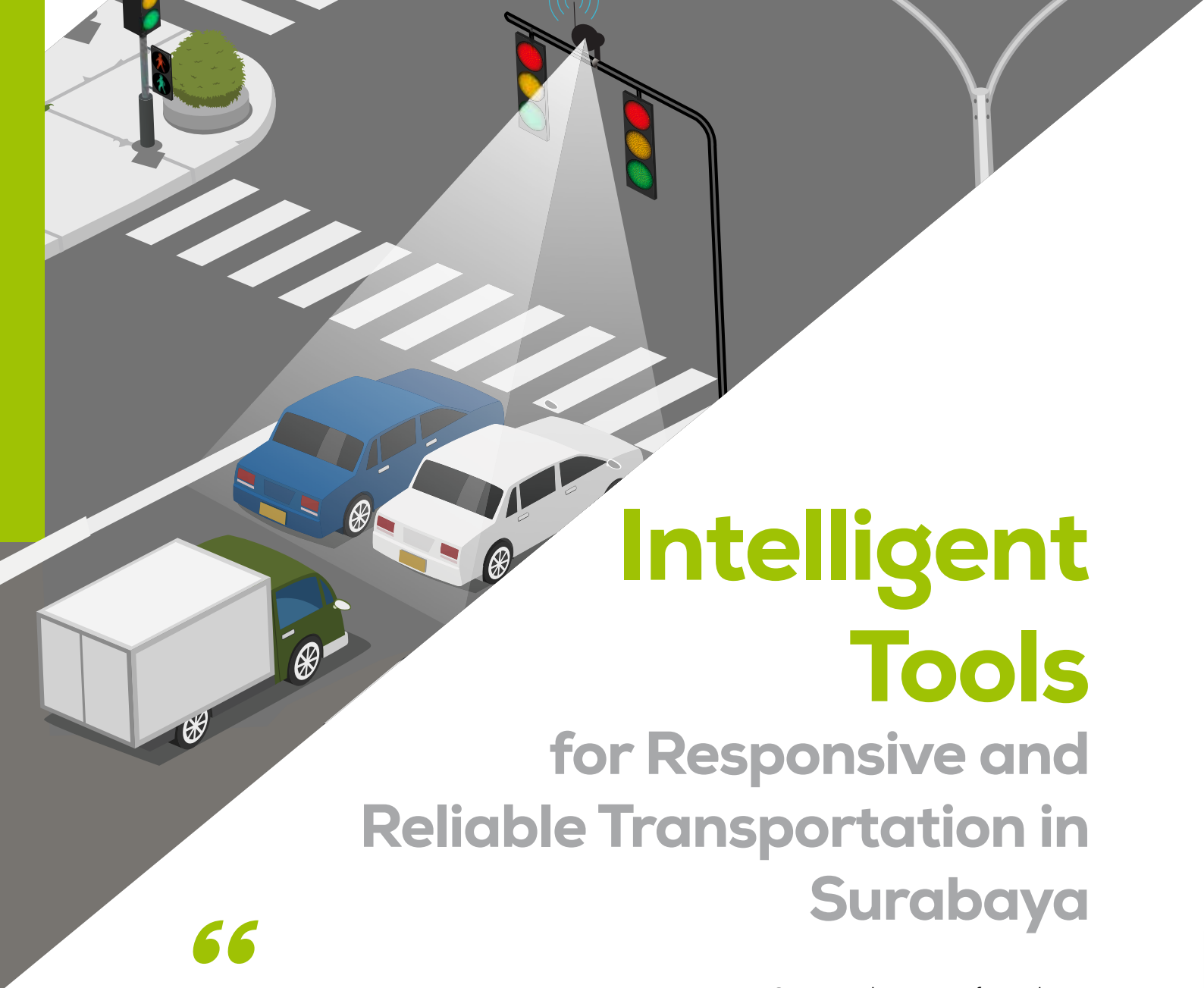


286,19

KUALA LUMPUR, MALAYSIA

The chart displaying traffic index shows that countries in Southeast Asia region still face challenges in traffic congestion. The index portrays an estimation of the time consumption in traffic and overall inefficiencies in the traffic system. It reflects on the inefficient mobility of people, goods, and services within the region. (Source: www.numbeo.com)





Intelligent Tools

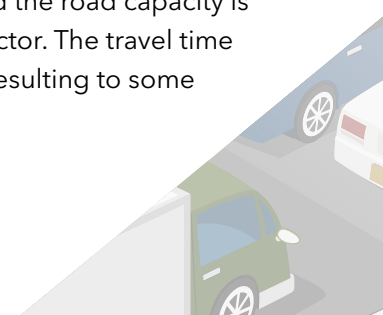
for Responsive and Reliable Transportation in Surabaya

“

Smart technology application in traffic management contributes to accelerate the mobility resulting to the greater connectivity of the city. It improves the physical transportation by being adaptive and responsive to the emerging needs of borderless community.”

URBAN MOBILITY is being transformed to meet the requirements for sustainability. Transportation is demanded to be more responsive, reliable, and smart in bringing amenities to the consumers. Technology is thus introduced to assist the transportation system in urban areas.

Surabaya, the second most populous city in the country has been marked as advance in applying the technology to improve its transportation. It applies Intelligent Transportation System (ITS) to efficiently manage the traffic flow and to increase the urban transport safety. The city has been facing significant congestion problems. The increased volume of private vehicles beyond the road capacity is determined as the root factor. The travel time becomes unpredictable resulting to some losses to the city.



To improve the traffic performance, Adaptive Traffic Control System (ATCS) is installed in Surabaya Intelligent Transport System (SITS). The system aims to optimize the traffic capacity by managing the signal timing of traffic lights based on the real-time traffic condition. Started in 2010, the system was begun with installment Local Controller ATCS which was compatible with ITS, sensor video to monitoring the traffic, setting the communication channel as well as Traffic Control Monitoring Room. It has resulted to connect 14 junctions with a server in the Control Room at Bratang terminal. Having had a connection, ATCS then produced useful data to be further utilized for traffic management and public information.

Currently, the system uses CCTV instead of Local Controller to bring more responsive services. It has been installed for 264 units placed at the several junctions, roads, terminals, pedestrian, and other transport/public facilities. The automatic tools deliver more advantage to the city not only for traffic management but also crime detection. This integrated scheme in transportation contributes to bring recognition for Surabaya as one of the best cities for e-Government Indonesia (PeGi) in 2012.



Equal Public Transport in Klang Municipality:

From Creating Connection for Children and Elders, to Implementing Environmentally Friendly Mobility

“The service bus reduces the barrier of urban transportation by providing an equal transportation facility. It bonds the social interaction of vulnerable and often neglected community; students and elderly. Supplying the mass transport bus, Klang municipality manages to upgrades its environmental condition to be a low carbon city.”

DISCOURSE on urban transport and its contribution to Greenhouse Gases (GHG) has long called for serious attention from policy makers. Cities are in the strategic position to provide sustainable actions for climate



- Improving transport and infrastructure service that supports mobility of students and elderly encouraging people to use public transport and non-motorized transport modes.
- Significantly reduced traffic conditions and less air pollution.
- More people engagement resulting in creation of a more livable city.

Impact

- The initiative is in line with the national commitment to reduce GHG and carbon emission.
- Mayor's commitment is shown by providing full supports to the project implementation in form of policy and finance.

Feasible

- Involved various governmental units in developing the plan; from conducting research, developing the policy, up to creating design in implementation stage.

Community Participation

- Mobilized community at the design through public campaign and hearings.

Innovation

- Putting forward the student and elderly in transport planning strategy provides solution for all other challenges faced by local government.

change by injecting key messages to their policies and plans. Responding to this, Klang municipality, Thailand, has adopted the vision of low carbon city, and introduced service bus to reduce the carbon footprint from their urban transport. Although the number of population is considered small, the municipality is committed to lead the work of environmentally friendly mobility in the country.

The common image of transportation; traffic congestion also appears in Klang creating a barrier for daily people movement. The carbon emission has increased and consequently bring adverse impacts on health from air pollution as well as environmental degradation. To reduce this harmful effect, reducing the number of private vehicle-use became the priority not only to increase the road capacity but also to reduce pollution.

Striving to be more inclusive and people-centred, a service bus was made available by the government to provoke community attitude and behaviour on mobility by shifting from their current preferred mode of transport, using own vehicles, into using mass public transport that is convenient and comfortable. The bus is provided for a specific targeted group who are the asset of the municipality and commonly neglected by the policy makers; children, students and elderly. Subsequently, the

poor and marginalized community is included in the services for an equal provision of urban transportation.

Designated routes are designed following the commuting pattern of students and elderly. Within one trip, the bus can accommodate 40-50 passengers which in total more than 300 students and 170 people can be served per day. It contributes to reach two goals at the same time; overcoming the transport challenges and contributing to reduce fuel consumption, approximately 7,250 liters/year and CO₂ emission, approximately 16 tons/year.



- Students from low-income communities and elderly enjoy the free bus services.

Pro Poor and Pro Gender

Accountable

- The funding scheme is well planned and attainable for further review in terms of the expected progress or spending allocation.

- The mass transport service positively addressed other problems: health, environment, climate change, ageing society, livable city, etc. resulting to greater ownership and willingness of the government and the people to sustain the facility.

Sustainable

“

“Pedestrian infrastructure at Nguyen Hue Boulevard transforms urban mobility in Ho Chi Minh prime area to become more people oriented and environmentally friendly. It improves city core mobility and people interaction while at the same time create vibrant economy in the heritage area.”



Transforming Urban Mobility and Connectivity

in Nguyen Hue Boulevard, Vietnam

In emerging Asian countries, where most of big and mega cities are located, congestion remains the main challenge for city transportation management, that pollute air quality and paralyze economic activities. Car oriented transport infrastructure development tend to create new challenges. Some Asian cities came up with breakthrough policy to reverse the vicious cycle by implementing more people oriented transportation system to reduce people preference to use private vehicles. Data shows that cars and motorbikes are two major transportation



Accountable

- Media monitored and documented the process in their articles both at the online and printed platform. Subsequently, the government also ensures the development is well reported.

Feasible

- Infrastructures have been built such as pedestrian pavements, parking space, water fountain, trees and others.
- Funding has been allocated by the HCM to ensure adequate budget for implementation.

Sustainable

- Supports from relevant units in the city in particular from the transportation agency to ban the vehicles to the pedestrian zone.
- Public awareness and acceptance to the pedestrian especially who work and own assets in the surrounding area.
- Strict policy has been developed to ensure the walking-zone is protected and to encourage community to transform their mobility behaviour in the area.

Community Participation

- Relevant government agencies involved in the process for building the project.
- University research organizations participate in the assessment of pedestrian mobility.
- Local stalls from cafes are available to provide amenities.



modes in Ho Chi Minh City, Vietnam. Those two mode share outperform the share of public transport, even driving motorcycle is considered as a habit according to the local. With the majority of motorbikes on the road, the number of road accident increases reaching into 759 accidents in January-February 2017 reported by the local newspaper. Motorbike determines very vulnerable to the accidents considering to the driving manners in whole countries of Vietnam. Bringing the total fatality, it becomes 'silent killers' in the country.

To address road accident and high dependency on private vehicle, Ho Chi Minh City government applies strict policy to prohibit vehicles to enter Nguyen Hue Boulevard, the heart and prime area of HCMC. Known as Charner during the French colonial days, Nguyen Hue Boulevard, one of HCMC's oldest boulevard, has undergone numerous transformations over the course of history. In the 1870s, this pedestrian boulevard was converted from a water canal into a street. Then from the 1950s to 1999, this street was regarded as the flower street of Vietnam as it hosted the annual flower festival. Fifteen years ahead, the boulevard was converted into a complete pedestrian street in 2015.

Putting people at the priority, the Nguyen Hue project indicates the evolution of HCMC transportation policy in becoming more people oriented. Instead of facilitating cars and motorbikes, the government reduce space for automobiles way and improve pedestrian facilities with state of the art urban design and amenities that more appealing for people to walk and gathered. The Nguyen Hue was the pilot project aiming not only to encourage people in transforming their mobility behaviour but also to upgrade economic and cultural value of city's heritage prime area.

After two years of implementation, the Boulevard or also called as District 1 has succeeded to be one of tourism spot of the country attracting tremendous visitors both local and foreigner. Looking to this success, the government is planning to expand the walking-zone area into the outer streets. This transportation policy is linked to heritage and tourism strategies to ensure the integration and close correlation of urban management.

Community Participation

ment officials were process to clear the space pedestrian. chers, international participated to enrich the pedestrian development. community including e to bring more to visitors.

Innovation

- Continuous public campaign to raise awareness contributes to transform the mobility behaviour in the area.
- Adequate assessment and research-brought a strong foundation to develop and apply the walking zone policy.
- Linking the pedestrian development with tourism and heritage management has increased the value of the Nguyen Hue boulevard.

Impact

- Changed in mobility behaviour to be more environmentally friendly by walking.
- Defined as one tourism destination and managed to attract overseas visitors.
- Boosted the local economy from the tourism activities.

Pro Poor and Pro Gender

- All community including women, men, young population, children and the poor can access the pedestrian zone as well as enjoy the tourism attraction freely.



Public Space as an Infrastructure for Social Interaction:

Bandung Teras Cihampelas Skywalk

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Laying on one of the most bustling commercial corridors in Bandung which suffers from severe traffic congestion, Teras Cihampelas skywalk accelerates people-to-people interaction by providing accessible and equal public space for all as well as economic opportunities for local vendors. The pedestrian also improves urban mobility and safety by segregating people and vehicles infrastructure for better traffic flow in the District.

SMOOTH connectivity has become the focus of Bandung's local government. The local authority envisions that one day Bandung will be a city where people can walk safely and comfortably anywhere within the city. Considering the city's situation, local leaders have become fully aware that the goal will not be made feasible unless real steps taken to, at least, solve the main and obvious problem: inconvenient and unsafe pedestrian paths. Additionally, street vendors nestling at the pedestrian reduced the capacity of the facility. This situation finally left people without a choice but to walk on the road for vehicles, thus creating an unsafe environment for pedestrians as well as pressuring road capacity.

Bandung, particularly Cihampelas, has its own traffic challenges due to deteriorating public transport. This condition has encouraged local people to use their own vehicles, instead of public transport. This forced the road in Cihampelas to accommodate

beyond what it was designed to bear; creating uncomfortable atmosphere for all.

Bearing the aspired concept in mind, local government of Bandung has come up with an innovative solution that adheres to the long-term plan of the city and presents multiplier effect: building skywalk at the prime commercial area, Cihampelas, which then makes the skywalk called Teras Cihampelas.

Teras Cihampelas is skywalk built in 9 meters wide and 4.6 meters high and spans up to 450 meters at the top of the road transversing congested Cihampelas area. Designed in 12 terraces, the skywalk provides pedestrians with comfort space to smoothly mobilize and enjoy the city view. Local authority has smartly used the skywalk as relocation site of street vendors that sell local products originally located just below the terrace; making them facilities for pedestrians. For more enjoyable walking experience,

public facilities are also provided and designed to be easily spotted: toilets, information center, security post, prayer room, disabled-friendly facilities (lift and toilet), and other public space for rest and leisure.

Given the amenities, the skywalk turns out presenting lots of benefits. Definitely answering the mobility challenge, Teras Cihampelas presents unique concept of mobility: segregation of pedestrians and vehicles, making it the first in Indonesia. This concept also facilitates inclusive and more valuable people-to-people connection through

enjoyable walking experience with city view from the top, shopping trip, and unique elevated public space. The skywalk has also increasingly become most wanted tourism spot in the city, widely opens room for the creation of profound mutual understanding.

Built in a span of 3 months, Teras Cihampelas skywalk required allocation of local budget Rp48 billion. Its implementation signifies strong commitment of local government to stick to the city's long-term development plan that puts forward smooth mobility.



Impact

- Reduce dependency of using motor vehicles for mobilization and thus reduce traffic congestion in Cihampelas district.
- Uplift economic transaction from street vendors by providing appropriate spaces.
- Create inclusive environment to access public facilities.
- Accelerate social cohesion among urban community.



Sustainable

- The positive acceptance from the community has raised their awareness to maintain the facility.
- Partnership with local street vendors during the process has created trust among the parties.
- The pedestrian design has been harmonized with the Cihampelas district.



Community Participation

- Local street vendors joined and accommodated in the process by providing them adequate spaces in the Cihampelas skywalk.
- Public campaign involving local community was done to raise awareness.



Accountable

- Led by the city government, all processes are properly recorded and administrated in the annual government report.
- Media has monitored the development and documented in their articles both at online and printed newspaper.



Feasible

- Availability of space to build the skywalk since it is built above the existing vehicles road.
- Policy blessing from the Mayor ensures a huge commitment to implement the infrastructure development in particular at the financial elements.



Pro Poor and Pro Gender

- Facilities for the disabled are provided in skywalk to ensure an equal public space for all.
- All community have free access to enter the skywalk including children, women, poor, and marginalized group.



Innovation

- A new concept of mobility segregation between people and vehicles in Indonesia.

Conclusion:

Building Blocks Connectivity for Better Mobility

GLOBALIZATION, multilateralism and regionalism are profoundly interrelated and even seen as one associated causal. It has created a greater movement of people, goods and services in a wider region bringing more opportunities while at the same time causing some implications.

Local governments, being closely positioned to communities, can strategically perform to ease the movement and people interaction. They work cross pillars leading for deeper integration and connectivity. In Southeast Asia, local governments have been looking for innovation to lessen the borders and to enhance mobility at lowest level. These catalytic practices are portrayed in every pillars of ASEAN connectivity: people-to-people, institution and physical.

In delivering successful mobility practices, local government combines an inward and outward strategy. It embraces participation and partnership with relevant stakeholders, transparent and accountable governance, supportive regulation as well as adequate funding resources.

Concurrently, local government calls for support from the upper tiers of governments and others stakeholders. They frequently are not furnished with ample access limiting their functions and performance in providing services to community. Hence, noteworthy policy shall be established to ensure that enabling legal framework and financial resources are in place for local governments. Lastly, building their capacity in form of peers learning also demands to be prioritized to bolster their ability in coping with emerging challenges.

CALL FOR ACTION

In creating deeper connectivity and smooth mobility, local governments are called upon to:

- Work with local government association to advocate national government in establishing access for dialogue to convey local concerns.
- Embrace community and other relevant stakeholders through various modes of partnership to ensure participatory process from planning, to implementation and monitoring for transparent and efficient development.
- Explore potential and/or alternative financial sources to tap in funding the physical infrastructure development which can be from national government, private sectors, bilateral and multilateral donors.
- Establish enabling policy/regulation in mobility and connectivity to accelerate the investment on transportation and other corresponding sectors towards better and smart people-people movement.

To support local governments, national governments, international and regional organizations are called on to:

- Fully recognize local governments as one of key development actors.
- Provide enabling legal frameworks and mechanisms for local governments to better perform in their respective municipality.
- Provide access for local government to explore potential financing mechanism in developing their programs.

Acknowledgement

UCLG ASPAC wishes to thank all local governments, local government associations, partners, and other parties for their full support. Completing this publication would not have been possible without their contributions. Thanks to their commitment, we successfully received stories of best practices much more than we expected. After careful selection, we proudly present a brief account of their accomplishments particularly in twinning people-to-people relations, creation of effective institution, and provision of physical infrastructure.

We, therefore, congratulate all local government associations for their fruitful efforts taken in assisting local authorities in their respective area: Indonesian Municipalities Association, League of Cities of the Philippines, National League of Commune/Sangkats, Cambodia, Association of Cities in Viet Nam, Malaysian Association of Local Authorities, and National Municipal League of Thailand. We also specifically congratulate Local Government of Chiang Mai, Nong Khai District, and Klang Municipality, in Thailand; Local Government of Malacca, Malaysia; Local Government of Kohthom District, Cambodia; Local Government of Surakarta, Jakarta, Surabaya and Bandung in Indonesia; Local Government of Catbalogan and Iriga in The Philippines; as well as Local Government of Ho Chi Minh in Vietnam for their achievements.

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When compiling and reading every story of best practices, we come to see that innovation is an inseparable factor in every initiative taken by local authority. When further selecting relevant story and digging down much more information, we also gain insights showing that efforts in pursuing the borderless community, as a matter of fact, have been started by local governments long before. It is now, therefore, the right time for them and for us to increasingly amplify our vision and consistently break it down into meaningful actions that contribute to the creation of collective aspirations: borderless Southeast Asia community.



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