

● No.2 “Roles of city leaders to attract good involvement of private sector”

	City/Organization	Title	Name
1	Batam Indonesia Free Zone Authority	Vice Chairman	Mr. Jon Arizal
2	Cebu	Mayor	Mr. Michael L. Rama
	Province of Cebu(MCDCB)	Vice Chair of Research Program Organizational Development Executive Committee, Metro Cebu Development and Coordinating Board	Ms. Dominica Bardinias Chua
3	Ulaanbaatar	Head of Strategic Policy and Planning	Mr. Bayarbaatar Sandagdorj
4	Vientiane	Director General of Department	Prof. Douangsavanh Linkham
5	Asian Development Bank	Director, Concurrent Technical Advisor(PPP), Office of PPP	Mr. Takeo Koike
6	KPMG AZSA Sustainability Co., Ltd.	Director	Mr. Stuart Kay
7	Ministry of Foreign Affairs of Japan	Director for Development Assistance Policy Coordination Division, International Cooperation Bureau	Mr. Tadayuki Miyashita
8	Ministry of Land, Infrastructure, Transport and Tourism, Japan	Director for International Affairs Office, City Bureau	Mr. Shinichi Fukunaga
	Japan Overseas Infrastructure Investment Corporation for Transport & Urban Development	Senior Director, Project Department	Mr. Hiroki Kawata
9	PricewaterhouseCoopers Co., Ltd.	Vice President, Cities Solution Centre Japan	Mr. Hidetomo Nagata
10	World Bank	Senior Economist	Dr. Hyoung Gun Wang
11		Former Vice President of Asian Development Bank / Special Advisor for Y-PORT Center	Dr. Bindu N. Lohani



JON ARIZAL
Vice Chairman

e-mail: jon.arizal@bpbatam.go.id

City of Yokohama | October 19th – 21st, 2015

PROFILE BIFZA



Background :

- Previously recognized as BIDA (Batam Industrial Development Authority).
- Along with the enactment of Batam as a Free Trade Zone based on Laws No. 44 year 2007, BIDA is currently recognized as BIFZA (Batam Indonesia Free Zone Authority)
- BIFZA is a Government Institution

Main Role:

- Organizing, Managing and Developing the Free Trade Zone and Free Port of Batam

Location:

- 20 km of South Singapore situated between Malacca Strait and Singapore Strait
- The area of Batam is 415 sq-km and total area of Bareleng (Batam-Rempang-Galang) is 715 sq-km

BATAM INDONESIA FREE ZONE AUTHORITY

ECONOMIC INDICATOR



22 Industrial Estates 1,699 Multinational Companies

*(Electronic Electrical Industry and supporting Industry, Shipyard Industry,
Supporting Oil Company Industry, Tourism, Trading)*

Total Investment is USD 17.71 Billion

Government Investment	USD 3.62 Billion
Domestic Investment	USD 5.82 Billion
Foreign Investment	USD 8.27 Billion

January - December 2014

135 new companies valued at 568 Million USD

Realization (LKPM)y-o-y	2014	2015
Investment (US \$ Thousand)	117,537	331,659
Projects	31	158

- Laporan Kegiatan Penanaman Modal (LKPM) / Investment Activities Report
- Jan-Jun Period (First Semester)
- Up to December 2014



CURRENT BIFZA INFRASTRUCTURE



4 Cargo Ports/ 5 Ferry Terminals



International Airport



Electricity of 372.25 MW



**Telecommunications
111,768 Line Units**



More than 1,600 Paved Roads



**Clean Water
6 water reservoirs**

FORTHCOMING PROJECT DEVELOPMENT



Batam- Bintan Bridge



Toll Road



Batu Ampar Port Expansion



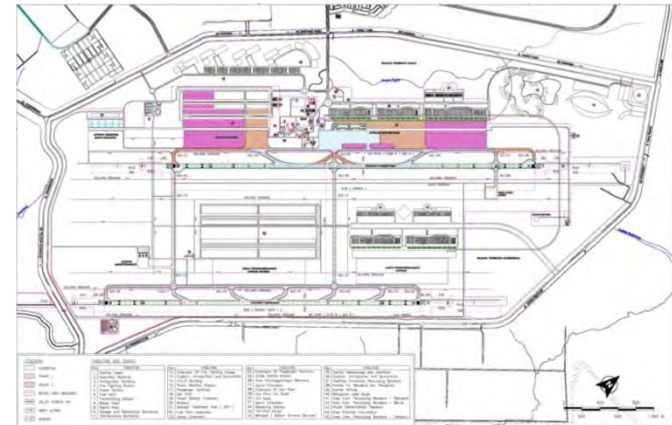
BATAM INTERMODA TRANSPORTATION : HANG NADIM AIRPORT AND KABIL PORT



Tanjung Sauh Container Port



Monorail



Hang Nadim Airport Expansion

FOR FUTURE INFORMATION



Batam Head Office

BIDA Building
Batam Centre, Batam 29400
Tel. (62-778) 462047, 462048
Fax. (62-778) 462240, 462456
E-mail : inquiry@bpbatam.go.id
marketing@bpbatam.go.id

Japan BIDA Liaison Officer

Mr. Hajime Kinoshita
Shinsabashi TOEI Building
7Fl.4-12-22 Minami Semba
Chuo-ku, Osaka
Phone / Fax : (81-6) 6253-6133,
Fax (81-6) 6253-6134
Email : batamosaka@alpha.ocn.ne.jp

Jakarta Representative Office

Jl. DI Panjaitan Kav 24
Jakarta 13410
Tel : (62-21) 8580009, 8580010, 8580011
Fax : (62-21) 8580038

Singapore Liaison Officer

Mrs. Gloria Tan
111 North Bridge Road
Peninsula Plaza #21-01
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E-mail: bidasin@yahoo.com
gloria@batam.go.id

www.bpbatam.go.id

BATAM INDONESIA FREE ZONE AUTHORITY

THANK YOU



BATAM INDONESIA FREE ZONE AUTHORITY

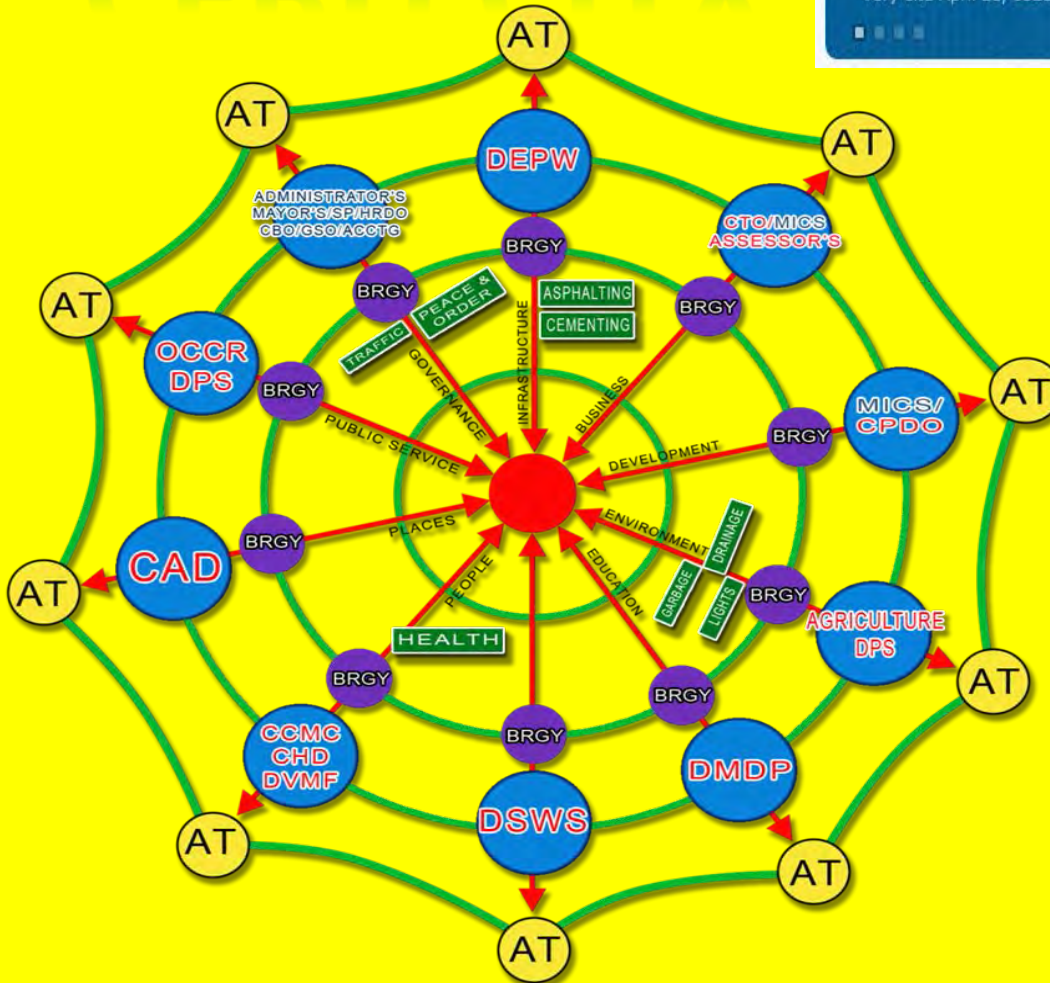
**THE 4TH ASIA
SMART CITY
CONFERENCE**

**ROLES OF CITY LEADERS
TO ATTRACT GOOD
INVOLVEMENT
OF PRIVATE SECTOR**

CEBU CITY

Magellan's Cross

This cross made of Tindalo Wood was planted by Ferdinand Magellan on this very site April 21, 1521.



- 4 Clusters of Cebu City Government:
 1. **FRONTLINE**
 2. **REVENUE GENERATION**
 3. **SUPPORT SERVICES**
 4. **POLICIES & PLANNING**

AT – Action Team

- **LGU & Private Sectors Partnership**

SPIDERWEB APPROACH DEVELOPMENT STRATEGY

CEBU CITY

Heritage of Cebu Monument

This monument which features some of Cebu's important heritage sites and events was designed and built by renowned artist Eduardo Castrillo.



Welcome to Cebu City!



REPUBLIC OF THE PHILIPPINES

PUBLIC-PRIVATE PARTNERSHIP CENTER



INVITATION TO
PRE-QUALIFY AND BID
NORTH-SOUTH
RAILWAY PROJECT
(SOUTH LINE)

FOR THE DESIGN, CONSTRUCTION, INSTALLATION



**B.O.T. Law under
the National PPP Center**

Existing PPP Framework in PH



**J.V. by Local Government Units
under RA 7160**

CEBU CITY

Basilica Minore del Santo Niño

In 1565, Sto. Niño de Cebu was founded by Fr. Andres de Urdaneta as the Legazpi-Urdaneta expedition arrived in Cebu.



Mactan Cebu International Airport



3rd Mactan Cebu Bridge

Technical Proposal



Figure 2. Components of the Cebu – Cordova Bridge Alignment



Existing PPP in Cebu by the National Government and Local Government Units

CEBU CITY

Cebu Metropolitan Cathedral

Cebu Metropolitan Cathedral is the ecclesiastical seat of the Metropolitan Archdiocese of Cebu.



P.P.P. Cebu City Gov't.

For more details please contact 09077515330 / 09238019599

CITTA DI MARE
A new city rises in Cebu.



We build the Filipino dream.

FILINVEST



**SM
Malls**

South Road Properties (SRP) SALE



SRP FILINVEST-CEBU CITY (LGU)

J.V.



AYALA-SM CONSORTIUM

CEBU CITY

Cebu Metropolitan Cathedral

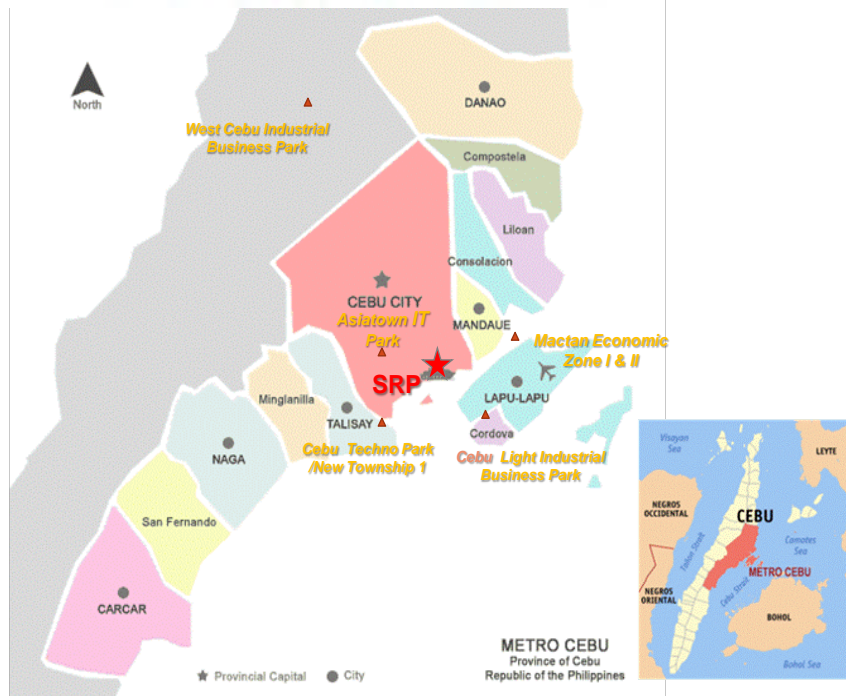
Cebu Metropolitan Cathedral is the ecclesiastical seat of the Metropolitan Archdiocese of Cebu.



MEGA CEBU

making Waves

Wholesome, Advanced, Vibrant, Equitable, Sustainable



Private Sector and Metro Cebu LGUs Cooperation



4th Asia Smart City Conference

Yokohama, Japan



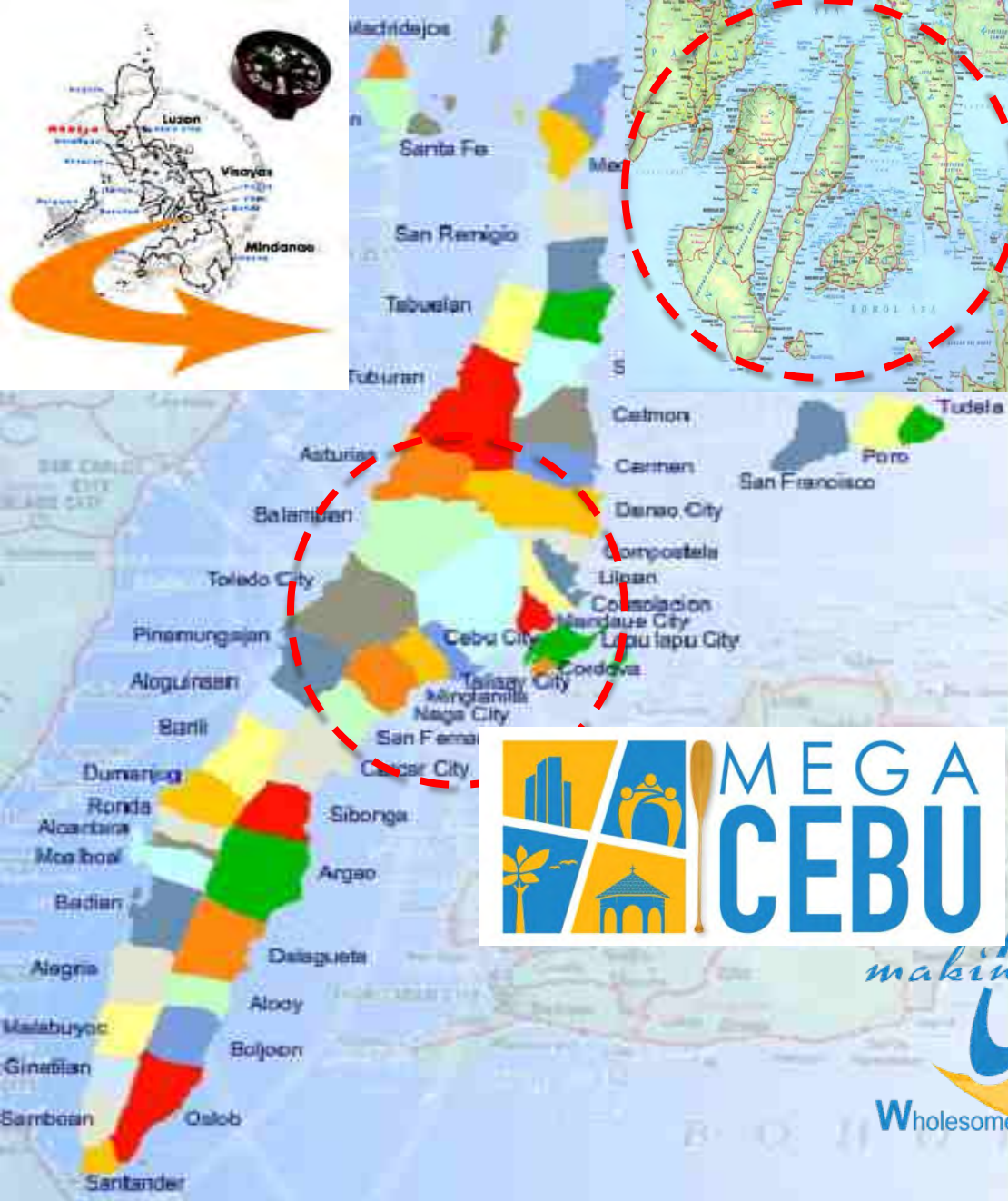
MEGA CEBU:

*Shared Public – Private Sector
Platform for Sustainable Urban
Development*

October 20, 2015

**Roles of City Leaders to Attract Good
Involvement of the Private Sector**

Making W.A.V.E.S.: Finding, Building, & Strengthening Connections



making Waves

Wholesome, Advanced, Vibrant, Equitable, Sustainable

Making W.A.V.E.S.: Finding, Building, & Strengthening Connections

Connections

Find

Build

Strengthen

Assets & Challenges

Interests & Directions

Aspirations & Vision

Information, Knowledge &
Understanding

Development Strategies &
Plans

Smart City-Region

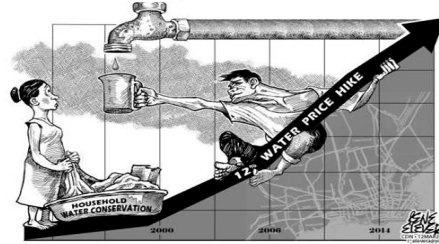
GOVERNANCE

Smart City-Region

VISION, PLAN & ACTION



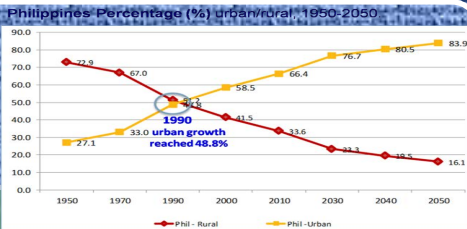
Assets & Challenges



No Entry

No Water or We've Got SW

No Dry Ground



More People in Cities

Our standing in the world: Bottom 25

263	Calcutta	INDIA	0.418	0.399
264	Sofia	Bulgaria	0.418	0.391
265	Zhuhai	China	0.417	0.374
266	Manila	Philippines	0.417	0.391
267	Ansan	Republic of Korea	0.414	0.395
268	Genoa	Italy	0.413	0.400
473	Lomakry	Guinea	0.308	0.294
474	Srinagar	INDIA	0.308	0.298
475	Cebu	Philippines	0.306	0.301
476	Fort-au-Prince	Haiti	0.306	0.290
477	Freetown	Sierra Leone	0.305	0.295
478	Patna	INDIA	0.305	0.290

Source: Global Urban Competitiveness Report 2008-2010. The report illustrates levels of gross economic output, green economic GDP per capita, green economic GDP per square kilometer, economic growth rate, number of internationally recognized patent applications, institutional corruption index from the perspective of central

Low Urban Competitiveness

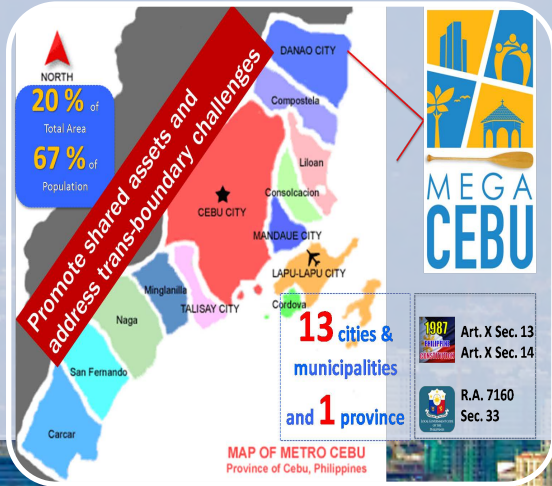
SPRAWL: Is this the kind of growth we want?



Sprawl: Unsustainable Growth



Interests & Directions



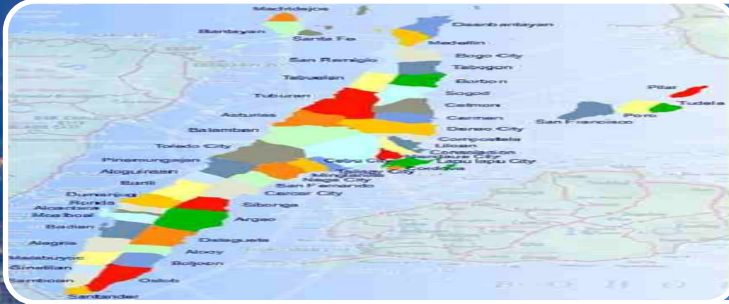
Leaders Who Want Change

Leaders Who Want to Leave a Legacy

Leaders Who Want to Collaborate



Aspirations & Vision



Shared Identity

- Tangible & Intangible Assets



Common Ground

- History & Significance



Collective Future

- W.A.V.E.S.: Mega Cebu Vision 2050



Information, Knowledge & Understanding



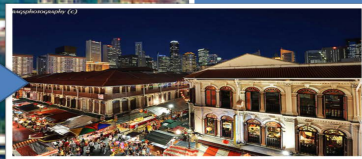
City Region

- Metropolis: Mega Cebu

Smart Growth communities are:

- 1. Connected Walkable | Bikeable | Transit-Ready | Proximate
- 2. Compact As dense as the market will bear
- 3. Complete Balance of Jobs | Housing | Retail | School | Programmed Open Space
- 4. Complex Housing for diversity of Age | Income | Transit preference
- 5. Convivial Public Spaces that are Safe | Engaging | Accessible | Comfortable
- 6. Conserving Buildings that are Resource Efficient | Healthy | Durable | Resilient

Is Mega Cebu Up to the 6Cs Challenge?



Source: S. Antonio, DP

Smart Growth (6Cs):

- | | |
|-----------|------------|
| Connected | Compact |
| Complete | Complex |
| Convivial | Conserving |



3 Es

- Evidence
- Expertise
- Engagement



Development Strategies & Plans



3 + 1 Development Strategy

Roadmap Study for Sustainable Urban Development of Metro Cebu



4 STRATEGIES

7 SUB ROADMAPS

Competitiveness

Mobility

Livability

Metropolitan Management

1 Metropolitan Competitiveness Enhancement

2 Urban Structure and Land Use

3 Urban Transport and Highway Network

4 Water Supply and Disposal Management

5 Solid Waste Management

6 Smart SRP Development

7 Metropolitan Administration

OVER ALL ROADMAP



4:7:1 Roadmap



The 4th Asia Smart City Conference

« Session 2 »

Roles of city leaders to attract good involvement of private sector

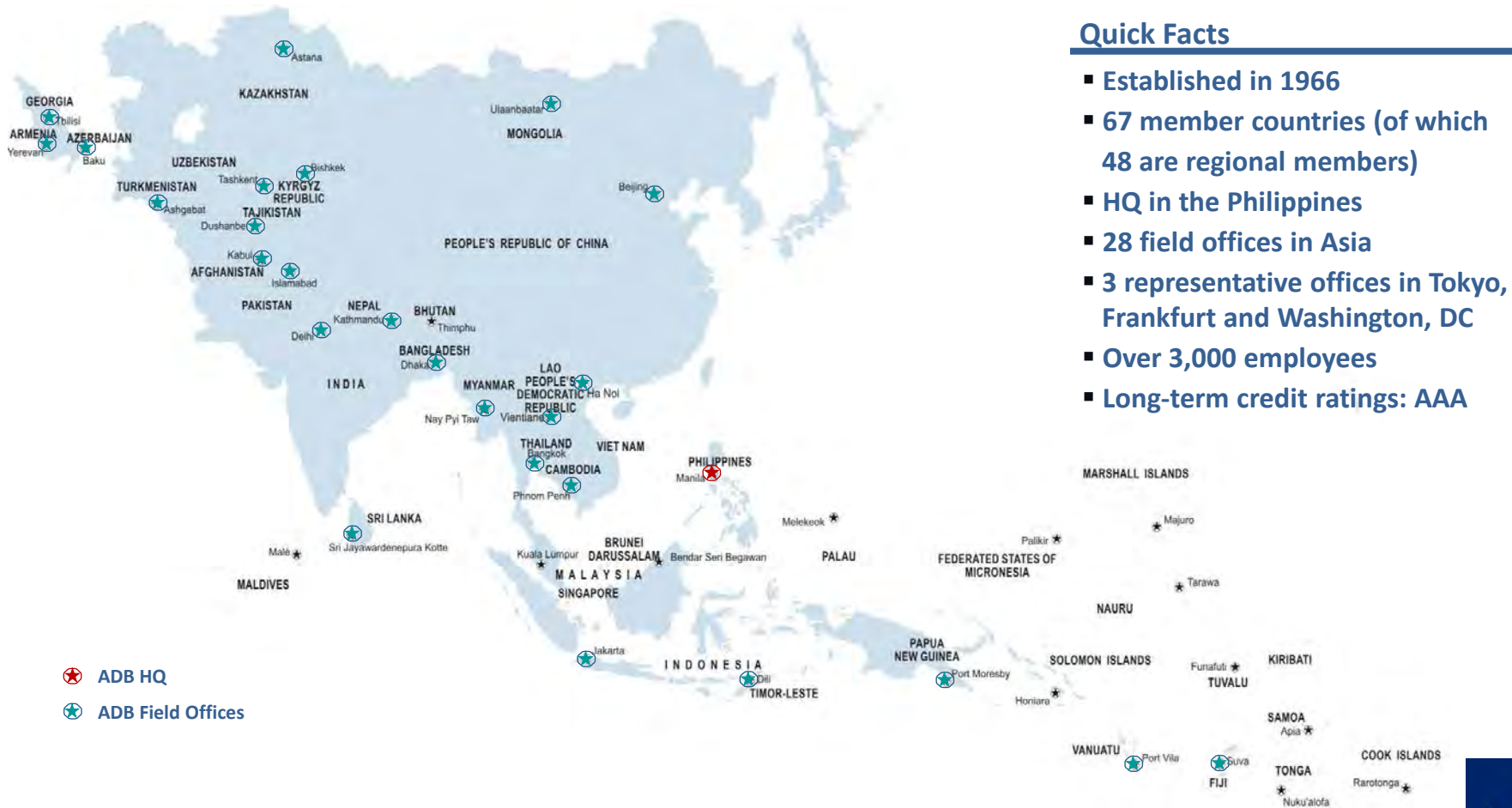
20 October 2015
at InterContinental Yokohama Grand

Takeo Koike
Director
Office of Public Private Partnership



The Asian Development Bank

ADB was established by agreement of its member countries to foster economic growth and co-operation in the Asia and Pacific region, and to contribute to economic development of its developing member countries in the region, collectively and individually.



Quick Facts

- Established in 1966
- 67 member countries (of which 48 are regional members)
- HQ in the Philippines
- 28 field offices in Asia
- 3 representative offices in Tokyo, Frankfurt and Washington, DC
- Over 3,000 employees
- Long-term credit ratings: AAA

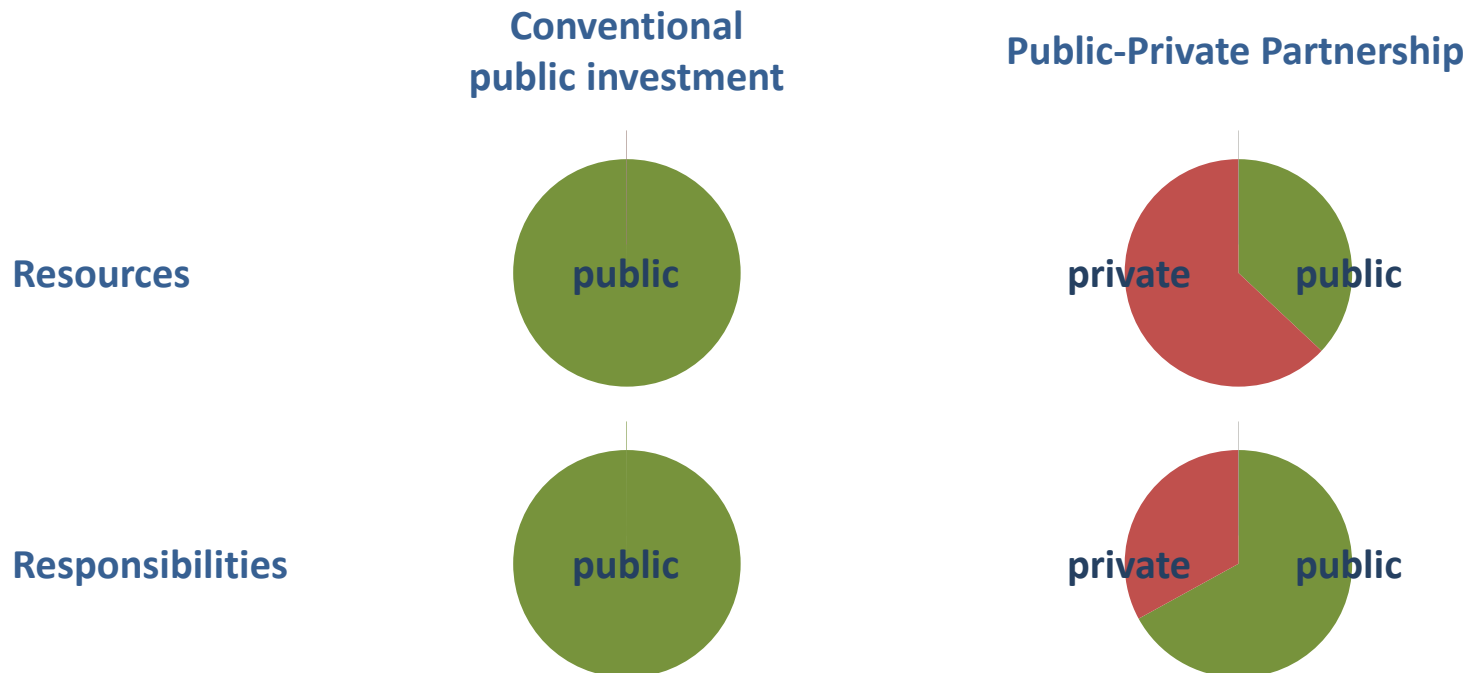
Public-Private Partnership

Huge need for infrastructure development

- Use of private sector resources (financing, technical expertise and efficiency)

Partnership is the most important

- Inviting the private sector \neq The public sector should become hands-off
- PPP should be discussed as one of the methods to deliver infrastructure services where public sector undertaking remains critical



** Illustrative purpose only*

If PPPs can deliver more, why not more prevalent in Asia?

Challenges are common

Advocacy and capacity development

- Inconsistent and insufficient **political commitment**
- Limited or lack of **understanding about PPP contracts, private sector's risk appetite/tolerance, risk allocation, government's role & responsibility**
- Lack of government capacity for **project identification / PPP conceptualization**

Enabling environment

- Underdeveloped **regulatory frameworks** & unclear **implementation**
- Limited **coordination** among central ministries / regional governments
- Delay in **land acquisition** and insufficient compensation / resettlement
- Delay of **approval / permit processes** (deal specific/symptomatic?)

Project development

- Limited capacity for **project and budget implementation**
- Limited capacity for **project selection and prioritization / bid management**
- Limited fund availability for **initial deal structuring, pre-feasibility study**
- Poor quality of **project viability assessment** with wrong assumptions/forecasts

Project financing

- Lack of **long-term local currency liquidity**, e.g., weak banking sector, lack of project bond market / institutional investor interest in asset class
- Lack of **secondary or securitization market** for project finance assets
- Recent regulations (**Basel III**) constrain banks' to provide project finance
- Private infrastructure finance for **country risk requires credit enhancement**

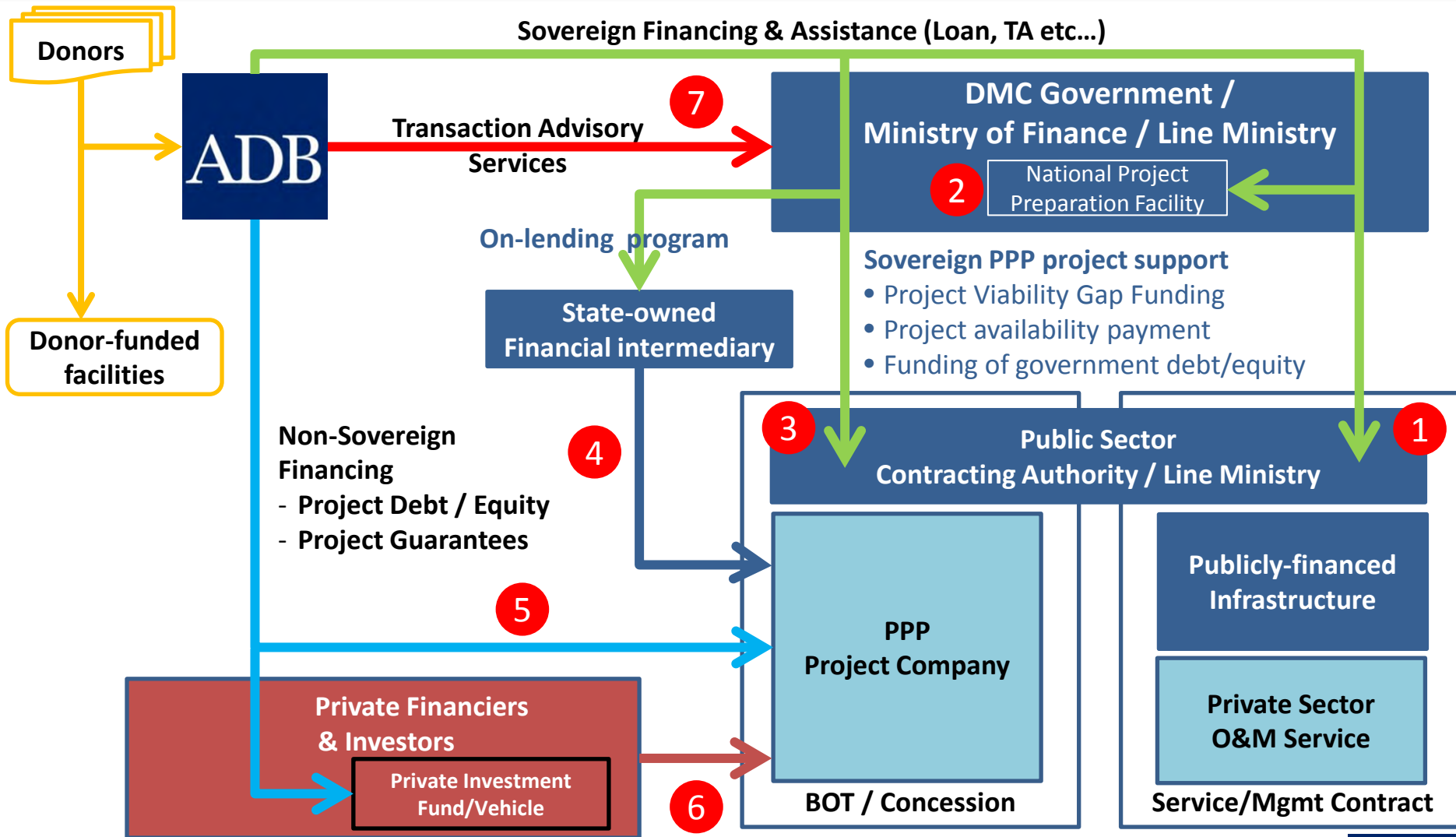
ADB's PPP Operational Framework and Modalities

Pillar 1	Pillar 2	Pillar 3	Pillar 4
Advocacy and capacity development	Enabling environment	Project development	Project financing
<ul style="list-style-type: none"> • Create awareness • Invoke leadership • Identify PPP potential in sector planning and the private sector development agenda • Develop capacity of Government • Enhance external knowledge management links 	<ul style="list-style-type: none"> • Develop policy, legal, regulatory and institutional framework to facilitate, guide and manage the development of PPPs (country and sector specific) 	<ul style="list-style-type: none"> • Assist in the development of pathfinder projects • Provide support (including advisory support) throughout the process from structuring to bid management and contract award/financial close. 	<ul style="list-style-type: none"> • Provide long-term debt financing including local currency • Catalyze commercial financing by equity, debt and guarantees. • Provide public sector financial support through schemes to ensure viability and cash flow sustainability.

ADB is unique in having comprehensive operational modalities to support PPP

Knowledge dissemination, training	PPP Act; Streamlined PPP regulation; Tariff reform	Feasibility studies	Nonsovereign financing
	PPP units; Planning and coordination	Preparation support	Sovereign financing
		Transaction Advisory Services	

How can ADB catalyze more PPPs?



What can we do to achieve successful PPP?

- Create world class legal / regulatory framework + institutions
- Show strong, consistent, universal government commitment
- Stand on economic and social rationale
- Make the process transparent, consistent and predictable
- Accelerate reforms to establish financial sustainability
- Provide partnership support
- Take expert advice and prepare projects carefully
- Look for suitable financing sources
- Show an investor friendly face

ADB can work with you!

Japan's PPP Assistance Measures for Facilitating Quality Infrastructure in ASIA

Tadayuki Miyashita

Director,

Development Assistance Policy Coordination Division,

International Cooperation Bureau,

Ministry of Foreign Affairs of Japan

Oct. 20th, 2015

Japan's PPP for the development of Asian Countries

There are huge needs for infrastructure development in Asia,
but public financing can not meet such needs



Potential actors such as private sectors and local governments in Japan
are willing to cooperate for the development of Asian countries



Solution: PPP

Challenges facing PPP

- ① Insufficient relevant legislation system
- ② Lack and/or delay of related infrastructure development
- ③ Insufficient support and finance for project formulation and implementation

Japan's PPP assistance measures

① Technical Cooperation

- (1) Improvement of PPP-related institution
- (2) Improvements in government financial support
- (3) Examination of government funding possibility

② ODA Loans and Grant Aid

③ New ODA scheme

- (1) PPP Infrastructure F/S assistance
- (2) Private Sector Investment Finance
- (3) Viability Gap Funding (VGF)
- (4) Equity Back Finance (EBF)
- (5) Two-Step Loan
- (6) Contingent Credit Enhancement Facility for PPP Infrastructure Development
- (7) New Grant Aid for PPP Projects

CASE : Japan's PPP projects in Indonesia

■ Growing need for Infrastructure in Indonesia

▶ Indonesia's Mid-Term Development Plan (2015-2019)

ISSUE

- Too many institutions were involved in infrastructure development in the Indonesian government
- Lack of experts for promoting PPP

Solution ①

PPP-Network Enhancement Project

KPPIP development support

- Key functions
- Core process
- Funding decision guideline

Solution ②

MPA(Metropolitan Priority Area) Support Facility

- Japan provided expert advisory service for infrastructure implementation
- Assist KPPIP staff in making draft of KPPIP priority project list
- Develop tools and templates to assist KPPIP staff in prioritization, action plan development, etc.
- Assist KPPIP staff in analyzing the regulations and recommend revisions

**Foundation of Infrastructure Development
in Indonesia**



JOIN - Japan Overseas Infrastructure Investment
Corporation for Transport & Urban Development -

October 2015

1. What is JOIN?

We are the *first* and *only* government-private sponsored fund in Japan that specializes in overseas infrastructure investment.

- We support your country on building safe and reliable infrastructure through PPP arrangements.
- We work in collaboration with Japanese companies, banks, institutions (JICA, JBIC, NEXI, etc.). & government.



2. What does JOIN do?

JOIN is a “*HANDS-ON*” fund: we not only provide funding but we also bring Japanese expertise and high-end technology solutions to infrastructure projects worldwide.

Equity Investment

*Spreading Safe and Reliable
Infrastructure Around the World*

Technology Transfer

Human Resource
Development

3. Why was JOIN established?

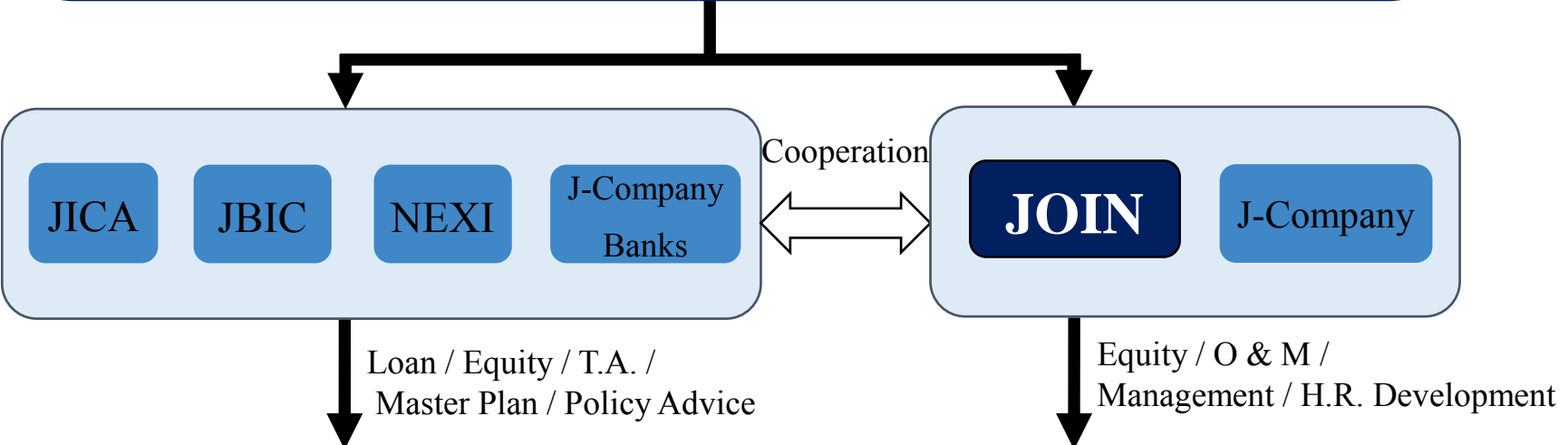
<Government Priority Policy>

To promote Japan's infrastructure system in the overseas markets

Target of Infrastructure-related Orders

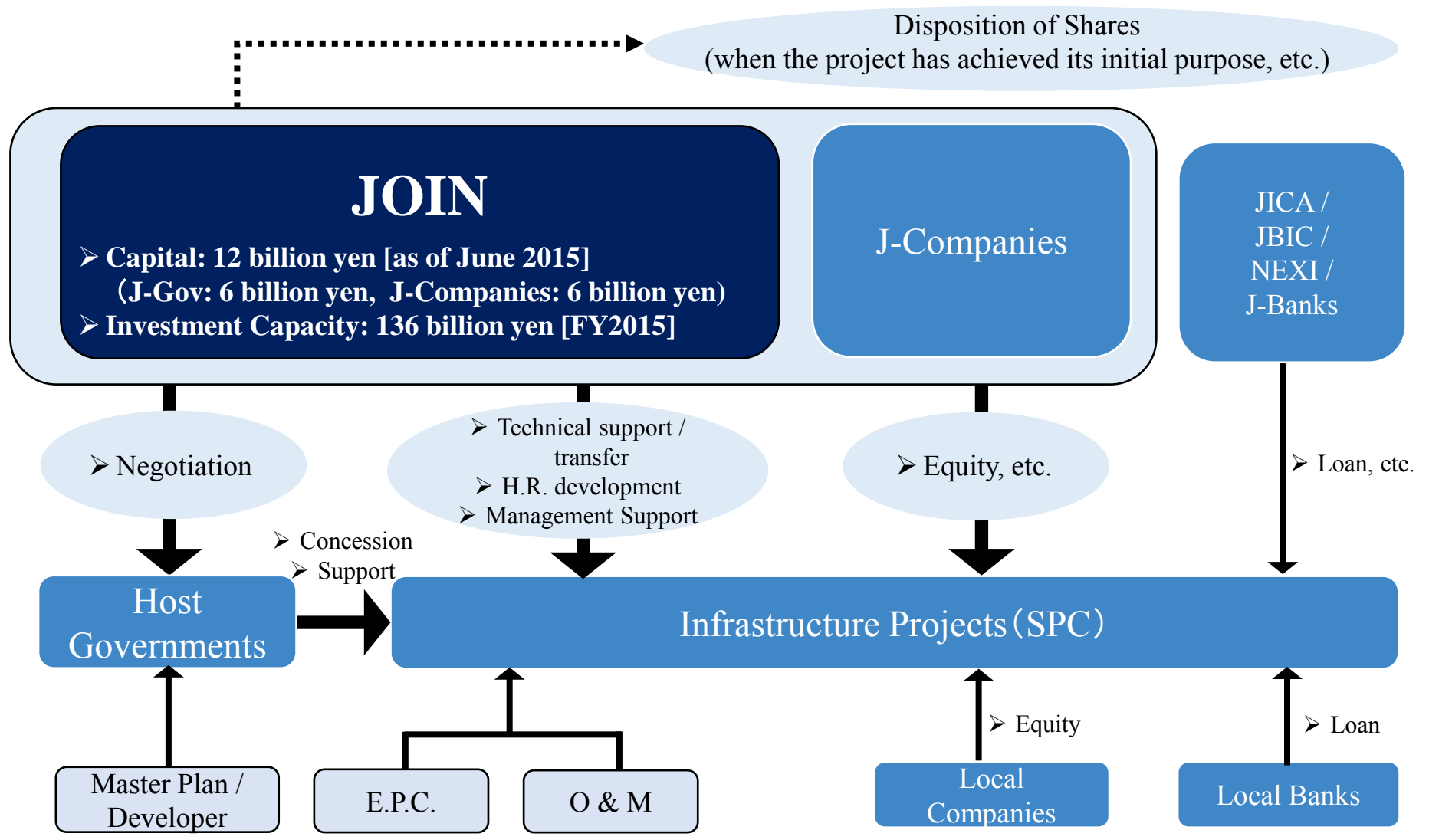
10 Trillion yen (2010) → **30 Trillion yen** (2020)

(Ministerial Council for Overseas Infrastructure Development)



Japan's contribution to infrastructure projects in overseas countries will lead to mutual economic growth

4. How does JOIN function?



5. Our Focus

High-speed railways



Urban railways / transport system



Toll Roads



Ships / Offshore units



Port terminals



Airport terminals



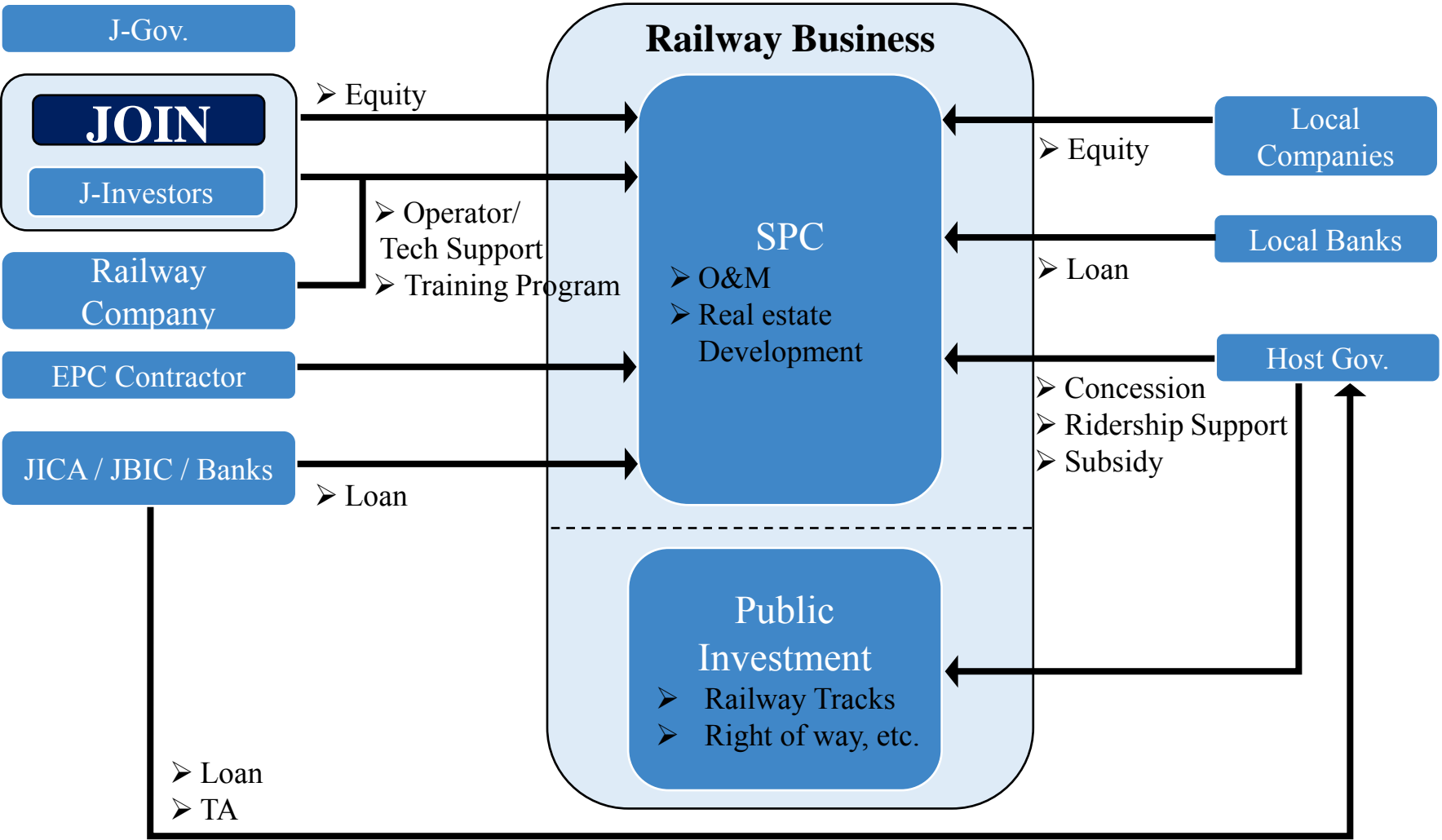
Urban development



Logistics



6. Illustration of the Prospective Project – High-speed Railway



Important Points:

(a) The role of the host governments, (b) Integration of railway technology

7. Company Outline

Company
Name

Japan Overseas Infrastructure Investment Corporation for Transport & Urban Development (JOIN)

Location

2-2-3 Marunouchi, Chiyoda-ku, Tokyo (Marunouchi-Nakadori Building, 9F)

Established

October 20, 2014

President
and CEO

Takuma Hatano

Contact

TEL: +81-3-5293-6700 (main line) / FAX: +81-3-3218-5561

E-mail

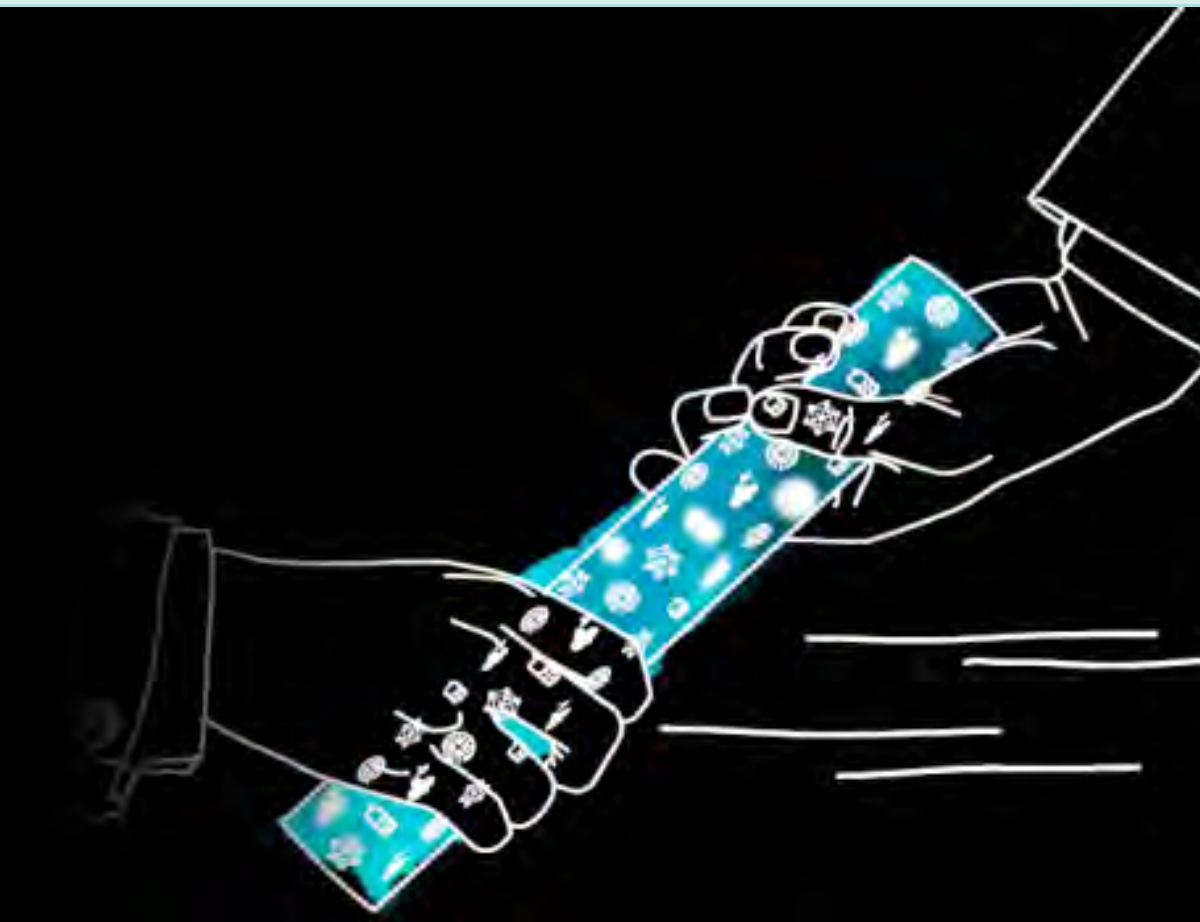
info@join-future.co.jp

Website

<http://www.join-future.co.jp/english/>

Smart cities

Role of city leaders to attract good involvement of private sector



Hyoung Gun Wang
Senior Economist
SAR Urban Unit



WORLD BANK GROUP
Social, Urban, Rural & Resilience

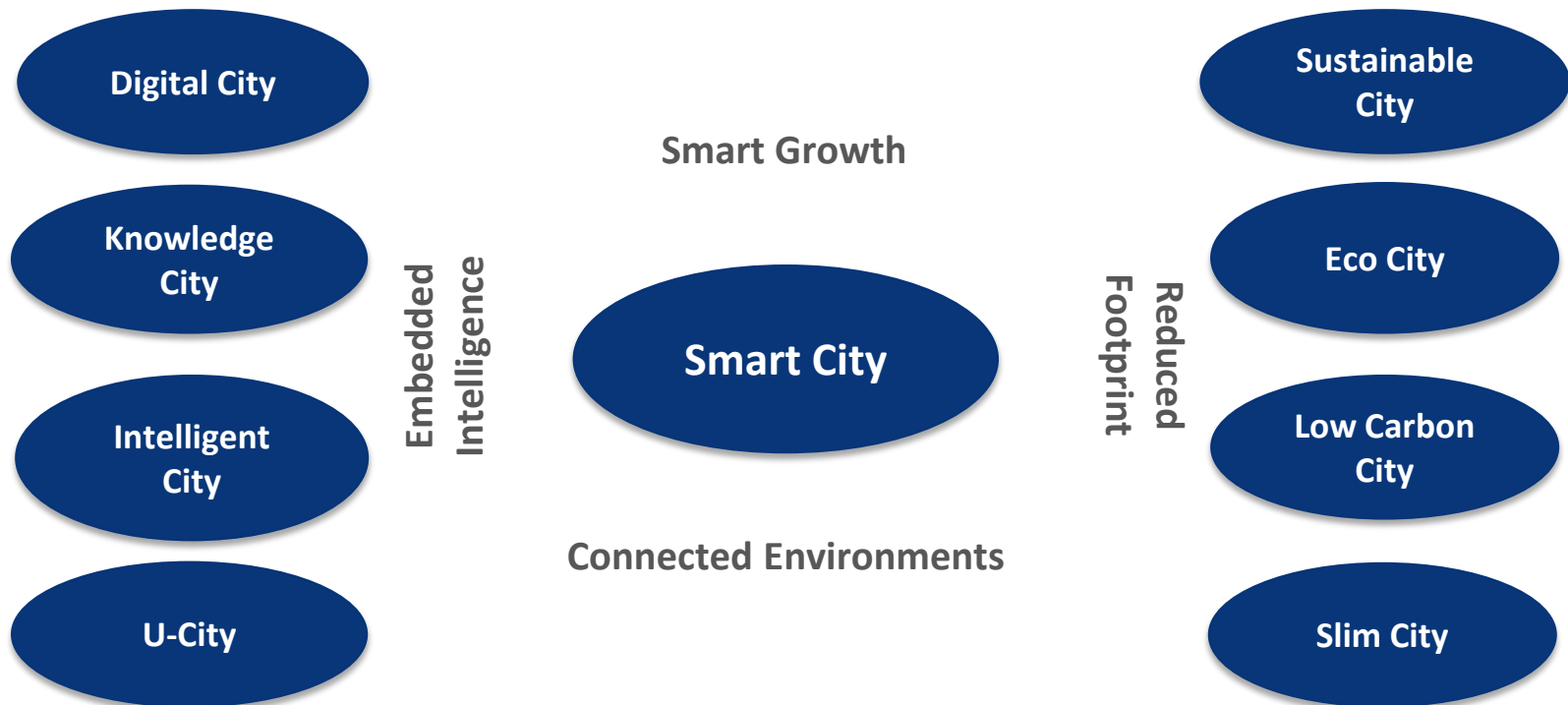
ICT impact on urban development

	Function	Target	Effect
I C T	24-hour Monitoring	Public services : Transportation, Security, Waste ...	Increasing : Efficiency, Productivity, Transparency, Competitiveness, Monitoring, Land Management
	Real-Time Information sharing		
	Analysis Based upon Real-time Field Data	Environment : Air, Energy, Water, Disaster ...	Decreasing : Green Gas, Crime, Pollution, Vulnerability
	Real-time response		
	Prompt Citizen Feedback	Governance : Tax, Procurement, Custom ..	

Smart City

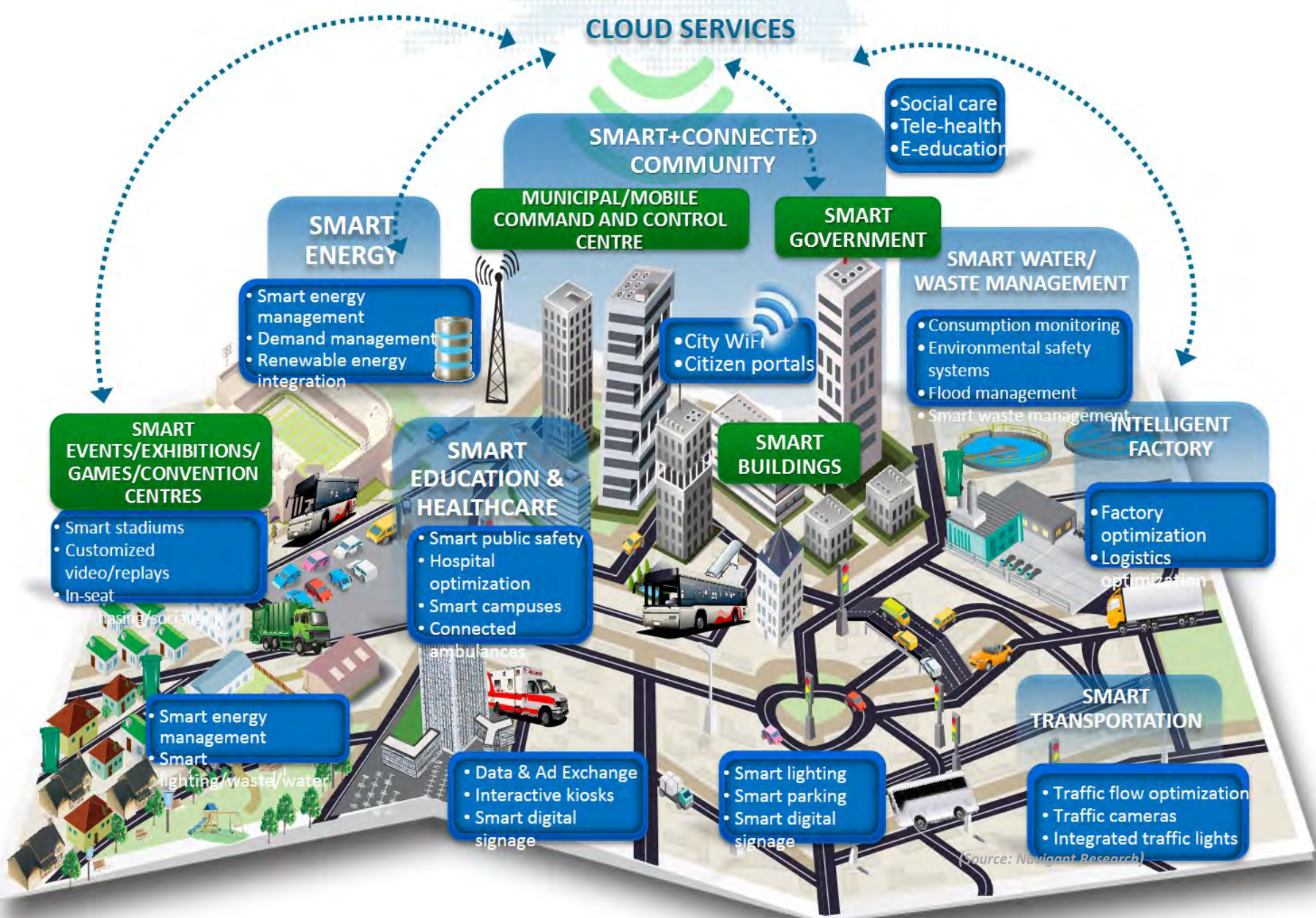
- A **smart city** is characterized as the
 - **integration of technologies** into a strategic approach
 - to make a city more **livable, competitive and inclusive**

The Smart City in Context



(Source: Navigant Research)

Integrated Smart Cities



Inclusive Smart Cities

Smart Cities in SAR Countries Context

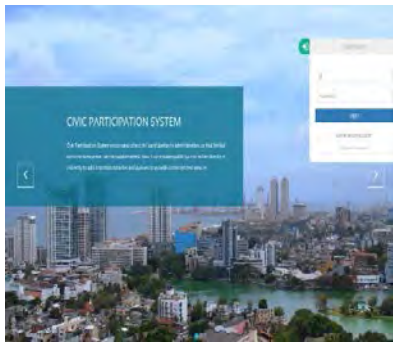
- What's 100 smart cities in India here 300M without electricity, 600M without toilets?
- Hi-tech city, infrastructure and CCTV network that "keep out" the poor



"Is India's 100 smart cities project a recipe for social apartheid?" - The Guardian, May,2015

ICT as Enabler for Inclusive Cities

- Smart services can make **citywide impacts** in cost efficient, visible and fast manners



<CPS>



<Crime Prevention>



<Complaints Portal>



<Bus Kiosk>

Four Keywords of Smart City Solutions



Cloud: Connects public/private data to have effective cross-departmental collaboration and resource sharing. The scalability and cost-effectiveness reduce costs without cutting essential services.

Big Data: Provides vital real-time insights from multiple data sources to make more analytic decisions, and respond faster in emergency.

Mobile: Help cities reach citizens anywhere, anytime. Citizen-centric applications enable people to directly engage and interact with their city governments for services.

Social media: can open two-way dialogues with citizens and businesses to better inform them and understand their needs.

Smart City Applications

Sectors	Applications	Key Technologies	City
Smart Government	Public safety, social care, tele-health, e-education, smart street lighting, citizen portals, waste collection	Sensor networks, cloud computing services, data analytics, open data platforms, lighting networks, emergency response systems	Chicago, Houston, New York, Amsterdam, Helsinki, Bristol, Barcelona, Sunderland, Busan, Seoul, Rio de Janeiro
Smart Water	Water system upgrades, consumption monitoring, wastewater treatment, environmental safety systems, flood management	Smart water meters, sensor and communications networks, water monitoring and management systems, water system analytics, weather forecasting	Dubuque, Masdar City, Nice, Paris, Washington, D.C.
Smart Transportation	Traffic monitoring and management, congestion management, road user charging, emergency response, public information systems, smart parking, integrated traffic light management	Intelligent transportation systems, EV charging systems, road use pricing systems, sensors networks, monitoring and management parking, traffic monitoring, predictive analytics, vehicle telematics, public portals and smart apps, open data platforms	Dallas, San Francisco, Stockholm, Amsterdam, Hamburg, Santander, Singapore, Shenzhen, Zhenjiang, Toyota, Rio de Janeiro
Smart Buildings	Public sector energy management programs, grid integration for renewables, EV charging stations, lighting/waste/water management	Building energy management systems, energy performance management, grid integration, intelligent lighting systems	London, Amsterdam, Songdo, Tokyo, Yokohama
Smart Energy	Demand management, EV support, energy efficiency program, renewable energy integration	Smart meters, home energy management, distribution automation, grid analytics, demand response systems	Austin, San Diego, Bilbao, Évora, Friedrichshafen, Lyon, Málaga, Yokohama

The World Bank: Tamil Nadu e-Governance Initiatives under TNUDP3 & TNSUDP, India

Initiatives in progress

- **Centralized Web Application for ULBs:** Property Tax & Birth/Death Certificates modules the 4 ULBs (09/14), Others rolled out (03/15), Full scale up of 29 ULB modules (09/15)
- **Scale up of GIS Systems:** Previous pilot GIS in 17 ULBs will be scaled up to 118 ULBs
- **Mobile Applications:** Will include training and support under TNSUDP

New initiatives planned under TNSUDP

- **Central Citizen Portal:** gateway for all the application SW on an integrated web system
- **Citizen Service Centers:** Easier and efficient service delivery to citizens at ULB offices.
- **Strengthening the ICT Infrastructure:** Upgrading of ICT assets and infrastructure
- **Capacity Building and Training:** for ULB staff

Model Cities Component

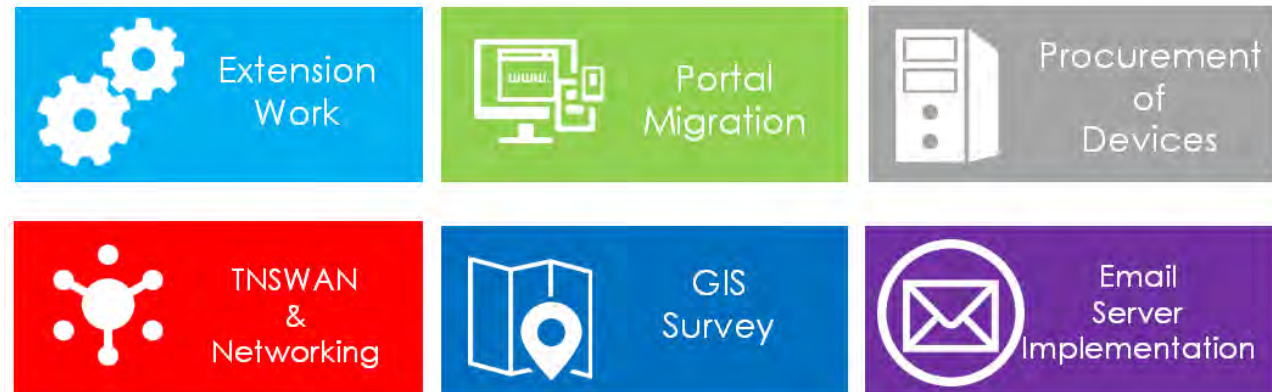
- Concept will be developed to support TN to the **next level in 'intelligent planning and coordination among multiple agencies'** to support 'new models of governance' in the urban sector
- Development of a model cities roadmap and action plan

Tamil Nadu's E-Governance Projects

Operating Modules



Future Planning



The World Bank: TA to develop Smart City Initiatives for Dhaka, Bangladesh

CHALLENGES

- Traffic problem
- Transportation problem
- Solid waste problem
- Water logging problem
- Water(River) pollution
- Housing problem

⋮

GAPS

- Shortage of Manpower
- Lack of ICT trained & dedicated manpower
- Lack of Logistics
- e-Governance systems
- Lack of ICT infra
(including basic equipment)

⋮



Smart City Approach for Dhaka (example)

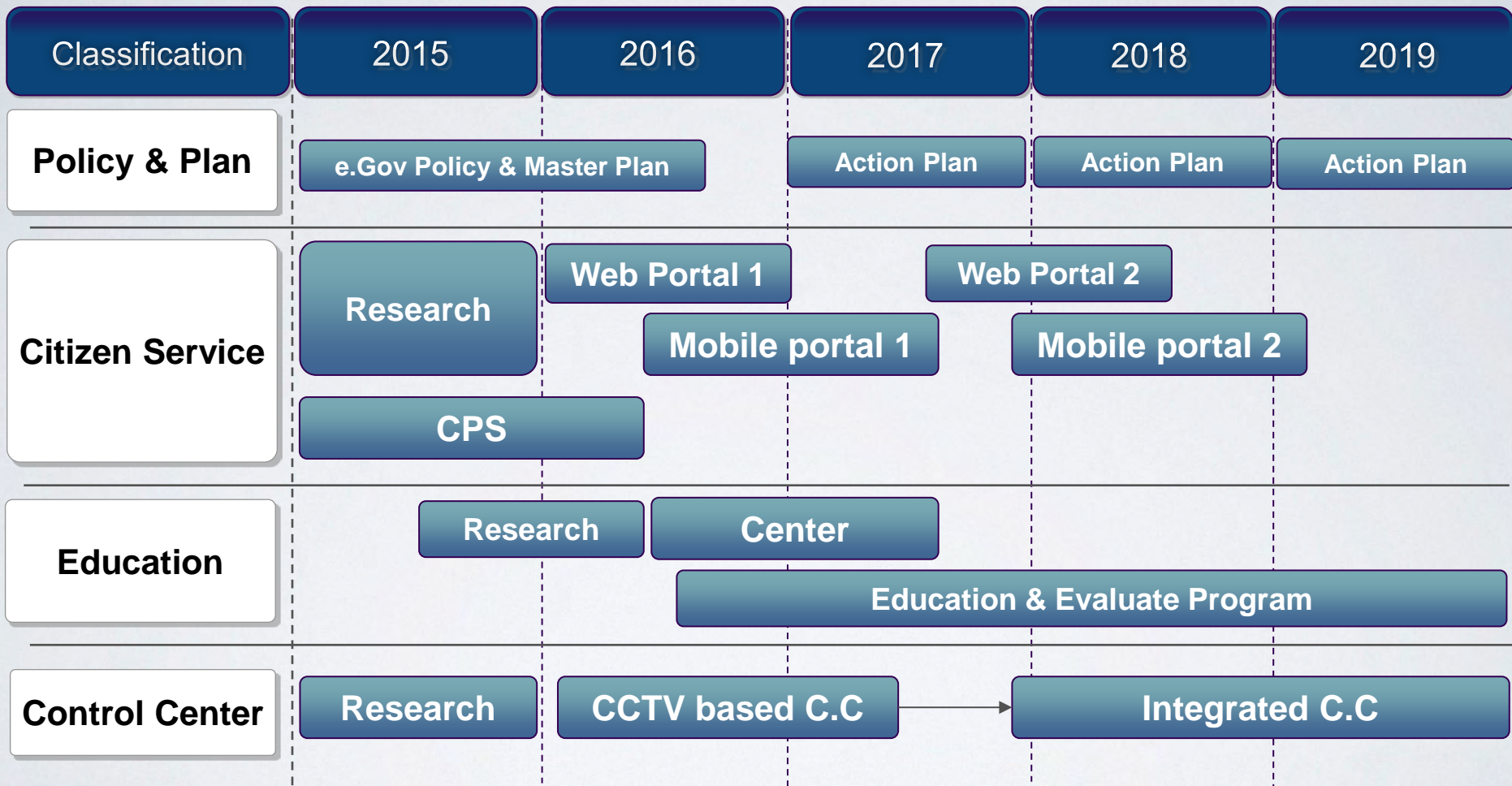
Top-Down: Urban ICT/e-Gov. Policy & Plan

- + Policy and action plans
- + Setting up the ICT Organization
- + Realistic projects (cost efficient)
- + Sustainable development

Bottom-Up: Engaging Citizens In Public Service

- + based on Human-ware
- + Smart town test bed
(connected community with VOC)
- + Strengthening self-participation ability
(incentives from the city)

Smart city roadmap for Dhaka (example)



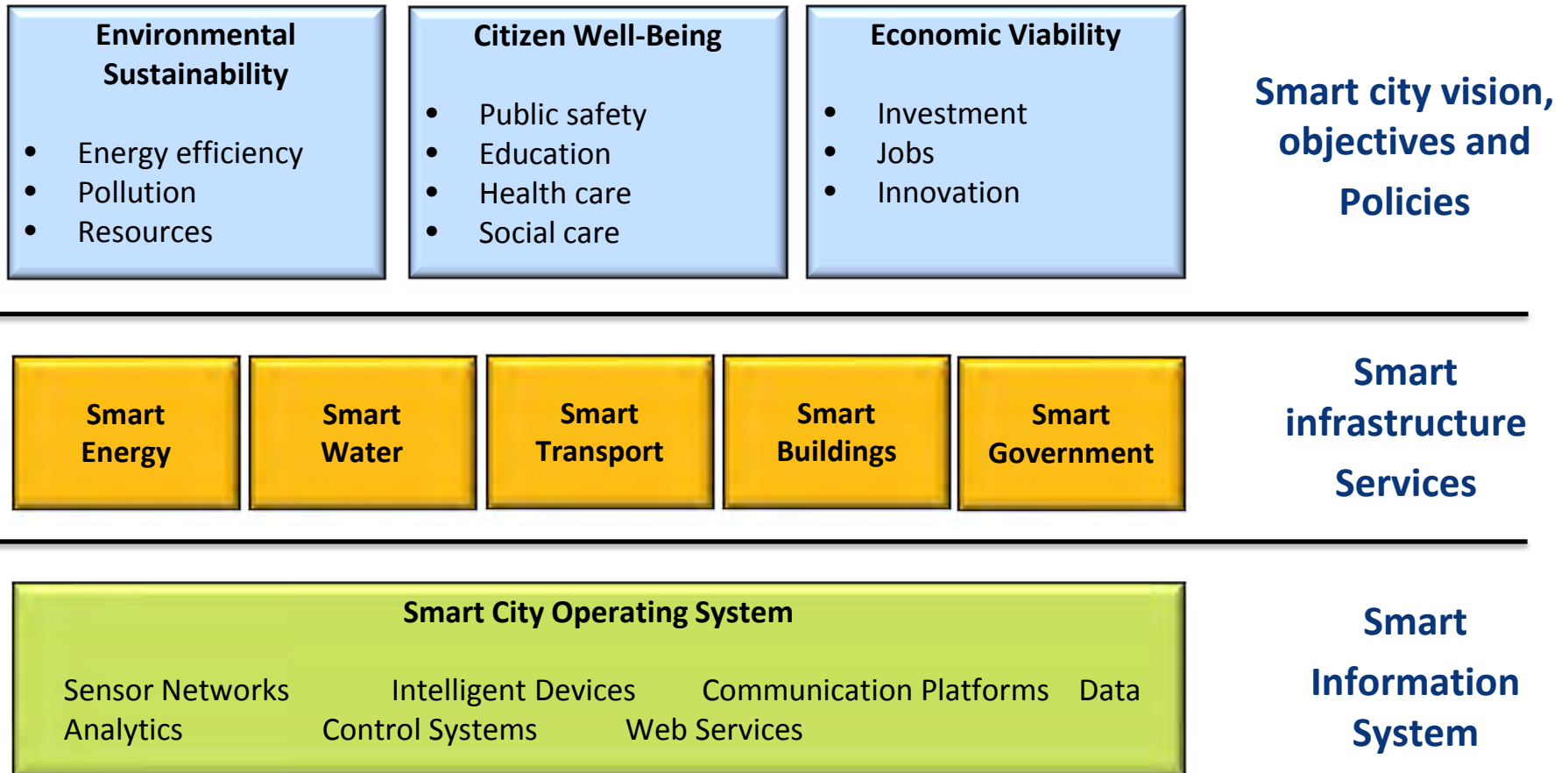
Role of city leaders to attract good involvement of private sector:

Understand key success factors

- 1. Visions for its own 'Smart City'** : Needs for clear project scopes through prioritization and a roadmap and short/mid/long term action plans
- 2. Building Consensus** : Understanding citizen needs, secure the willingness of the state and local government to share information
- 3. Real impacts on citizen's everyday life:** Practical, affordable, and customized systems
- 4. Open Approaches:** Seek the balance between innovation vs. economies of scale. Consider both Top-Down and Bottom-up Approach
- 5. Whole of Government Approach:** Collaboration among agencies are one of the critical success factors
- 6. Financial sustainability:** Specific strategies to optimize the Life Cycle Cost of the system. PPPs to be considered

Main components of a Smart City program

**A multi-dimensional Smart City approach
to make a city more livable, competitive and inclusive**



Role of city leaders to attract good involvement of private sector: A package of engagements

Start with a smart city roadmap and action plans

1. Quick Diagnostic Assessment
 - Status of existing infrastructure, urban management, service delivery and related inter-agency coordination (water, sewerage, transport, DRM, health, education etc.)
 - Identification of key challenges and gaps
2. Customized smart city solutions and new ideas
 - Prioritization of interventions, based on technical and financial feasibility
3. Development of a roadmap and multi-year action plans
 - 6 months, 1 year, 2-3 years, 4-5 years

Step by step implementation of smart city projects

1. Starting with **quick & high-visibility solutions** to build broader consensus and incentivize public opinions
2. Smart city project development and funding mobilization, building on the initial success

Thank you

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