

Synthesis of Country Presentations

Sessions 1-2

Observations by ADB

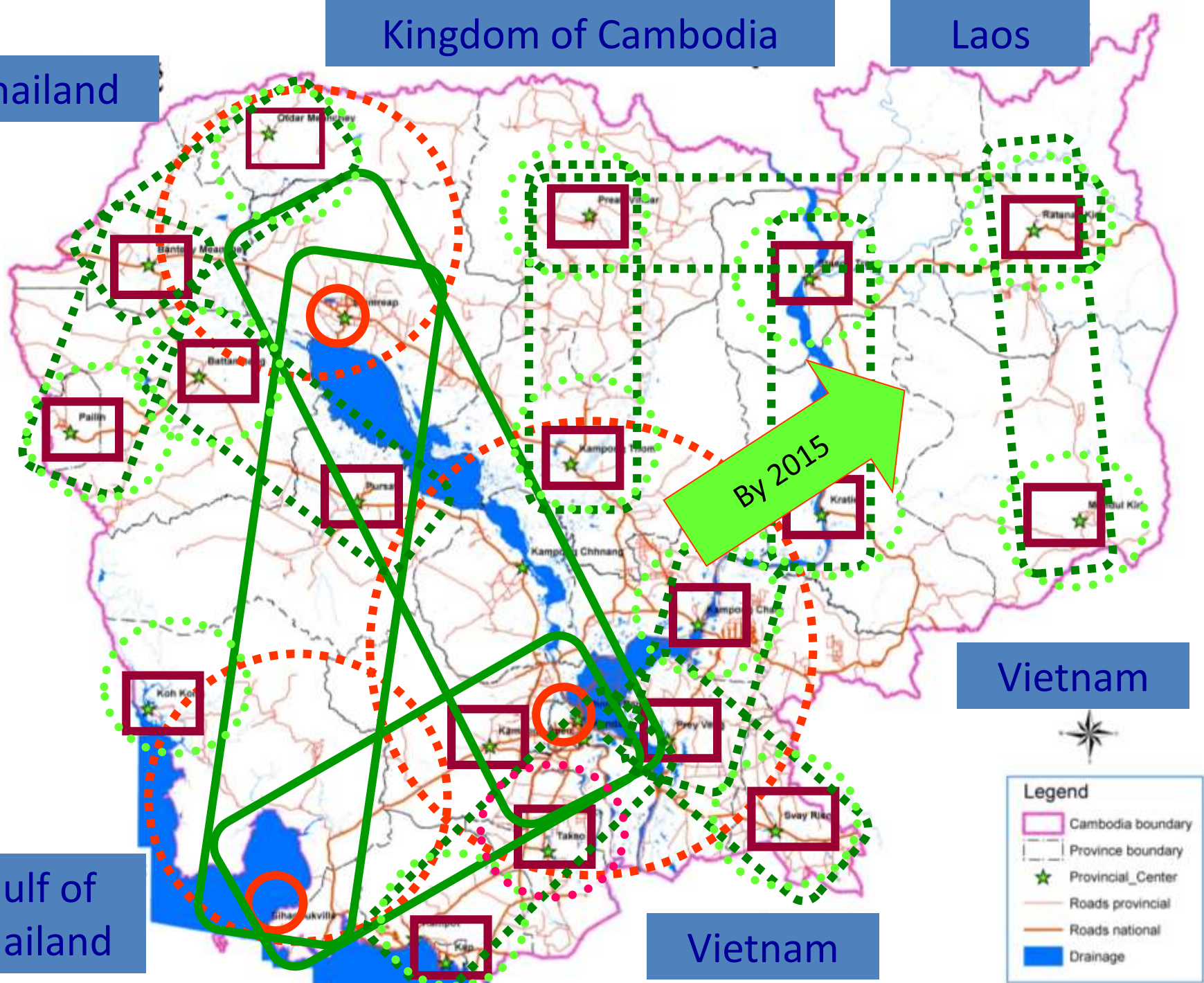
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Kingdom of Cambodia

Laos

Thailand



Cambodia: observations

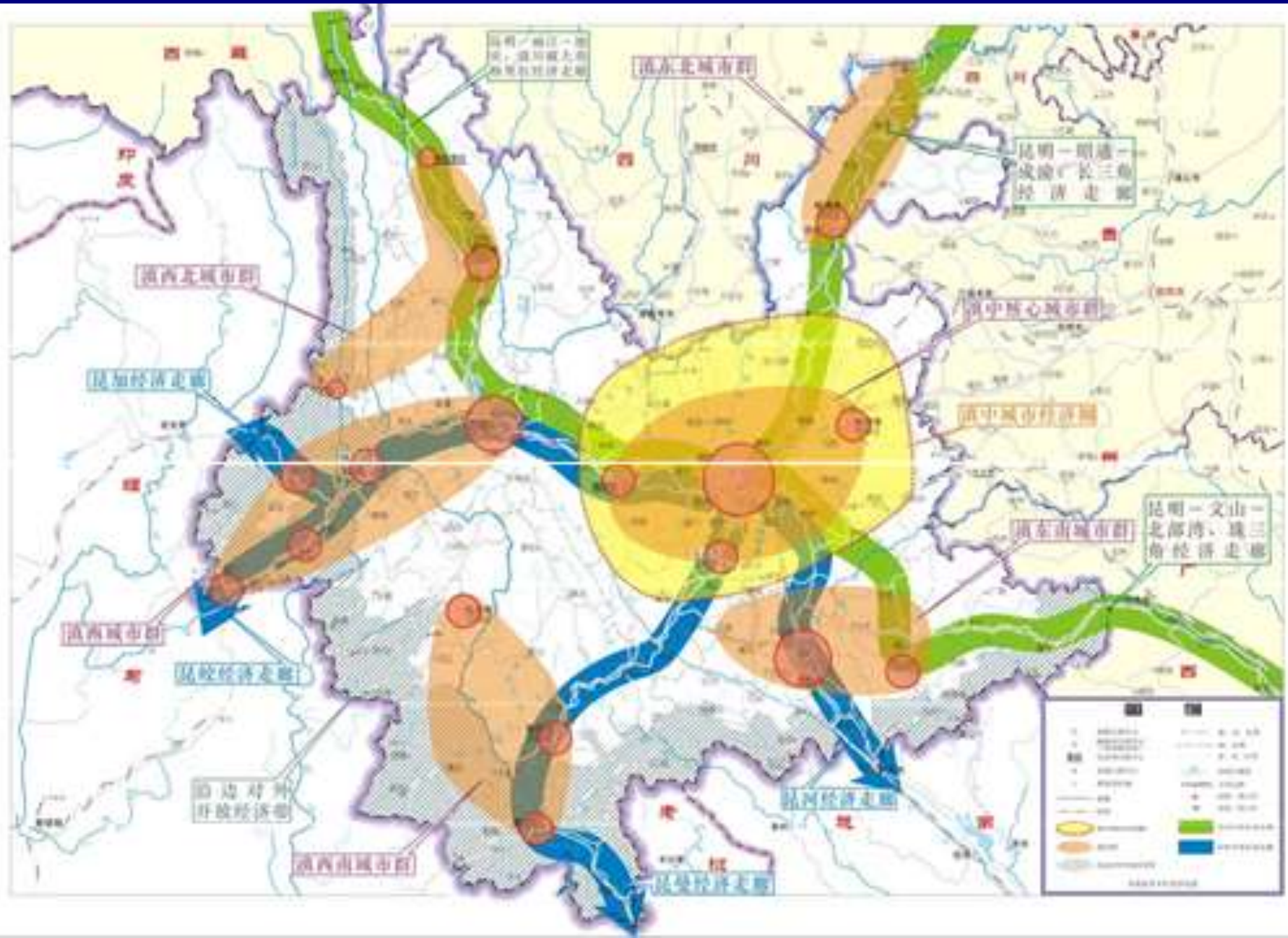
- Spatial development concept existing
 - National coordination mechanism existing
 - Hierarchy of planning instruments existing
 - Rectangular development strategy available
 - Phnom Penh, Sihanoukville, Siem Reap critical for growth
-
- SEC coastal corridor does not seem that important
 - SEC northern leg (Siem Reap; Kratie, VIE) not yet shown
 - NSEC corridor + development around Tonle Sap: ADB projects seem well positioned

PRC Urban Spatial Framework Plan of Guangxi 2006-2020

广西城镇空间布局规划图
(2006~2020)



Urban Spatial Framework Plan of Yunnan 2011-2015



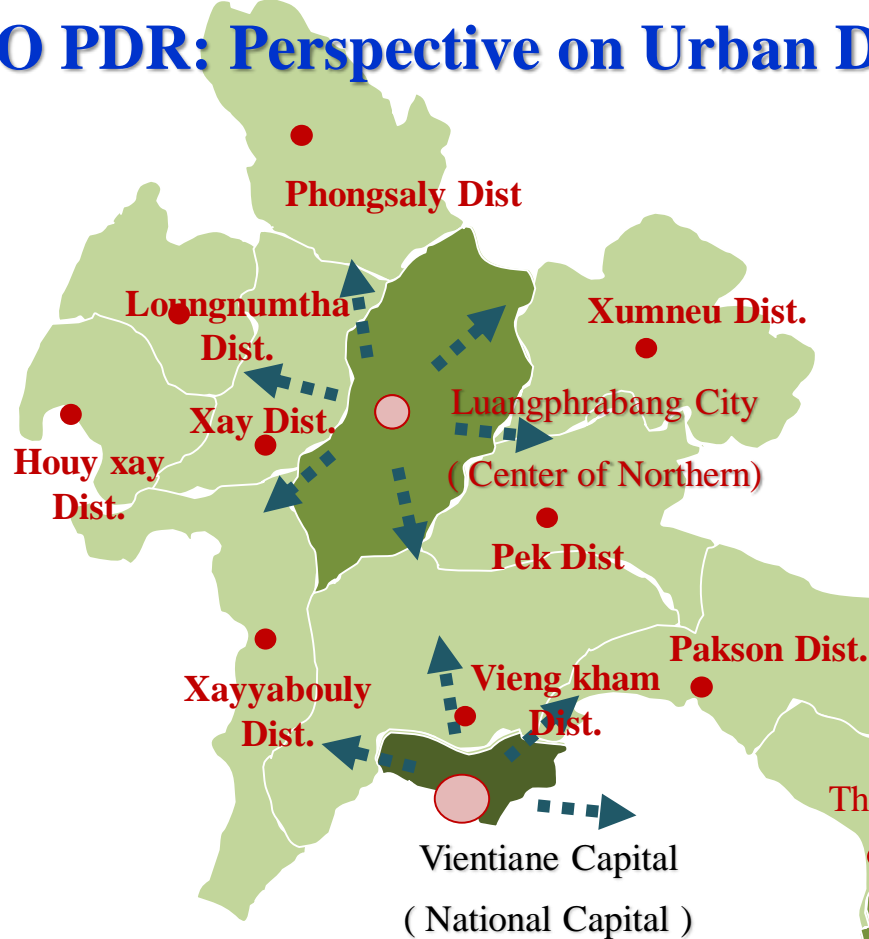
PRC: Observations

- Yunnan and Guangxi urban strategy existing
- **PRC agreeing with the notion about importance of economic corridors ---**
Economic corridor important measure to overcome difficult geography and national boundaries, and promote regional integration in GMS
- China's urbanization strategy: **city groups/clusters** as the main pattern in urban spatial layout
 - To develop 3 world-class metropolitan areas in Beijing-Tianjin-Hebei Province, the Yangtze River Delta, and the Pearl River Delta.
 - To develop 10 more regional city groups including the two in GMS area--one at Beibu Gulf (Gulf of Tonkin), the other in central Yunnan, as specified by the national 12th five-year plan
- **PRC urbanization different from patterns in other GMS countries in that it has established older urban centers**
- ADB projects in Yunnan and Guangxi aligned with major transport routes, but **no GMS Urban development project yet.**
- **Investment should not be focused on small towns which are inefficient.**
- **Development of border economic development belt**
- **Private sector role to become more dominant, based on market mechanisms**

PRC policies: observations

- forming regional city constellations or city economic circles in a larger scale through the **construction of priority economic corridors**, for example, the Hanoi-Nanning-Kunming economic circle
- Promote **inter-city connectivity** between big city and surrounding small and medium-sized cities/towns
- More investment on **industrial parks** with comparative and competitive advantages (Infrastructure and TVET)
- **Integrate GMS plans** with member countries' plans
- **CBTAs** and enhanced increased cooperation on regional industrial chains
- **Sister City partnerships**

LAO PDR: Perspective on Urban Development



- ❖ Luangphrabang City = Center of the Northern.
- Xay, Pek Dist = Center of industrial zone connecting to other areas.
- Xamneu, Phonsaly, Luangnamtha, Houyxay = North- South Corridor Towns.
- ❖ Vientiane National Capital = Supporting urban economic growth.
- ❖ Kaisone Phomvihanh City = Center of the Middle.
- Kaisone PhomvihanhF Uthumphone, Phim Dist = East-West Corridor Towns
- Paksan, Thakek Dist = Surrounding Dists

Kaisone Phomvihane City
(Center of Middle)

Pakse City
(Center of Southern)

Salavanh Dist.

Lamam Dist.

Samukkhixay Dist

- ❖ Pakse City = Center of the Southern.
- Salavan, Samakysay, Xaysetha, Lamam = Surrounding Dists.
- Khongsedon, Thateng, Paksong and Uthumphone = Connecting towns/districts for development.

Proposed Urban Development Plan 2011-2030 for GMS Corridor

GMS Corridor	Province	District/Town	Road No.	Remark
North-South	Luangnamtha	Viengphukha Dist Namtha Dist	R.3	GMS II (ADB)
	Bokeo	Houyxay Dist		
Northeastern	Xayabury	Khenthao Dist Xayabury Dist	R.4	
	Luangprabang	Xiengnguen		
	Xiengkhuang	Pek Dist	R.7	
	Houaphan	Xam Neua Dist Viengxay Dist	R.6	
Central	Luangprabang	Luangprabang	R.13	
	Vientiane Capital	4 Districts		
	Boilkhamxay	Paksan Dist		
	Khammouane	Thakek Dist		
	Champasak	Pakse Dist		
East-West	Savannakhet	Kaisone Phomviharn Dist Othumphone Dist Phin Dist	R.9	GMS I (ADB)

Lao PDR: observation

- Urban master plans existing for 13 towns
- Vision statement states *linkage to the Greater Mekong Subregion*.
- Urban development strategy for 2030.
Developmental targets for major cities' defined – Green Cities
- List of provincial towns of GMS program lists 12 provincial towns. 8 not yet covered by ADB support. Possible to prioritize?

MYANMAR

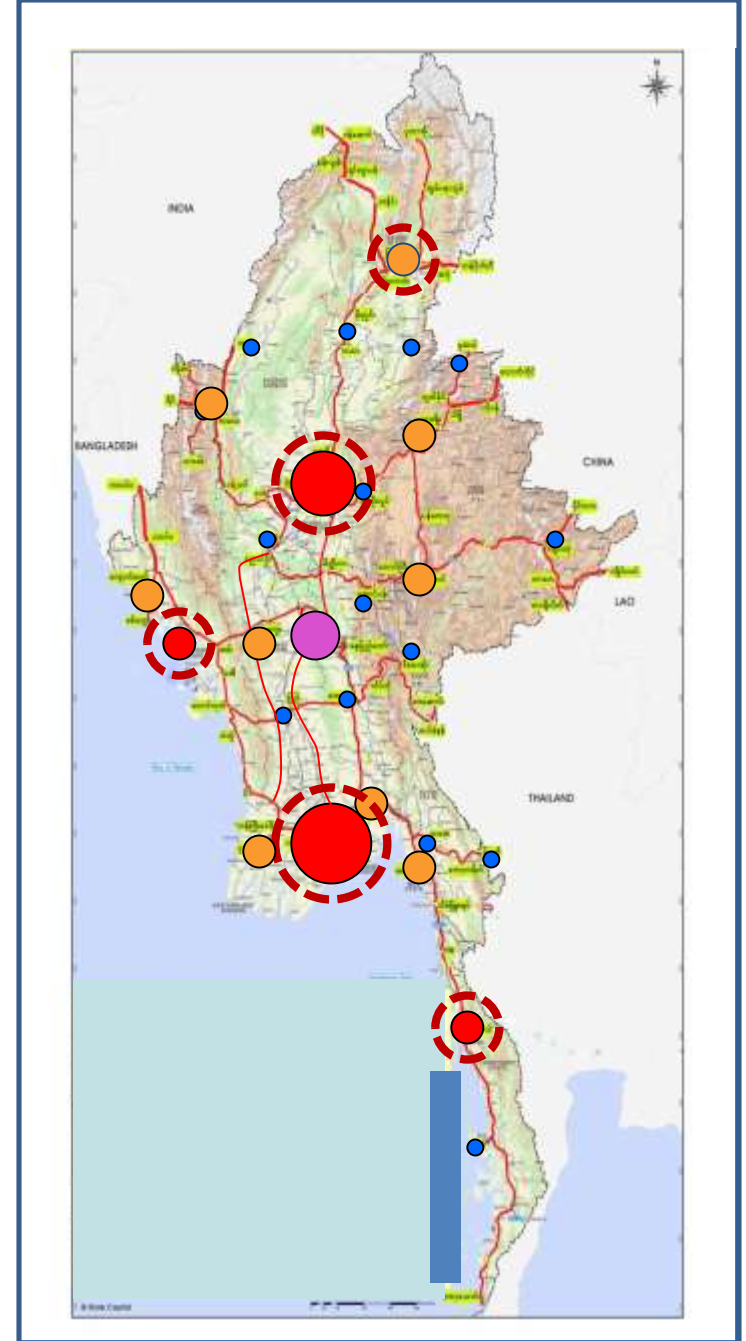
CONCEPT OF CONCENTRATED DECENTRALIZATION DEVELOPMENT STRATEGY

- Capital City
(Administrative, Transport & Logistic Hub)
- ⊙ National Economic Growth Centre
(SEZ, Port, Int. Airport, Trading, Financial)
- Secondary Regional Growth center
- Other Towns with Different Growth Potentials

Main Corridor

Emerging Regional Corridor

Major Communication Axis



Important GMS Border Crossings in Myanmar

1. Muse – Ruli

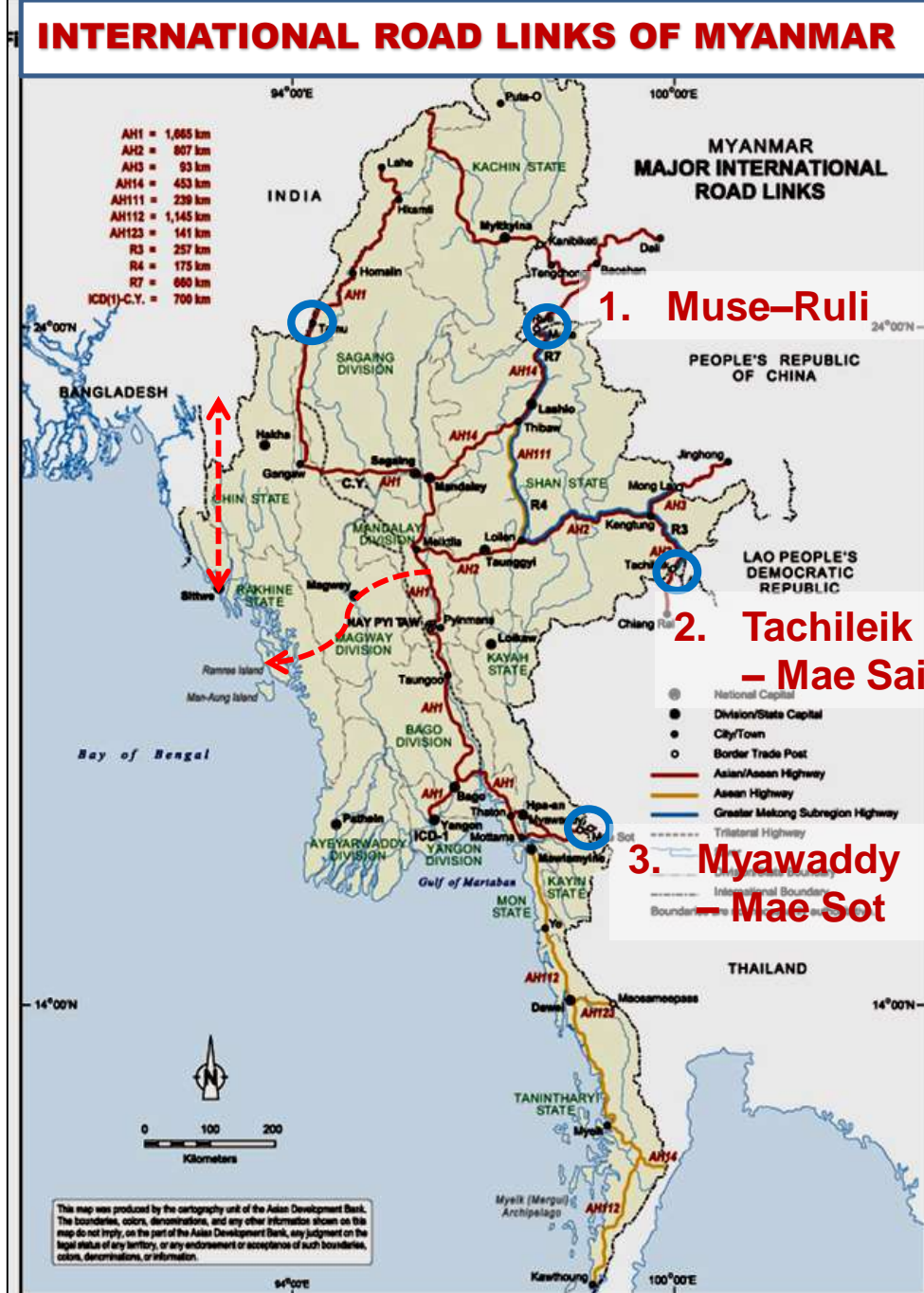
Trade, Tourism

2. Tachileik – Mae Sai

Tourism

3. Myawaddy – Mae Sot

Trade (Possibility of Tourism)



AH = Asian Highway/ASEAN Highway, R = GMS Highway.

Note: The map shows existing and future links.

Source: ADB. Roads on the map are based on information provided by the Myanmar Port Authority, Ministry of Transport.

Myanmar: observations

- Asian Highway, ASEAN HIGHWAY, India gateway + GMS corridors
- Primacy of Yangon-Bago, Mandalay
- Dawei - Thailand
- Lashio – Yunnan
- **To be defined:** Kyaukpyo port – HSR to Yunnan
- **To be defined:** Potential of various border towns
- **To be defined:** Mawlaminye: role not clear, position on EWECC?
- Potentials for Dry Ports
- **“Myanmar wants to complement, not to compete”.**

Thailand Perspectives on Urban Systems and Development Strategies

Functional categorization
by NESDB



Functional categorization
based on GMS
development plan



Thailand Perspectives on Urban Systems and Development Strategies

Development Strategies :

- Corridor towns will be developed by infrastructure especially railway system (High Speed Train and Dual Track)
- Border towns (12 Special Economic Zones) with policy / incentives / investment promotion (by NESDB, BOI, Dept. of Foreign Trade, Customs House, DPT etc.)



Connectivity Integration Competitiveness Sustainable

Thailand Perspectives on Urban Systems and Development Strategies

Environmental infrastructure

Hinterland Development

Rural-Urban Linkages

Green Industry / Green Economy

Urban Design



Resilient City : Structural and Non-structural Measures

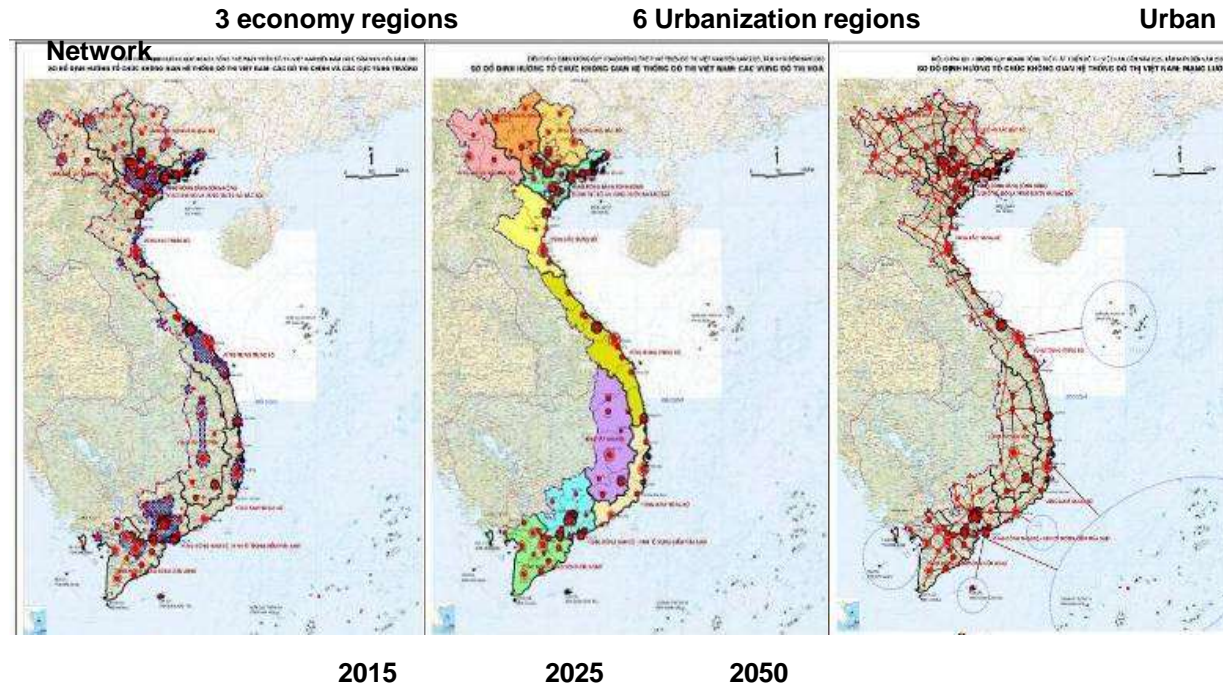
Mitigation of Climate Change impacts

Thailand: observations

- Effective overlay of various regional plans: Trans-Asian Railway, and Highway concepts + GMS corridors.
- **Transport as Urban driver**: Corridor towns will be accelerated by infrastructure, especially railway system.
- Border towns + dry ports.
- **Green city / green industries**. Still a new initiative
- **Sister Cities initiative of MOI**: More cooperation / interaction among town planners and policy planners. **cities support each other.**
- Climate Change adaptation needed !!
- **Investment by NEDA in neighboring countries. Focus on infrastructure and connectivity. Close to borders and beyond**

Vietnam urban development strategy to 2025 vision 2050

Three periods



Strategy

- Metropolitan regions, Economical Region
- Great cities, big cities (city of national of regional center)
- Key urban development exits on the North-South and West-East
- Viet-Trung, Viet-Lào, Vietnam-Cambodia corridor
- Invest in infrastructure to improve quality of urban central areas;

Urban population growth:

- By 2015: about 35 million people, ratio of urbanization 38%.
- By 2025: about 52 million people, ratio of urbanization 50%.

Urban areas:

- By 2015: over 870 cities & towns.
- By 2025: nearly 1000 cities & towns.

Investing in bigger cities or mid-sized towns

- Limited number of urban centres of 250,000 to one million
- Promote effectively economic development in backward areas areas
- require the transformation of predominantly rural agricultural areas to urban use

Country perspectives

Implication: Strategy to develop international connection urban centers



Coastal Cities: Hai Phong, Hue, Da Nang, Nha Trang, Quy Nhon, Vung Tau

Frontier Cities:

- Northern-China: Dong Dang-Lang Son, Lao Cai, Mong Cai, Xin Man
- Western-Lao: Cau Treo–Ha Tinh, Hong Linh; Lao Bao
- Western-Cambodia: Samat-Moc Bai-Tay Ninh, along Asian Highway, Hoa Lu-Binh Phuocc, Sa Sia-Ha Tien, Bo Y-Kon Tum

International Heritage Cities:

- Hue, Hoi An, My Son, Phong Nha -Ke Bang, Ha Noi, Hoa Lu –Ninh Binh

Viet Nam: Observations

- Increasing accessibility of **key urban services** in secondary cities: water supply, wastewater, sanitation, electricity, focus on improved financial sustainability of these services as well as the quality, efficiency and reliability of key services
- Improve quality of **transport and logistics system** in order to meet the more complex business requirements associated with the movement of higher value-added commodities
- **Various transport systems to be modernized**: maritime transport: air transport; road transport with focus on inter-regional passenger transport routes that link tourism centers and regional markets.
- **Inland waterway transport**: focus on tourist transport along Mekong river
- **Railway transport**: trans-Asian railway.

Cross-cutting themes

- Transport-urban nexus very strong. Urban development follows transport.
- Economic corridors – “economic region” /City Cluster Region
- Rural-urban linkages: inclusive development.
- Growth and competitiveness orientation: competition or complementarity? Free play of market forces ...
- Green Cities concept, low-carbon town; green growth (transportation, energy, industries)
- Climate change adaptation needed. Risk management.
- The big void seems to be private sector contributions to urban development.
- Sister City partnerships.
- Border Towns + Cross-border Export Processing Zone.
- Dry Ports. Diversity of urban infrastructure needs