
This is a raw transcript of the In-Focus forum on Southeast Asia (“A Region on the Rise”) of the World Cities Summit, held at Marina Bay Sands, Singapore, on 3 July 2012. The panel comprised:

- **LEE Tzu Yang**– MODERATOR
Chairman, Shell Companies in Singapore
 - **Boyd Dionysius JOEMAN**
Senior Vice President, Iskandar Regional Development Authority
 - **Komara DJAJA**
Head, Urban Studies, University of Indonesia
 - **BUI Xuan Cuong**
Deputy Director General, Department of Transport, Ho Chi Minh City, Vietnam
 - **Beng Khemro**
Deputy Secretary General, Ministry of Land Management, Urban Planning and Construction, Cambodia
 - **Budiarsa SASTRAWINATA**
President, International Urban Development Association
-

[Start of Transcript]

Mr Lee: “So good morning ladies and gentlemen, Excellencies. Thank you very much for spending this next 90 minutes with us. I would like to say that this next session is a bit different from the rest of the conference, which has been very much around the policy and social challenges, planning challenges around urbanisation but that is indeed is the backdrop of why we are here. Southeast Asia, like every other part of the world, is urbanizing rapidly and so the challenges that come from this urbanisation are numerous and complex. Within Southeast Asia, about 40 per cent of our people now live in cities. By 2025, we expect about half of the population in Southeast Asia will be in cities and many of these will be near the water. There will be many port cities, particularly in Southeast Asia. So I think particular platform I mentioned is a bit different from the rest of the conference in the sense that it is intended to provide a platform for participants, yourself, to find out more specifically about city level projects, what kind of opportunities there are for development, industry trends, what does it take actually to invest successfully in this trend of urbanisation.

And so I think we are truly trying to identify and bring to light what are the investment, opportunities in the cities through whichever method, of course public-private partnerships one possibility, and we have with us today a distinguished panel representing both and private stakeholders in Southeast Asia and we’ve asked them to share on the development opportunities that they see in their respective spheres. But also in particular not just to describe the development opportunities but to describe what are the approaches by the

investor, what are the corporate practices what are the risk mitigation strategies in respect of sustainable development that they would be looking for in their respective cities and development areas. Each of them will speak for 10 minutes and they will come up one by one to join me on the platform. At the end, we will have about half an hour for questions. The questions can be of course brought up by members of the audience who if you like to come up to the microphone but later you will also perhaps be interested to use the fancy technology that we've set up and if you post through this technology, I will receive it from this iPad and I will be able to put the question on your behalf. So to start, I'd like to introduce our first speaker. He comes from Indonesia. He's an academic, Professor Komara Djaja. He comes from the University of Indonesia, he's the head of the graduate programme in Urban Studies and we've asked him not just to talk about in the future but to set the scene by talking about urbanisation trends in Southeast Asia as a whole. Professor Komara."

Prof Komara: "Thank you very much, Mr Lee, for the kind of nice introduction. Excellencies, ladies and gentlemen and friends and colleagues, it's really an honour for me to be here. I've been here in 2006 for World Cities Summit and it's a very good event actually. In this In Focus session on Southeast Asia, let me first argue that the Southeast Asian urban development cannot be separated with the discussion of the so-called roadmap of Asean Economic Community. Right, probably this is not too clear but the issue is our leaders already committed we do have a kind of one-single community, East Asian economic by 2015 actually. And if you can look at the document, it's very clear that the objectives, the objective is of course to increase the well-being Southeast Asian people but through the connectivity, that's the key word. So if you can see on this, the keyword 'connectivity' is very important, especially physical connectivity, which is our event right now is very close-related. Of course, at the end it's people-to-people connectivity but the physical connectivity is related to the big issues on networking of logistics, sea transport, air transport, land transport and many things. So we would like to kind of remind us that we do have a kind of a big umbrella on the urban development issues in Southeast Asia.

If you look at this, there is task force for connectivity in the Asean context so we can approach your national government and then together with private sector and all stakeholders can give up to have a kind of urban development in Southeast Asia to be a kind of a centre for production network and also increasing the global competitiveness to engage with the world market. That's why we are here actually. Right, just to give you flavor who we are actually. We are 10 Southeast Asian nations, the biggest one in terms of area and population, Indonesia, but in terms per capita as spread over thousands, but Singapore is only 700 square kilometres but income per capita you're seeing purchasing power parity is around US\$52,000. So there are a variety of characteristics of Southeast Asian nations in terms of density, in terms of how big the population also, in terms of, say for example, rich or not of the different countries there. So these are our area, starting from the 10 countries up there, down China, go through Indonesia. There are a lot of us around. Mr Lee told us that more and more urbanised region in this area and there are a lot of new developments and new challenges on the growing cities due to the pressure of urbanisation. This is just to show you, give a flavor to what extent the connectivity is already planned throughout Asean and the transportation road, which is Indonesia, Thailand, Malaysia, Philippines and others have some portion of plans to establish later on in the future to, this is land transport, but also air transport and also sea transport. So most of the Asean network, highway or land air,

are mainly in urban areas. So that's why connectivity, physical connectivity is very relevant to what we are here right now. Mr Lee already told us that growing urbanisation in Southeast Asia data from 1972 to 2010 told us that any country in Southeast Asia is experiencing rapid urbanisation. Indonesia, for example of 4.2; China, India of course, this is the whole of Asia, Philippines, Vietnam and Thailand. And these due to the, well, the nature of transformation to some extent of our of economy from agriculture to manufacturing then to services sector. So urban-based activities or trade especially in services is becoming more and more important.

Now I'd like to focus myself to Indonesia. Right, this, the area is a big island and Sumatra, Java, Kalimantan, Sulawesi and also Papua and others and all of the big islands are experiencing growing and growing urbanisation also, cities have come up. Right now, 98 regional government mayors but the type of agglomeration is becoming higher and higher. So the potential or the opportunity to do something, especially for private sector, is quite big on the so-called masterplan for acceleration expansion of economic development. This is Indonesia, urban and rural, and if in the 70s, it's 17 per cent of people live in urban areas but right now it's around almost 50 per cent are living in urban areas and in the mid-term future where our population in 2025 according to National Planning Agency is 275 million people, which is 67.5 per cent are going to be living in urban areas. So there are lot headache to some extent but there are also a lot opportunities there. In short, Indonesia has urbanised rapidly and continue for the mid-term so as I said a lot of headaches but a lot of opportunities. Actually, this creates significant opportunity for Indonesia with urbanisation potential to boost regional economic growth and create vibrant cities and metropolitan areas. Let me tell you that the latest study exploring cities in Asia, 70s to 110, one per cent of urbanisation in China and India increasing GDP per capita is eight per cent, wow, sorry, six per cent. But in Thailand for example, increasing one per cent of urbanisation increasing, or increase the GDP per capita is six per cent, sorry eight per cent. But for Indonesia unfortunately with Philippines, we are not exploring with urbanisation properly. One per cent increase in urbanisation, just less two per cent of our GDP per capita so there is a kind of backlog. After the financial crisis, Indonesia is big and then collapsed and we are creeping now to catch the performance of neighbouring countries. Don't tell Singapore but Malaysia, Thailand and others, Myanmar, Vietnam are also growing pretty fast.

Sorry, I'd like to point out Indonesia has the potential to substantially increase its economic return from urbanisation if, of course, we need a strong leadership. Yesterday, we already heard a lot of discussion on the role of leadership, visionary and also adopt the so-called broadly good governance. We've got a lot of problems in governance and also how the especially people in the government are serving the people, citizens. A study showed us that recently there are 44 agglomeration areas in Indonesia starting from Jakarta, Surabaya, which is more than five million and one until 10 million. I'm seeing some data here around 13 metropolises and also medium sized agglomeration happening. But the concentration is still in Java and Sumatra. The Kalimantan, other Eastern regions still lag behind. Of course, larger cities in general are more productive because of externalities. There are some additional infrastructures, skilled people are coming there and so the city as a centre of production capacity is growing and growing. And here is just telling you that Java and Bali continue to play dominant role. From private sector, for example steel, a vibrant place to invest is still in Java and to some extent in Sumatra for example but not the other regions. So we're going to invite the private sector to explore on Indonesia data later on.

The third and second layer of urbanisation of city governments are struggling with the supporting the so-called providing basic services – education, health, poverty and all that - and also there are some good and bad lessons learnt. There are some cities whose performance are quite good but the rest is still struggling. So look at Java, Java is brown there, a lot of activities there. The problem we face is especially for the core economic cities lead economic output but urban periphery a very important role, driving growth agglomeration, especially in Jakarta area, the so-called Bogor, Tangerang, Bekasi and Depok and other regions like Surabaya and surrounding. The problem we are facing is inefficient landmark, not like Singapore or other countries; we are really having a headache on this. And we do have a kind of real backlog of transportation so both land and sea transport. Now due to liberalized air transport people is moving around, spreading to the Indonesian cities but for the middle or lower income class, they need the kind of sea transport, land transport. We lack of this compared with neighbouring countries. And also since the Asian crisis, the capital expenditure is to some extent stagnated. Before the crisis, five to seven per cent of capital expenditure, the GDP is expanded but right now it's only two or three per cent. We are, I think we should be looking for reengineering financial issues in this case.

Just to give you a flavor on water resources, sanitation, electricity and roads. Road, as I mentioned, 2000-2004 expanded only 12 per cent throughout Indonesia but the ownership of motorbike or motor vehicle is 80 per cent. You can imagine how crowded cities in Indonesia are right now so we need the proper advanced transport system. Then of course we still do have a lot of critical issues – housing, urban environment. Although we're committed to reducing emission by 26 per cent towards 2020 in urban areas, energy transportation, electricity, industries committed to more environmental-friendly, waste management and so on and so on. And let me close that we now like to open and boost our effort in expanding or accelerating our development effort, so the connectivity issues, because China and India and Southeast Asia is growing, so Indonesia cannot reap that kind of 'trickle down effect' if we Indonesia is not tied or the connectivity in our region is loose, for example. So that's why there are a lot of discussion right now in the government and private sector that we would like to, some urban centre area is working to invite a lot of investors in many aspect actually. So the conclusion, the so-called masterplan, acceleration in expansion of Indonesia, so increase connectivity among major urban areas, not just in Indonesia but also to Southeast Asia but also to the global market. But governance issue is very critical, a lot of government sector in Indonesia. So a proper and innovative policy and investment strategy is needed so that the policy impact of Indonesia, rapid base of urbanisation will glitter and than it has been achieved so far. Thank you very much."

Mr Lee: "Thank you Professor Komara. I'd like to move to Cambodia. The speech was prepared actually by his Excellency, Mr Im Chhun Lim. He's the senior Minister of Land Management in Urban Planning and Construction in Cambodia. He's unfortunately unable to be here but the presentation will be delivered by Dr Beng Khemro. Dr Khemro Deputy Secretary-General of the General Department of Land Management and Urban Planning in the Ministry. Dr Khemro."

Dr Khemro: "Good morning, Excellency, ladies and gentlemen. I'm very honoured actually, I'm double honored because first, I've been able to be here and thanks to Singapore government. Second, I'm honoured because my Senior Minister, His Excellency Im Chhun

Lim, he has appointed me as the representative to present his speech and share the Cambodian experience with the audience here. Allow me to read the speech in full and at the same time, I'll also be able share with you the PowerPoint presentation, will give you the visual and the detail of the speech. So allow me to read the speech. Excellency, distinguished guests, ladies and gentlemen, I'm very honoured and delighted to be invited as one of the speakers for this prestigious and highly successful event, the World Cities Summit 2012, which is organized here in one of the most successful and advanced countries and nation, Singapore. For this opportunity, I would like to thank the Singapore Government through the Minister of National Development for the invitation and warm hospitality and I would like to thank also the Urban Redevelopment Authority and the Centre for Liveable Cities for its excellent organisation and arrangement. Now allow me Excellencies, distinguished guests, ladies and gentlemen to share with you some of the general aspects on Cambodian city and urban infrastructure development trends and prospects at the following.

Cambodia, as most of you are aware, is located in Southeast Asia and is one of the members of Asean with a total land and sea area of 181.035 square kilometers and a population of around 14 million. Historically, as shown in the presentation, urbanisation in Cambodia represents an up-and-down situation. It is even worse for Cambodia's urban centre, which has gone through a period of civil and destructive regime during the last few decades, especially the Khmer Rouge regime where almost all the urban centres were evicted and left empty to the destruction for almost four years from 1975 to 1979. Even after the liberation in 1979, the country was still engaged in guerrilla war with the deserted Khmer Rouge soldiers. Not until 1998 when Cambodia has gain complete territorial integrity, stability, security and peace in every corner of the country thanks to the win-win policy of Hun Sen, Prime Minister of the Kingdom of Cambodia, which has successfully distinguished all past historical civil wars and has harmonized all political parties to take part in the national election in 1998. It is with political stability and strong leadership that build the foundation of the country for fast economic development that Cambodia has ever experienced in its history when the growth of our GDP reached the double digit of 13.3 per cent in 2005.

However, as shown in the graph and according to the Ministry of Economic and Finance, Cambodia is currently no different from all the countries, which was affected by the slowdown of the global financial crisis between 2008 and 2009. But it has bounced back from its lower growth in 2009, almost in a V-shape form from the growth rate of only 0.9 per cent to 6.9 per cent in 2012. Such a growth is witnessed in all sectors, including the industrial sector with 14.3 per cent where our manufacturing sector is accounted for 20.2 per cent, while rubber production has increased at 10.1 per cent. The service industry has also increased at five percent, which is from financial sector with 12 per cent increase while hotel and restaurant sector has increased at 5.6 per cent, and transport and telecommunications centre has increased 6.9 per cent. Although Cambodia's population is still low compared to all the other countries in Southeast Asian region, we each amount to around to 20 per cent of the total population, the rate of urbanisation is high. In our rate, Cambodia's urban has grown at 1.54 per cent annually which is a bit higher compared to the rural population growth at 1.2 per cent annually. However, the urbanisation trend in Cambodia varies geographically and economically. In general, the fast growing city in the country the capital city of Phnom Penh with the growth rate of 2.83 per cent annually.

Excellencies, distinguished guests, ladies and gentlemen, according to the Royal Government special policy and goal for the national and regional integration as well as the government infrastructure upgrading programme, urbanisation in Cambodia should continue to grow with many new towns will be established as a result. The process of urbanisation will continue to expand in the capital city of Phnom Penh as one of the key economic poles of the country for service and manufacturing industry. The other economic pole city of Sihanoukville has played very important role as the seaport of the country, a getaway for the region and international markets by sea. The third economic pole city of Siem Reap, which is home to the World Heritage Centre of Angkor Wat has expanded relentlessly for the every increasing tourist arrival in Cambodia. This urbanisation trend should continue for Siem Reap town as more tourists are attracted to historical and cultural places and size of the neighbouring and remote provinces in the north region, which were not accessible before and now available for visitors as a result of the Royal Government mass infrastructure upgrading and extension, as you can see in the slide.

As shown in the presentation, urbanisation in Cambodia has also been less in provincial capital cities and towns in the northeastern region such as Ratanakiri, Kratie, Stung Treng and Monduliri again thanks to immense road infrastructure improvement programme which connects these former isolated region to most part of the country. In addition, the Cambodia-Laos-Vietnam regional development project has received assistance from the Japanese Government and the ADB should also further contribute to the growth of urbanisation in this northeastern region. This new emerging cities and towns will play in an important role in processing hydropower plant, mine industries and tourism industry, as well as international cross border trade sector. It is worthwhile to note that by 2015 the Royal Government aims to transform the northeastern region into the fourth economic pole of the country based on its rich natural resources, its beautiful unique landscape and mild temperature, as well as the region rich highland ethnic minority cultures and traditions. Likewise urbanisation trend in the coastal region of Cambodia will also continue to rise especially after Cambodia has been awarded in 2011 as an official member of the club of the Most Beautiful Bay in the world.

As shown in the presentation, Cambodia has already experienced an increase in the number of tourists visiting its 440-kilometre long beach and island. This has been made possible because of the Royal Government ambitious infrastructure upgrading project, including road, sea and airport renovation and expansion in this region. As a result, many towns and the cities in the coastal region has grown and expanded to accommodate both tourism and international trade industry, due to also the upgrading and extension of infrastructure projects, including road, airport and seaport in the region. The political stability and peace throughout the country which Cambodia has achieved since 1998 has given the country a new historical opportunity to transform and development its normally in security international border line to become the area of development, operation, peace and friendship with the neighbouring countries. As shown in the presentation, many of the border villages along the border frontier of Vietnam, Laos and Thailand have grown into towns and cities as a result of increasing cross border trade, tourism, due to increase of access of infrastructure and service and better integration in the country. In these border towns and cities, many special economic zones have also been established to attract foreign investment where investors can enjoy a number of government incentive policies and rich natural resources as well as cheap labour.

As shown in the presentation, beside the fact that Cambodia is a member of Asean, it is also one of the member countries of the greater Mekong sub-region which have ambitious long term regional flagship development project, namely the north-south, east-west and southern projects, in order to propel the region's economy and regional integration as well as to integrate the region with the world's economy. For such a purpose, mainly regional infrastructure improvement programmes and projects have been initiated throughout the region and run across Cambodia. This will drive urbanisation in Cambodia to further stay as a result of this better regional integration. In order to maximize the benefit from those regional projects programme as shown in the presentation, the royal government of Cambodia has foreseen the development role of towns and cities in the country as three different functions and layers. First, the capital city and its surrounding cities and towns as one of the economic poles should play and act as the backbone of the country's economy. The second layer will be comprised of the medium sized cities and towns should play the role of economic development based on agriculture, agro-processing industry as well as tourism. The third and final layer of the country ring cities and towns should act as the established border town and city based on cross border trade and tourism. By strategizing these urban development prospects, it is hoped to provide investor confidence and ease for investing in Cambodia because the strategy will ensure that their investment are in the right place and right direction.

Excellencies, distinguished guests, ladies and gentlemen, infrastructure investment is one of the priority projects for the Royal Government of Cambodia and it was embedded in the Royal Government rectangular strategy for the second phase, such priority of investment is promoted through public and private partnership investment strategy. Moreover, a sole private investment infrastructure is appreciated by the Royal Government and can be initiated in various forms, including the bill operating transfer, bill operating own and transfer, et cetera. Nonetheless, by investing in Cambodia, private investors can enjoy broader market of around 310 million customers in the GMS region and approximately a wider 550 million customers in the whole Asean region due to the full integration of Cambodia into this big potential market. At the same time, foreign investor in Cambodia shall enjoy investment security environment since we are well-protected in Cambodia through improving law and regulation on investment, which surely provide important guarantee for investor such as the following: equal treatment for all investor, no nationalisation, no prior limitation on goods and services, no requirement to develop a local shareholder, no limitation for currency transfer to overseas. It is also true that security investment climate for private investor in Cambodia is highly evident in all sectors, including land management where law and regulation are updated over time to guarantee private investor to the fullest possible.

In addition, the royal government has embarked on a sustainable special management policy in order to guide proper and balanced investment and development to other countries. As summarized in the presentation, the royal government has updated its law and regulation in the field of land management and urbanisation to facilitate private investment in land and property markets as well as to guide and guarantee a sustainable investment and development. With all legal framework and mechanism in place as well as advantageous geographical location in one of the more dynamic economic region in the world, Cambodia should provide investors with a number of potential to grow in a sustainable and profitable

future. Thank you for your kind attention and before I end my presentation, I would like to share with you that if any of Excellencies, ladies and gentlemen are interested in our PowerPoint presentation, we would be more than happy to share a copy of it. Thank you very much.”

Mr Lee: “So we’ve heard from Cambodia. I’d like now to move to Vietnam and we have Mr Bui Xuan Cuong. Mr Cuong is the Deputy Director General of the Department of Transport in Ho Chi Minh City. Mr Cuong, please.”

Mr Cuong: “Good morning, ladies and gentlemen. I will share with you about urban infrastructure development in Ho Chi Minh City. Ho Chi Minh City with a population of 7.6 million is a centre for economic, culture and technology as well as international gateway of Vietnam. With an area of 2095 square kilometres, Ho Chi Minh City has been developed towards multipolar model in which the central area with a radius of 15 kilometres and far-south centre. We have been expanding along the transport corridor. Over the last few years, Ho Chi Minh City has allocated a large sum of investment capital on developing urban infrastructure system. As a result, this has led to considerable process in city infrastructure contributing to the rapid economic growth, cultural and social development, and improvement in living standards of its residents. A number of modern infrastructures met with regional and international standards thus beautifying the landscape of Ho Chi Minh City. However, infrastructure in the main Ho Chi Minh City is still in need of development due to its (-inaudible-) centralization, poor connectivity, which is considered the (-inaudible-) of the development process. Urban infrastructure is low quality and (-inaudible-) from poor management, ineffective operation and service (-inaudible-) on just basic resources, slow (-inaudible-) as well as slow component in extracting natural resources.

Based on low quality of urban planning, lack of central and integrated masterplan of long-term investment, especially construction planning and new land planning. Moreover, appropriate mechanism was not in place to mobilise on resources and a look for potential especially land for infrastructure development. In the next century Ho Chi Minh City sets out targets to mobilise on its resources in the society as trying to attract foreign and local investor in infrastructure development. Strategic capital will be allocated for essential and crucial process. Ho Chi Minh City is focused on mobilizing its resources to form a serious infrastructure system, ensuring a rapid sustainable ground and speeding up international integration. Infrastructure development would be carried out in line with saving arable lands, protecting environment in response to climate change, (-inaudible-) of governments, residents and investors. Along with this need for synchronizing social economic and infrastructure development, it’s crucial to focus on three main areas, namely transport infrastructure, urban infrastructure and irrigation, drainage and flood control system in response to climate change. About transport infrastructure development, the transport infrastructure needs to develop in the following systems. Land transport system has to work on connectivity between Ho Chi Minh City and neighbouring areas ensuring smooth movement between the inner city and new township areas, satellite areas, industrial park and seaports, improving transport capacity as well as ensuring safe and secure travel, ensuring towards reserve land space for transport while building new township areas. Strengthening, upgrading and newly building up urban railway network like the MRT, LRT and major roads towards the centre of Ho Chi Minh City, transport rose in the (-inaudible-) ring road and some big places in Ho Chi Minh City.

Ho Chi Minh is focused to be the severely affected by climate change with the water level rising in the years to come. It needs to improve its existing irrigation system, maintain and upgrade transport congestion in the face of climate change and rising sea level. To address that, (-inaudible-) in Ho Chi Minh City is required to invest in contracting (-inaudible-) along Saigon River (-inaudible-) control system. About urban infrastructure development as below, ensuring harmony in new construction and urban rejuvenation. Urban and infrastructure development with environment protection characteristic of Ho Chi Minh City to create a liveable and modern city, developing urban infrastructure with respect to electricity water supply and drainage system. Ho Chi Minh City will face many challenges in the course of infrastructure development by the next 20 years. We are well aware that with these main challenges, Ho Chi Minh City must focus on the following.

The first, enhance the quality of construction and central implementation of masterplanning in which land use planning and integrated with infrastructure construction especially transport infrastructure in efficient and practical manner. The second is formulating a sound urban finance policy to attract efficient use of capital resources from infrastructure development, especially on the (-inaudible-) important project attracting both local and foreign investors to invest in infrastructure while improving its investment policy through the model of PPP. Reforming mechanism to mobilise land resources for infrastructure, adapting policies and increasing land value for adequate infrastructure. Policy and appropriate land acquisition in order to generate capital for infrastructure development and enhance governmental management in the (-inaudible-) investment, reforms need to be achieved to create a favourable condition for investor in order to reduce obstruction and expense. Developing human resources in the area of congestion, management and operation in infrastructure applying technology and modern management methods in building an operating infrastructure system. Thank you for your kind attention.”

Mr Lee: “Thank you, Mr Cuong, and particularly for staying within the time and helping us to trying to get back on the schedule. Next, I’d like to move to Malaysia. Here I like to invite Mr. Boyd Joeman. He is the senior Vice President for the Iskandar Regional Development Authority and he will talk about how to bring together the environmental considerations into development. Mr Joeman.”

Mr Joeman: “Thank you, Mr Lee. Distinguished guests, Excellencies, ladies and gentlemen, thank you. I’ll just get this right. That’s my topic today; it’s Green Focus Agenda for Iskandar Malaysia towards Low Carbon Society. I hope to expand a bit more about this one. Hopefully, it doesn’t take too long but hopefully at the same time you understand as well the content. Oh, Josephine, hello. Nice to you again. Okay, Iskandar Malaysia at a glance. Can I have a hands up how many of you know where is Iskandar Malaysia is? Nice. Johor? That’s not bad, is it? Okay, I want to tell you a little bit about Iskandar Malaysia. As you can see here, it’s just a big area. It’s actually three times the size of Singapore so you can imagine. Singapore is quite small actually but we like Singapore because I can come here every weekend, I’ll just go to a coffee place and then read a book and then go back to Johor which is quite nice so I’m very pro-Singapore, that is. As you can see with Iskandar Malaysia, the size is 2200 square kilometres. It’s big in that sense but the way we are focusing development here is looking at areas so we’ve put together areas called ‘flagships’, five of them within the area and I’m just going to talk a little bit about that as per what Mr Lee was saying about how

to bring investment into Iskandar Malaysia and I hope that through these slides, it will entice you in some way at least to come and visit and say hello and what do you think.

Okay, Flagship A is, sorry, that's too fast. Okay, Flagship A is essentially the city of JB, we called it Johor Baru. Over there, we are very much a cocoon area if you like but we want to expand and we want to do something for Johor area. At the moment, it's a very historic place but not obviously in the sense of listed buildings and conservation areas as you would in the United Kingdom, for example. It's very much some history but very good history as a basis of one of the areas that we're producing culture and heritage policies to go in there. Can I just do this a bit? Okay, on B is our centre of development at the moment. If you go there, it's a huge area called Nusajaya, Flagship B, and it consists of a lot of development, one of them being EduCity, what's called EduCity. Here a lot of the investors from around the world are concentrated, notably from United Kingdom. We have Reading University, we have Southampton University and a medical faculty for the Newcastle University in the UK so very strong brands in there. We also have Marlborough College, that's the first one outside United Kingdom. A very good centre for bringing people and investors like yourself and others into Iskandar Malaysia because now we don't have to travel from Australia or from the Asean region, you don't have to travel all the way or send your children to the United Kingdom. They have a facility, a college which is branch of that college in the UK in Iskandar Malaysia so it's again a very strong focus for those who want to come in and invest in Iskandar Malaysia and to live and to work and to play, which is our motto. Flagship C is our, one of the largest and fastest growing ports in the world called Pasir Gudang, sorry, Port of Tanjung Pelepas as you can see in the bottom there. Logistics are happening there, very strong presence by Maersk for example and very, very prominent location complimenting what is already happening in Singapore. Flagship D, Pasir Gudang, another port and together with Tanjung Langsat, the facility there is very much dealing with oil and gas for example. And Flagship E is where our airport is which is the central hub for our logistical faculties. As well as you can see there, if I can show this here, University Technology of Malaysia, a very prominent and close working relationship with Iskandar Malaysia. I will come to discuss and talk a bit more later.

Okay, so this is the topic of my agenda called the Green Focus Agenda for Iskandar Malaysia. Essentially, when we do this development in five flagships and the whole of course the 2000-plus square kilometres, we look at it in terms of green focus idea, ideals rather. So we look at the global sense, we only live in one planet; we need to do this properly. If we want investors to come to us, we want the investors who are conscious about the planet, about climate change, about mitigation, resilience, about being carbon, good carbon footprint or less footprint if you like. So the focus of our comprehensive development plan, I will show that later on, is all these which means that we are looking at all facets and sectors of development in the sense of a green approach. So as you can see there, environmental planning at the top and I'll go clockwise, then you go social development, infrastructure, solid waste, economic development I highlighted that because obviously we are an economic region. We want to bring investors but we also want the best investors into Iskandar Malaysia. I got to get that.

Okay, the way we do this is now we have economic region, we want to do it properly so we look at how we are going to address the connection between bringing investors in from outside and from within. So as you can see from one side, we look at federal policy, the

national physical plan and development plans of the five authorities within Iskandar Malaysia. We said to them we need to work together and we have commissioners at federal level and local level to look at how investments can come in with a ready approach for them if you like. Normally, if you go through the authorities, it will take at least three to six months to get plans approved. If we go through Iskandar Malaysia, then if we can get it done within three to four weeks or even less depending on the size of development. The importance of this is that we have commissioners who can deal with federal entities. As you know, maybe in other countries too, it's very much because we are different layers of governance. We have a federal government, we have a state government, districts and a local level, village level. So all these need to work together. What Iskandar Malaysia does is ensuring we have a clear line to go to the top people and to the state. So if you are coming in with your investment, what we do is we connect you with people at federal level, with the International Trade and Industry, for example, so that it's easier. By doing that, it focuses attention on all those involved to say, let's get this investor in because they are very good, they are responsible. We want them to come to Iskandar Malaysia but we don't want them to wait. Investment could easily go somewhere else if it takes three to six months or longer to get the applications approved. So we say to them come in, we can help you deal that with. We'll facilitate you and get things done and then when it comes to the local level, we have also have the state commissioners dealing with that. So it's a clear line if you like from A to the north.

So again, you can see we ought to be looking in terms of all these, workforce, all of these are very, very important. The green economy is what we're focusing on now, i.e. how do you marry the environment and having an economic base that's very, very strong and can bring in investments. So we are trying to attract you in that sense of we're looking at green growth, we're looking at the planet as a whole. How do we you bring you in is what we are asking everyone. Investments, tax reliefs, incentives that we can bring you in, putting you into the right flagship areas for the type of industry that you are thinking of investing. So all these are very important and we look at these in terms of my role, which is Iskandar Regional Development Authority, how to implement, how to comply, enforce. We monitor the progress and review and give you the best. If you need land in a certain area, we park you in a certain location, in a flagship and if you say I need land in the next 20, 30 years, we allow you to expand in that area. Okay, I'll skip this one and come to this one.

Now the focus of the way we do green growth is for what's called low carbon society. It's very much policy-based but of course, it's important for us to have a basis of how we are going to run an economic region this size. It's a big entity if you like to address and to focus on. So we work together with other Asean countries. As you can see, the Iskandar Malaysia is one of the area, places that has been looked at very carefully. Now we are being looked at by other Asean countries and by the world because we are telling the world and the investors and developers, come to Iskandar Malaysia but come with a good intent and that's how we see things. So the focus for us is very much the green focus agenda in terms of looking at low carbon Asia in total. Asean countries through this project that we're doing called Low Carbon Society Scenarios for Asean Region, they are looking specifically at Iskandar Malaysia as the model for how are things going to be done, marrying economics and environment together and as UN was saying, it's double dividend. If you can work it out very carefully, it has a lot of pluses. Actually, there're more pluses doing it in terms of marrying economics and environment to get things and investment better. I think Singapore

is already doing that in a very, very good way and we are learning from Singapore. A lot of things are happening here very well, in Tokyo, Japan and in other places.

The composite ground plan, I just focused you on that, iskandarmalaysia.com.my, we have a lot of information in that website to tell you about what we can do, what incentives we can bring in and how we can attract you to come. We very much would like for you to come and at least speak to us initially over here and in other places. So as you can see there our development strategy is focusing on balanced development, DODs (?). We are looking at key economic areas as a focal point for growth. Part of that are the five flagship areas that we are talking about. We also want to have liveable, workable cities which is the theme of this particular conference. And the blueprints that we have prepared are all focused towards making sure that green growth happens. We are already doing that rather than just saying, oh we are still starting this, but actually doing these things already. And many of the blueprints that we've prepared are focusing on that, transport for example. We look at energy. Human capital is a very important part of government policy, my government, the federal government. We want to ensure that we bring in talent from outside as Singapore is doing. You want the best to come to your, to invest and to work in your region. We are doing the same thing in this way. And more importantly, we are producing a low carbon society blueprint, which charts the way we are going to run things and some of the things are already working. If you can have a chance to speak to us later on, ask about that one. So what we are doing is as you can see, we are building strong, the word 'sustainable' is very important, metropolis of international standing. So that's how we are going to approach the way we do things here.

We have actions that lead to how we're going to do it in some of the things that we are doing here. And finally I just want to talk about this, how green growth and environment works together very well. So I'm just updating you some of the things we're doing, for example environmental development. We want investors to come with good intent and we want to focus on how we're going to work together. Many things are already happening through this process. We have Legoland, which is going to open in September, not far from now, 15th September is our target date. EduCity is already happening very fast. We have students coming in already. Logistical, bio-cell, oil and gas in Pasir Gudang area, all of these are happening but we are conducive and attractive to a lot of investment. Previously, when we started this, and by the way, we're only about four to five years old, very, very skeptical people from around the world. They said it could be a white elephant but if you go there now, you can see what is already happening and what's working. So working together is really important. We can provide, we as in Iskandar Regional Development Authority, can bring you in, you can come to us and we can talk even more and decide how you want the investment to happen and where they should go. So I'm welcome you on that and thank you, Mr Lee for your time and the attention from everyone. Thank you."

Mr Lee: "Thank you, thanks so much. Thanks, Boyd. And finally I'd like to invite somebody from the private sector. He is Mr Budiarsa Sastrawinata. Pak Budiarsa is President of Ciputra Group and also Ciputra Group's PT Ciputra Residence, which is a company behind many leading new town developments so I can say he is not just a developer but also doing a fair degree of local planning development. We've invited Pak Budiarsa to talk from the private sector perspective on the opportunities in Southeast Asia. Pak Budiarsa."

Mr Budiarsa: “Thank you, Mr Lee. I’m tasked to be the last speaker, especially squeezed between the session and lunch. Like any other developments around the globe, the issue of sustainability is becoming more prominent than ever before. The Kyoto protocol, for example, has been executed since 1990s and now has pledged by most. There are a number of methodologies used to measure sustainability such as the sustainability index, carbon emission reductions and even specific measures for industries like the building industry such as LEED in the US, BREEAM in the UK, BCA Greenmark in Singapore, Green Building Index in Malaysia, LOTUS in Vietnam and GreenShip in Indonesia. All of these are targeted specifically to suit the local context or the country. However, a careful implementation is needed to preserve characteristics of cities, to retain its deeper cultural values. In other words, it’s about moving cities towards a sustainable development without compromising its local character and culture.

Southeast Asia has been an interesting subject if one is to look at sustainable development. The first obvious trend is its rapid creation of wealth yet largely unequal distribution. Rapid creation of wealth brings about series of tensions and urgent concerns with modernity, developments and social transformation. At the same time, unequal distribution means that there’s a new middle class – a group favouring consumption, rather than cutting down. Doing business in context means we have to operate within a setting whereby there are competitions for provision of goods. The challenge then is to implement a sustainable urban development in the context of rising growth alongside consumptive favour. In number of cities whereby social changes flourish largely outside the government’s direct influence, there is an inclination to see such changes, being a responsibility that is beyond their control and worse still, they treat it with cynicism and indifference in the sustainability agenda. Therefore, it should be noted that developing sustainability cities need to be considered the local context in which it takes place. Deeper than this, it should really focus on solutions that support the cultural context for strategies to succeed. It should be suitable for the society to embrace changes that sustainability brings and that’s sustainability strategy should have the people at the core if it is to be successful.

Particularly in Southeast Asia, consumption behavior reflects class. Particular patterns of consumption of good help to define class. A simple example is the choice for designer label over others let alone be recycled. Another factor is that consumer culture is about local interpretation and reinterprets rotation of values, imagination and desires that determines consumption behavior. There’s a need to appreciate accurately the ways in which global concept and local cultures actually interact. And at times to discuss urban developments without reference to the framework of consumption behaviour is doomed to fail. More efforts are needed to firstly link these two and secondly find the right balance between the two that is the local and global concept. Finding the right balance is about a process of transformation rather than a one-off action as static and given. Cities being nascent in different national, social and cultural context requires local strategies and continuous alignment so as to achieve a sustainable urban development. The alignment should include an understanding that there is a leap of era in many parts of Southeast Asia. For example, just as it is about to enjoy the change from fans to air-condition, it now has to consider natural ventilation and energy efficiency. We are now also encouraging the return to bicycles while some have not enjoyed the luxury of using cars as personal transport. From thin paper bags to bagless, skipping the luxury of plastics, from simple traditional shacks to

small house, skipping big house as it is consuming energy, from bamboo sheets to recycle materials skipping the luxury of raw resources.

Changes however do land itself to opportunities for those who foresee. Implementing sustainable urban developments mean that there will be changes to structures of class, family, patterns of consumption, housing which means there will changes that is deeply affecting people's lives and livelihood. A careful and culturally sensitive selection of strategies is important to ensure that such changes are positively influencing our society. Our role as mother of change is well understood and much appreciated and the responsibly preserved. Now before I go to specific examples of what we have done in our projects, I would like to just to show some of the developments that we are currently involved in. You will see that the underlying characteristics between them are the scale and integrated planning. This provides us a very good opportunity to implement many different ideas and concepts since not only we have a large population and hence maximize the impacts but we are also able to evaluate the suitability programmes and adapt accordingly. We have 40 residential projects and 17 commercial projects across 29 cities in Indonesia. I won't go through all of them.

I'll just pick one of them. We call it Citraraya in Tangerang. It covers an area of 2760 hectares, which will accommodate about 200,000 population. We have also have opportunity to develop new towns in Southeast Asia, plus China. I'm happy we have our friend from Vietnam that we have projects in Hanoi and also we have project in Phnom Penh in Cambodia and also in Shenyang, China. But we don't have anything yet in Malaysia, maybe the next one. In Hanoi, we developed over 300 hectares for accommodating 50,000 people. These are some of the pictures that we have developed in and around Hanoi project. And in Phnom Penh, it covers an area of 260 hectares for 25,000 people. It's a golf course, we retain also the pond for the water retention pond and also in Shenyang, it covers an area of just over 300 hectares for 50,000 people. We have a specific branding for our sustainability commitment called the Eco Culture. It is essentially about embracing the community to create a culture that is aware of the three sustainability pillars – economic, social and environment and this is embedded. This is embedded meaning with the locals, you can see that we have two people embracing the environment, the two people represented by the colours blue and green.

On the physical upgrades of our development, we have done bicycling, waste management and composing centres, solar panel stations and others. At the masterplanning stage, we focus on designing clusters that maximizes the availability of sunlight to the sun-part analysis; understanding the impact of shadows in winter and summer for the different phases of the project; understanding patterns of solar exposures throughout the year; understanding wind blows and the impact of our planning of open spaces, such as parks and placement of our waste management centre. For residential houses, we invest much effort on the adoption of passive solar design for energy efficiency and better comfort. The houses are also equipped with simple yet effective solutions for environmental preservation such as low-flow panes, water efficient fitting, simple filtration system for wastewater and others.

I'll just go through. As community involvement is centered to our vision of Eco Culture we have created handbook as a form of executive materials, also billboard in our project. We organize community events to raise awareness. We do the Fun Bike Day, we called it Eco

Bike, we call Eco Walk, eco day when we encourage all children to plant trees bearing their names and the date that they planted the trees. We do sports day, we called it Ecorobic and also we launched the new motto 'It's our green community' and we do it in a big way at the day that we called Eco Celebration. To date, we have at least 75,000 properties that we have built and majority of which we are still managing. That means we are the best place in embracing communities that is spread over Indonesia and Southeast Asia plus China. It is something we could directly influence in terms of sustainable urban development embedded in our planning and design. In addition, we are opening up various channels for community involvement to achieve a true sustainable urban development that is supported by the community and in the future, initiated by them. For the community, by the community, thank you."

Mr Lee: "Thank you, Park Budiarsa. This brings us to the question and answer segment of our section. Since I asked you to use the new technology, I feel duty-bound to ask the highest voted, the one with the highest votes question from the floor that came in here. It goes as follows – can developing cities in Southeast Asia follow Singapore's comprehensive planning model or are their needs so different that they require different planning paradigm which relies less on government and more on the people? Now, when I say less on government and more on the people, I'm not sure exactly what was intended but I think two ways of interpreting people. People, of course, could be at the very local level, could also refer to the private sector and the private sector I think here is represented by Mr Budiarsa whom I know has not only done development but has in his presentation talked a lot around town planning to actually embrace more than just a single unitary kind of development but actually looking at the whole area and the whole community. However, the question I think I would like to pose not only to Pak Budiarsa as to his experienced in this but also perhaps to the three representing Iskandar, Cambodia and Vietnam as to how receptive would your governments be to a broader role, a wider role for the private sector in areas such as town planning. And perhaps I would start by asking Boyd Joeman."

Mr Joeman: "Thank you, Mr Lee. Yes it's, to me it's a really good idea. The way I approach and this is my personal view but I think it reflects on the way we run Iskandar Malaysia too is working together with the industry, with all the players, with investors. We want them to be part and parcel if you like of the process of how we run or develop Iskandar Malaysia. It cannot be the old paradigm you call it if you like where everything is dictated in a sense of the government saying you have to go there, you have to go there, you have to do this. We have to be flexible. The way things are run these days, I'm a town planner by training, is do the approach in terms of how we're going into zone areas. It has to be flexible and it has to be on the side of telling the investor we can work a way around this. It doesn't have to be that you go to an area and say okay, we're going to destroy your mangroves and your beautiful Ramsar sites, which we have three in Iskandar Malaysia."

What we are saying is let's go to the place where you can work together with other industries whether it's agglomeration or otherwise. We can work together and I think the way I would run things is ensuring that we sit down with investors, with developers and talk together. It has to be worked both ways by the way. It cannot be that the developers come in and say I've got billions of money, I just want to come here, invest and run this part of my patch if you like. It has to be run together concurrently in the sense of if you're coming in you have to be a good investor and responsible investor, citizen in that sense. So we are

saying if you want to come to Iskandar Malaysia, come with good intention, come with a clean intention so in the same way, the way we run things, come together and speak to us before you do anything else. We can give you the right opportunity, the right directions and it can plus to both sides, that's the way I would see it."

Mr Lee: "Thanks, Boyd. Perhaps Mr Cuong, you could share with us how in Ho Chi Minh City you might look at using the private sector for developing broader community."

Mr Cuong: "In Ho Chi Minh City, we have many challenges. Ho Chi Minh City is the biggest in Vietnam, biggest city in Vietnam. So many challenges to assemble, population rising and like the capital, private vehicle is rising very fast. So now we have to do a lot, many things to do. Today in Ho Chi Minh City, we need US\$3 billion for investing in urban infrastructure but we only see one-third. Many, many projects we can cooperate, can coordinate and work together in the future. We think private sector is very important and very necessary so we will formulate an urban finance policy tied to efficiency, capital for infrastructure development, especially local and foreign investors to invest in infrastructure in Ho Chi Minh City. Thank you."

Mr Lee: "Thank you, Mr Cuong. Dr Khemro, perhaps you could share with us how you see the role of people and the private sector."

Dr Khemro: "Thank you again, Mr Chair. As I shared with you in our Excellency Minister's speech is that the role of private sector in the urban development in Cambodia is very crucial. The government shares this role. However, in the regard to your early point that whether city in Cambodia should follow the Singapore model, I think to be honest with you, Singapore is a country that has been regarded as an idol for Cambodian generals and also the decision makers. However, I think we should not try to copy the role but at least we learn because I think even if we would like to copy the role of Singapore, we have different characteristics, for example in regards to the number of population versus the land availability, financial and human resources capacity of Singapore and Cambodia. But I think we should learn and we can learn from Singapore in regard to legal and regulatory framework and especially the effectiveness of how Singaporean Government have carried out the law and enforcement. Again academically, there is no what you called optimization of the city. So we should learn from Singapore and maybe we localize what we can and then apply it into the practice. In summary, the role of private sector, yes, we have learnt from Singapore and it has been the backbone of the Singapore economy, so that's why the Royal Government of Cambodia has cherished this role of private sector. Thank you."

Mr Lee: "Thank you. And Mr Budiarsa, maybe you could share with us in your experience, what has worked and what has not worked? What are the important considerations in sort of public inviting the private sector in to do more of the town planning function?"

Mr Budiarsa: "I think the essence of our development actually is participating in the development of a plan, city masterplan by the government. It's true that in some cases when we have identified an area to be developed that the government are not ready with the masterplan but at least they have the regional plan, not to the detail of masterplan. Then we can contribute to the government in providing the masterplan itself. I think we as the private sector, we always look at opportunities. You ask whether we should copy Singapore?"

It's true, I agree with Mr Khemro, we would like to but the point is that the stage of the development, the stage of the environment is not the same. I also could share when we went to Hanoi, at that time also we were first large scale development that the government granted to us the license, the same like we went to Phnom Penh in Cambodia. But since we have the right concept that's accepted by the government so the government responded positively. So I think we as the private sector, we do like to participate in filling the gap of the development of the city. It's not like we would like just to move forward on our own but we are with the government on the planning issues itself."

Mr Lee: "Thank you, Mr Budiarsa. I have a number two here but before that perhaps we can check from the floor whether there are any burning questions which members of the floor would like to put to their microphones. If you like, please come up. Please identify yourself, put your question succinct and clearly."

Question: "My name is Robin Rajack, I'm with the World Bank in Washington. I just want to thank all the presenters. I just wondered if any of them could identify anything that has been done on a systematic scale to improve the efficiency of land markets and the transparency of land markets so that all of these wonderful investments that we're talking about down to the benefit, not just increase land value and captured by relatively small number of people but the yes, bring value to the city but at the same time, land markets operate in a way so that the population that is rapidly growing in these cities will have access to these lands? Is there anything that has been done systematically? The expansion of infrastructure systematically or accessibility of land information, land values, land ownership, anything on that scale, thank you."

Mr Lee: "If I can try to maybe just rephrase some of your question just so that our panel will have a chance to understand. I think the question is about how, what are the measures that would work to help to channel the investment such that the benefit from the investment just from the immediate recipients but actually spreads to the wider community in particular ensuring that less well-off in the community are not disadvantaged but actually the same rising tide lifts all ships in the bay. This is actually in a sense very close to the second question that came from the floor, which is that in the Prof Komara's presentation, the rate of urbanisation did not commensurate with GDP growth so in a way it's also what sort of recommendations would ensure that as we embark on channeling this drive into urbanisation, we actually still have the benefits for the people. If I could maybe ask Prof Komara first, from academic point of view, how do you attribute this?"

Prof Komara: "Thank you, Mr Lee. Well, I think the Indonesian experience for the last 10 years while we didn't get the kind of reap like neighbouring countries, India, China, one per cent of urbanisation, capture increasing GDP per capita is quite high, 10 per cent in Vietnam, eight per cent and six per cent in India and China, and eight per cent in Thailand. I think for us Indonesia there's some explanation on that. Being an archipelagic country, it's difficult in terms of connectivity among the centre of growth to the other centre of growth in archipelagic country like Indonesia. But the second one is related to some extent with the question that is before, land market issues. We are really big problem. Pak Budi tells us a lot in practical ways. Land in this region, land use planning to some extent is in "in a mess" in Indonesia. That's because the governance in Indonesia. So sometimes land acquisition for

private sector takes time or sometimes uncertainty, going nowhere. So that's why a lot of infrastructure projects delay. So that's some reason on that.

The other one is I already mentioned on capacity, especially municipal government or metropolitan manager. With the growing influx of people coming into the cities, sometimes even the innovative thinking, innovative solution is needed actually but, example like Jakarta. Yes, we add some more roads and roads and roads but the transportation management is not getting better. Transportation management for example, public mass transport lags behind and so on and so on. So metropolitan management to some extent is a big problem with us, land market already. So when I was talking about people to people connectivity, physical connectivity, for people in government sometimes, they do have institutional connectivity for private sector. Indonesia is sometimes, not like Iskandar, what should I say, one stop service kind of, we in Indonesia still huddling on this issue.

Back on the role of the private sector, I think it unavoidable nowadays government to work hand in hand with private sector or even with grassroots and in any policy should have a kind of close consultation with the private sector. Even some innovative city or urban development sometimes initiated by the private sector and also from the grassroots, forestry for example or green public space. Sometimes we in the civil society push government to more be friendly to pedestrians, green activities and so on and so on. So back to Indonesian case, probably very different from Singapore, one-state city. We're with 40 provinces and around 400 sub districts and almost 100 municipalities. Sometimes decision making process is a bit messy but it doesn't mean that we Indonesian people as a whole would stay put but of course looking at neighbouring countries – Malaysia, Singapore, Thailand – wow, they're already and India and China. So we're hammering ourselves actually in this case. Thank you, Pak.”

Mr Lee: “Thank you. Would any of the other areas would like to comment on the question as to how do we ensure we get the most for the people from urbanisation?”

Dr Khemro: “If allowed, I may the Cambodian experience. As you can see, Cambodia has gone through this many histories from a complete state, ownership market economy to planned economy and now we're moving, in the process of our travel to the liberal market economy. And we could share with you that the Royal Government of Cambodia, we have two points we look forward is that our Prime Minister used to say in public that only reform then we can survive in the long term. So the reform, the land reform is the basic that we should move forward and you also experience that Cambodia at the moment is in the process of decentralization and de-concentration policy where we delegate decision making power to the local government as well to the grassroots population.

And then I also would like to share with you that the reason why my Senior Minister cancelled this trip because he has a personal instruction from his Excellency, the Prime Minister, to implement what we called a country-wide land reform programme for the poor because we have given large land for economic concession and they have some problem arising from this concession. So now the Prime Minister have decided for within a period of six months, Cambodia have to implement land reforms that local community, that involves the disputed economic concession, solely be given the ownership. That is why, because in our long-term development we see small, medium and large enterprises should be the

direction that Cambodia should move forward. So this is how we see that in order to benefit to the local community, a reform programme should be initiated and that's what we are doing now. Thank you very much."

Mr Lee: "Thank you. Unless any of the other panelists would like to say anything, I would like to respect your time. I understand we are already 15 minutes over time. Let me just to sum up say that today I think we've heard first a run through of the trends in Southeast Asia, we've had examples from Malaysia, Cambodia and Vietnam and we also had a perspective from a private developer which is I think involved not just development but also planning. I want to thank our panelist for their contribution and the audience for your participation. Before we break, can I must make a plug for an event later today. If you are here, I guess you are interested in urbanisation in Southeast Asia. There is a launch of a book, Urbanisation in Southeast Asia: Issues and Impacts. This book is published by the Centre for Liveable Cities and the Asean Studies Centre at the Institute of Southeast Asia Studies. This is a joint work. It has many contributors. It is published by the Institute of Southeast Asian Studies. The launch is at 1.30 pm in room 4713, which is the junior ballroom on level four, room 4713 and I understand that the book will be available there at a discount. So if you are interested, please come. Thank you all very much, thank you."

[End of Transcript]