





# Programme

- **Welcome and Moderation:** Ms. Vaishali Nandan, Senior Technical Advisor and Joint Speaker of TUrbOCliC
- **Capacity development using ICT tools: small Intervention - major outcome** – Mr. M. Mahmudur Rahman, Information and Communication Technology (ICT) and Management Information System (MIS) Expert for GIZ in Bangladesh
- **Get cities prepared for infrastructure investments! CDIA's Integrated CapDev Approach**– Mr. Thomas Hagedorn, Capacity Development Specialist, Cities Development Initiative Asia, Philippines
- **Climate Mitigation through development of Sustainable Urban Transport**– Mr. Nazaruddin Nazaruddin, Advisor for Capacity Development – Sustainable Urban Transport Program Indonesia (SUTRI NAMA)
- **Interactive discussion with audience**



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# Welcome

Webinar: Capacity Development for Urban Stakeholders  
09th August 2017, 9:30 – 11:00 CEST (7:30 – 9:00 UTC)

**Capacity development using ICT tools: small intervention - major outcome**

M. Mahmudur Rahman

Adaptation of Climate Change into the National and Local Development Planning Project

Senior Advisor, OD & MIS

GIZ Office Bangladesh

Dhaka, Bangladesh

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# Enhancing Urban Governance Project

Supported by the German Federal Ministry for Economic Cooperation and Development (BMZ)  
and the Swiss Agency for Development and Cooperation (SDC)  
implemented by GIZ in cooperation with the Local Government Division (LGD)  
of the Ministry of Local Government Rural Development and Cooperatives (LGRD&C)  
of the People's Republic of Bangladesh

Duration: 2013-15

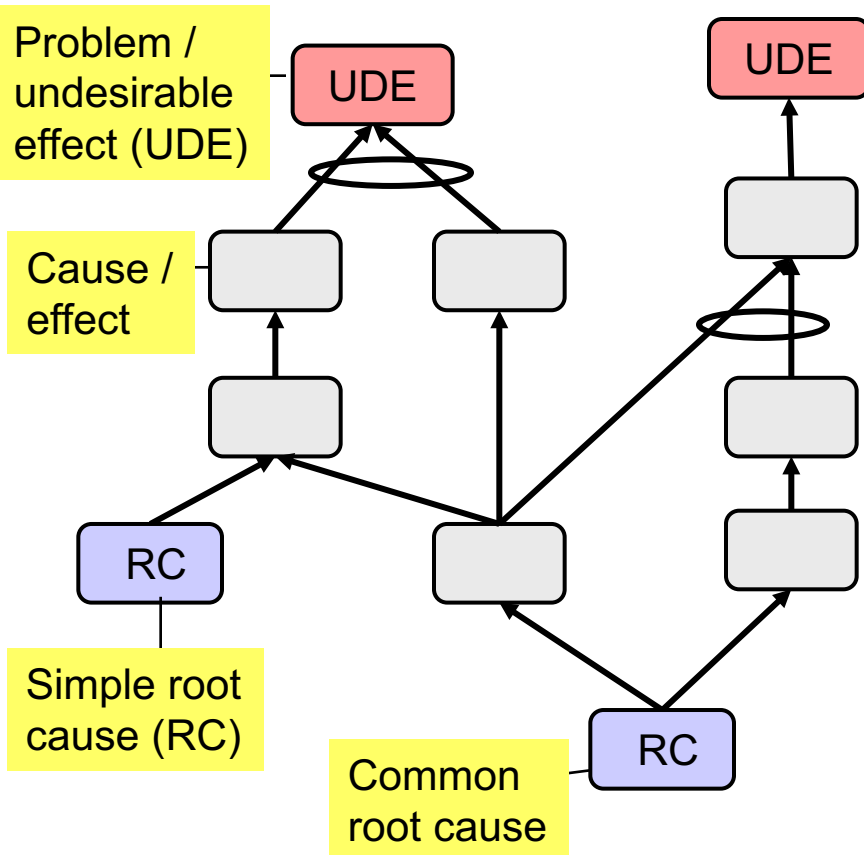
Total budget of the project: 03 Million Swiss Franc

The project targets 16 municipalities from the Rajshahi and Chapai Nawabganj District.

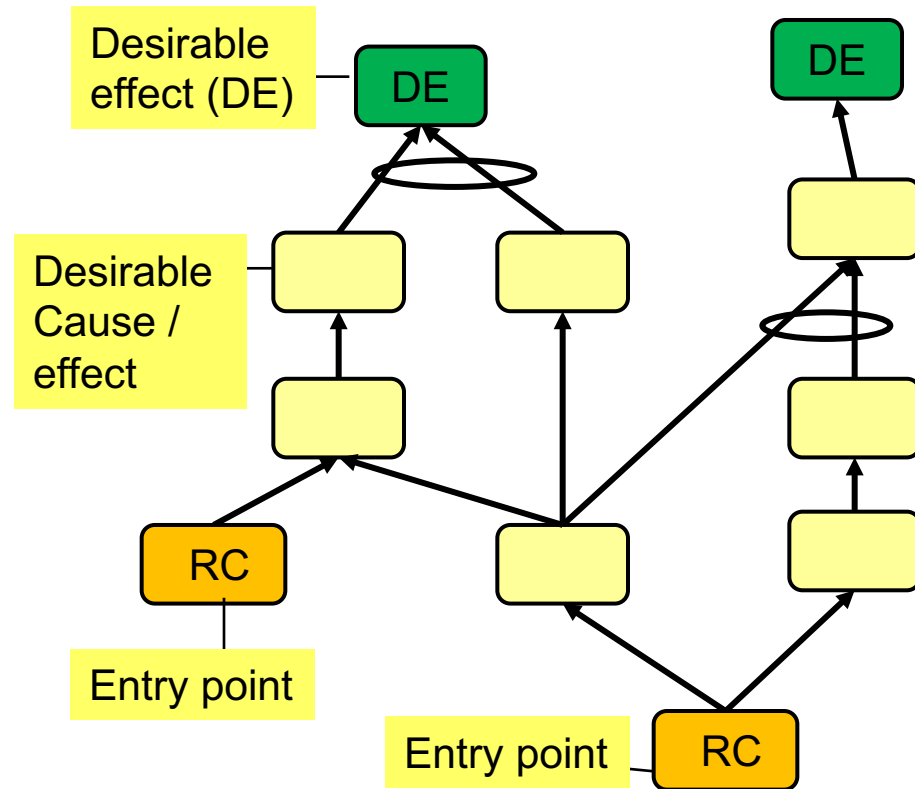


# Approach

## Focused Optimisation Management



Analysis of the current reality / CRT



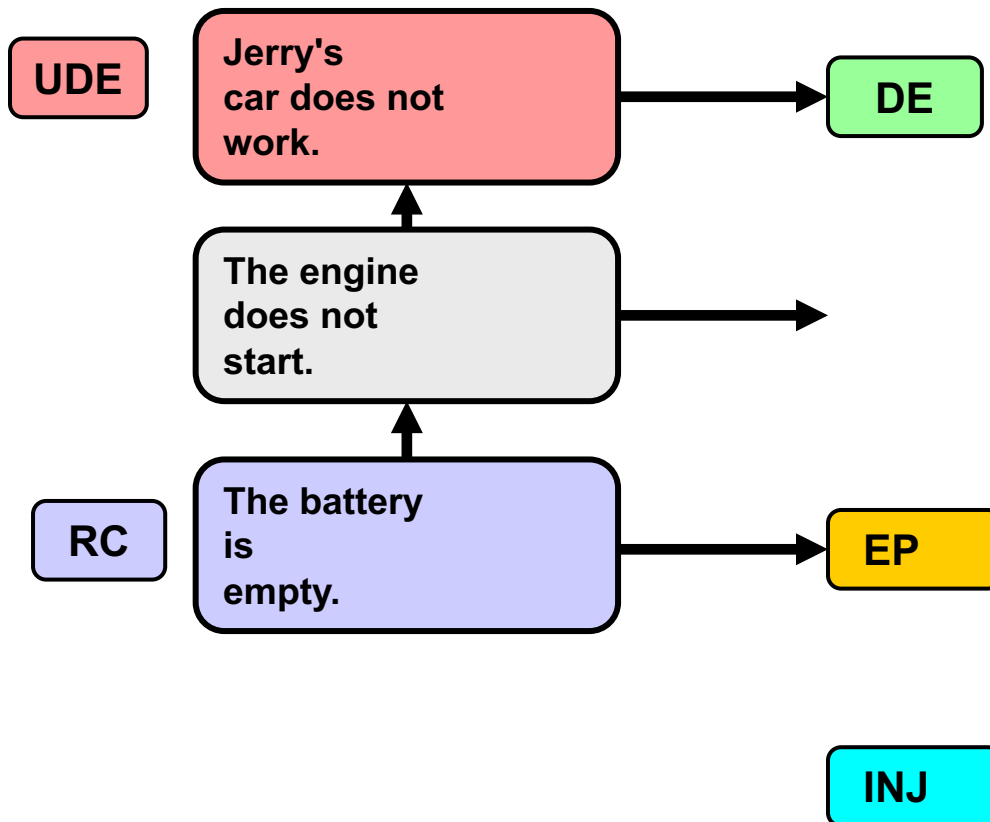
Analysis of the future reality / FRT



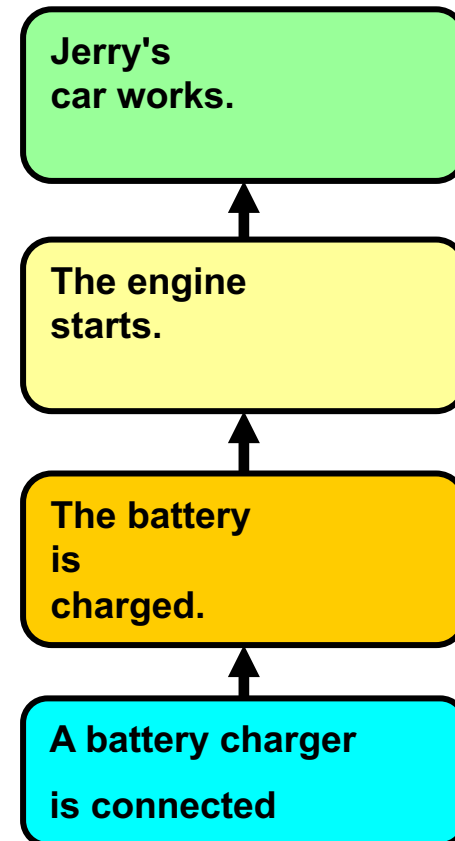
# Approach

## Focused Optimisation Management

Current reality tree (CRT)



Future reality tree (FRT)





# Problem/undesirable effects of Chapai Nawabgonj Municipality

Lack of enough revenue collection



1. Cause 01
2. Cause 02
3. Cause 03
4. There are a lot of arrear water bills



1. The records (around 10,000 HH connections) of arrear water bills were not updated
2. Manpower was not enough to update the water bill
3. Water billing software was stand alone

Solution/injection suggested

1. A very simple software with barcode scanning facility





# Challenges faced

1. Lack of cooperation from the municipal staffs
2. Software development at local level
3. Data entry



# Results

1. All the records of arrear water bills are updated
2. Staffs involved in mishandling the water bills were brought to justice
3. Citizens are happy to receive regularly updated water bills
4. It takes very short time to scan the barcodes and update the billing information
5. The municipal authority is not only using the software after the project period but also added other modules of the software using their own money
6. Revenue collection is increased and the municipal authority does not need to subsidize any money to the water supply system



**Thank you for your attention**



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# Cities Development Initiative for Asia

Get Cities Prepared For Infrastructure Investments!

## CDIA's Integrated CapDev Approach

Thomas Hagedorn



SHANGHAI MUNICIPAL GOVERNMENT  
上海市人民政府



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Federal Department of Economic Affairs,  
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# What is CDIA?

CDIA is an international partnership initiative, established in 2007 by the Asian Development Bank and the Government of Germany, with additional funding support from the governments of Austria, Sweden, Switzerland, and the Shanghai Municipal Government.



## Mandate

CDIA provides assistance to medium-sized Asian cities to bridge the gap between their development plans and the implementation of their infrastructure investments.

CDIA supports the identification and development of urban investment projects and links them with potential financiers

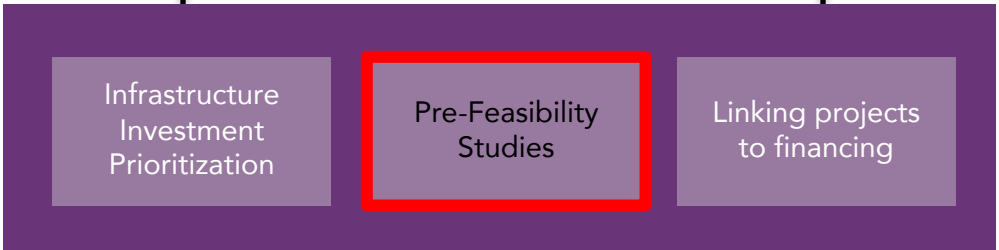


# CDIA Core Activities



- Core Activity -

← Up-stream



Down-stream →



↔  
approx. 6 months



I Needs Assessment

II Agreement

III Implementation

IV Evaluation

## Challenges of the Integrated CapDev Approach

- Relatively short time of CDIA-interventions in cities (6 months)
- CDIA is a regional program with projects in many Asian countries. Each city has a different focus (e.g. transport, water supply, solid waste management), different needs, different context, different languages, different culture. Requires tailor-made solutions for each project
- Results of capacity needs assessment are available relatively late
- Usually heterogeneous groups of participants regarding knowledge, institutional setting
- Only short time period for a program consisting of approx. 2 meetings (seminars, workshops, site visits, etc.)





## Goals of the Integrated CapDev Approach

- Install in the partner institutions knowledge and skills related to the topic of the CDIA project preparatory study
- Prepare these institutions for the upcoming investment phase (which will provide additional funds and time for capacity development)
- Motivate for implementation of improvements after workshops/trainings
- Initiate knowledge exchange independent from future CDIA interventions – horizontal / vertical (municipalities/ urban service providers, regional/national Governments; other institutions/ universities)
- Build relation with the local partner institutions; application of experience for future projects / good practice







I Needs Assessment

II Agreement

III Implementation

IV Evaluation

## Approach

- Address individual, organizational, network/policy level according to needs and agreements
- Focus on selected PPS-projects (out of approx. 15 studies per year)
- Flexibility regarding time period (before – during – after PPS)
- Flexibility regarding needs assessment (own assessment, or through partners e.g. PPS-consultant company, National Ministries, ADB-colleagues)
- Concentration on “low hanging fruits” (technical / organizational)
- Collaboration with the consultants team which is working on the PFS/PPS (regarding needs assessment and trainings)
- Eventually hire national consultants who speak the local language and know the local culture

## 2017 Integrated CapDev Activities

- Tonle Sap/ Cambodia (Wastewater Management)
- Metro Manila / Philippines (Sustainable Urban Transport Plans); Upcoming BRT-Study
- Kaili / China (Transport Hub; PPP-model)





## Implementation - Tonle SAP / Cambodia (Wastewater Management)





# Implementation - Metro Manila/ Philippines (Sustainable Urban Mobility Plans)





Thank you.

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**NAMA** Facility



Federal Ministry for the  
Environment, Nature Conservation,  
Building and Nuclear Safety



Department for  
Business, Energy  
& Industrial Strategy



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# Climate Mitigation through Development of Sustainable Urban Transport

Nazaruddin

Sustainable Urban Transport Programme Indonesia  
(SUTRI NAMA)





## Project Overview: Sustainable Urban Transport Programme Indonesia (SUTRI NAMA)

	SUTRI NAMA	BRT Development (INDOBUS)
Timeframe	2017 – 2020	
Sector	Transport and its Infrastructure	
Total budget	€ 21 million	
Funding partners	NAMA Facility € 14 million	SECO € 7 million
Main Counterpart	Ministry of Transportation	
Objective	Transforming urban transport in Indonesia with a mix of <b>investment measures</b> and <b>capacity-building</b> provided through a national sustainable urban transport program.	Selected Indonesian Cities include in their urban transport structures <b>BRT as mass rapid transit backbone</b> and base for <b>integrated urban transport systems</b> contributing to an improvement of the cities' liveability and reduction of traffic congestion.



## Main activities



- Public transport system improvement, especially BRT (system reform, network, management, operation)
- Investment in energy efficient vehicles (buses)
- Investment in Infrastructure (bus stops, pedestrian, bike lane)



## Project measures



### National Level

- Integrated Transport Networks
- Unified Public Transport Authorities
- Technical Support Unit (TSU)
- Development and implementation of Financing Mechanism
- Development of MRV System
- Development of BRT framework

### City level

- Develop BRT concept and corridors in 5 (five) cities
- Pilot implementation of MRV
- Sustainable urban transport project pipelines
- Social engineering





# Human Capacity Development Approaches



Trainings



Inspired champions  
(international and locals)



Study tour



National forum



Foreign expert working at  
local agency



Procuring consultant/service  
on behalf of ministry/local  
authority



Project team housed at  
local agency



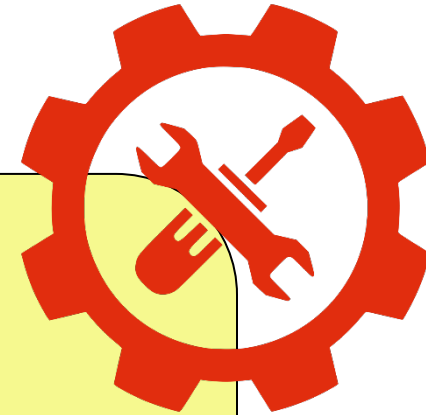
# Human Capacity Development

## Challenges

- Rotation of trained staff
- Different priority of new elected government
- Project team as a main driver to implement the project
- Post training impact

## Lesson Learned

- Not sustainable, no more project team in the cities
- Real case study and monitoring plan (3/6/12 months)





## Success Story

Project team has direct access to decision makers (e.g. Mayor, top officials at the ministry)



Significant changes after study tour and inspired champion

National Forum as a flat form for transport agencies in Indonesia





# Thank you



## Nazaruddin

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