PRIME MINISTER'S DEPARTMENT

ISKANDAR MALAYSIA SINCE 2006

ISKANDAR REGIONAL DEVELOPMENT AUTHORITY

FCDO GLOBAL FUTURE CITIES PROGRAMME
ISKANDAR MALAYSIA

Kamisah Mohd Ghazali

Senior Vice President, Resilient Environment

14 December 2021

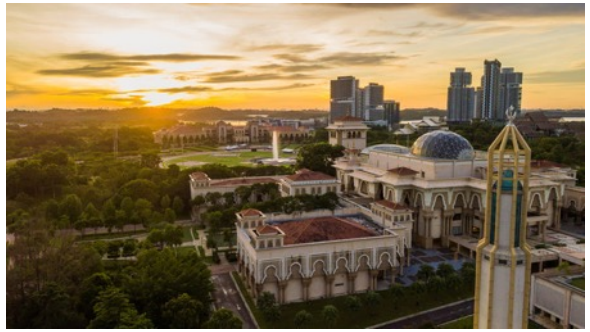
Foreign, Commonwealth & Development Office

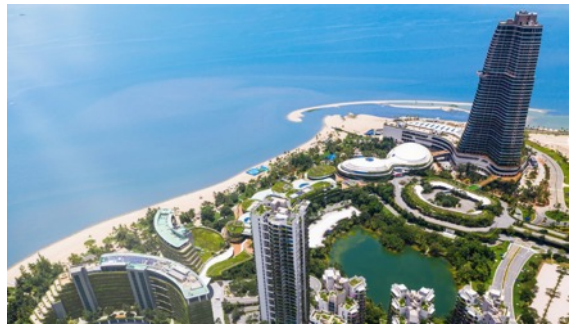
UN HABITAT FOR A BETTER URBAN FUTURE

MOTT MACDONALD

ABOUT ISKANDAR MALAYSIA

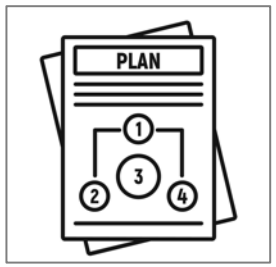
- Established in 2006. Iskandar Malaysia (IM) is an ***Economic Development Corridor*** booming in Southern Johor, Malaysia.
- Strategically located at the crossroad of East-West Trade lanes, centrally located in the heart of East Asia.
- Current development encompasses an area of 2,217 sqkm. In 2019, the federal government has extended the ***development area*** to ***4,749 sqkm***.
- Iskandar Malaysia has been recognized by CDP Global Ranking as ***Cities A-List in 2019 & 2020*** due to our ***leadership & transparency on climate action*** especially in our effort to reduce Greenhouse gas (GHG) emissions and build resilience against the impacts of climate change.
- Our Vision is: ***To be a strong sustainable Metropolis of International Standing***.



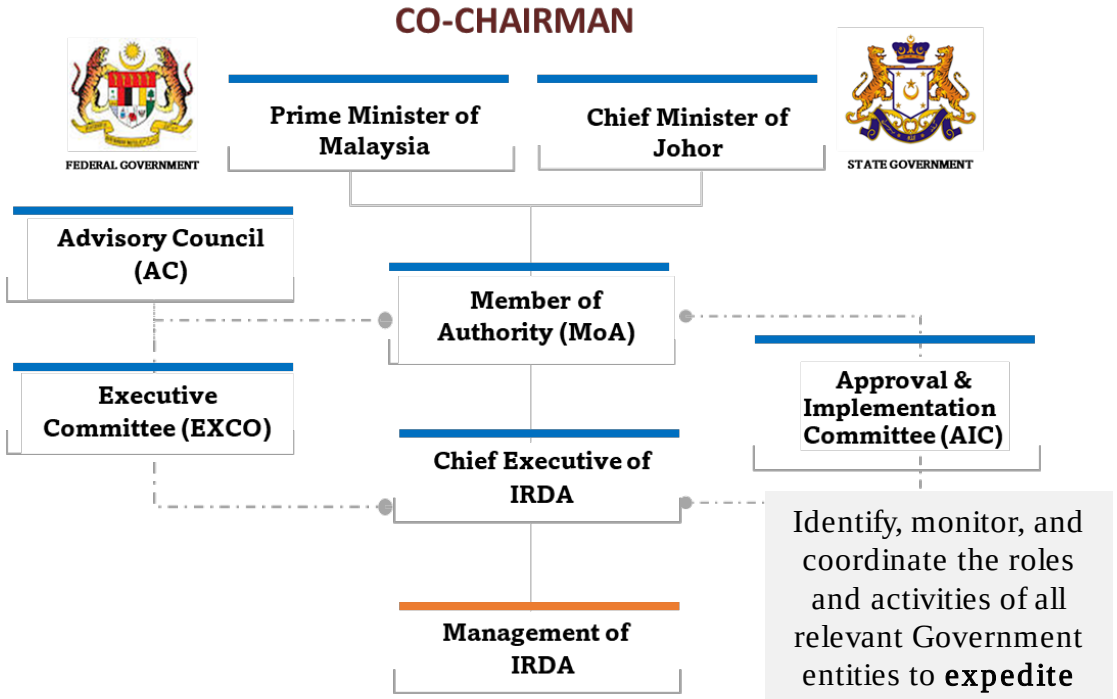


DELIVERING VALUE THROUGH GOVERNANCE

IRDA, a Federal Statutory body, was established through an Act of Parliament to provide ***direction, policies, and strategies*** in relation to the development of Iskandar Malaysia



- Blueprints
- Sector Development
- Incentives
- Brand guardian of IM
- Investment Destination
- 9 Promoted Sectors
- Investment Service Centre
- Investment monitoring



Identify, monitor, and coordinate the roles and activities of all relevant Government entities to **expedite the implementation** of major or strategic development and investments.

DEVELOPING A SUSTAINABLE ISKANDAR MALAYSIA

PLANNING & REGULATORY

Comprehensive Development Plan (CDP)

Iskandar Regional Development Authority (IRDA)

ISKANDAR REGIONAL DEVELOPMENT AUTHORITY

IRDA ACT 664

COMMERCIAL DEVELOPMENT

The Prime Mover

ISKANDAR INVESTMENT
Catalyst of Change

JCORP
Johor Corporation

MEDINI
ISKANDAR MALAYSIA

UMLAND
UNITED MALAYAN LAND BHD

UEM SUNRISE
A member of UEM Group

FOREST CITY
COUNTRY GARDEN PACIFICVIEW

SUNWAY CITY
ISKANDAR PUTERI

Catalysts & Driver

LEGOLAND MALAYSIA

ISKANDAR MALAYSIA STUDIOS

JOHOR PREMIUM OUTLETS

EduCity

Gleneagles MEDINI

HERSHEY'S

BLOCKCHAIN VILLAGE
est.2019
MEDINI

Government funding on hard & soft infrastructure
Government support on ease of doing business

A HOLISTIC DEVELOPMENT PLAN

Being one of the largest single development ever in southeast asia, **Iskandar Malaysia**'s integrated development is guided by ***Comprehensive Development Plan (CDP).***

We adopt the elements from the ***Circle of Sustainability*** which is a holistic and resilient ecosystem anchored by core elements comprising of ***Wealth Generation, Wealth Sharing & Inclusiveness, and Resource Optimization & Low carbon*** in a continuous cycle.

Formulates the key directions to strengthen the physical, economic & social development of IM

CIRCLE OF SUSTAINABILITY

Iskandar Malaysia Holistic Eco-system

Promote economy that improve social well being and at the same time reduce impact to environment

TARGETS BY 2025

Achieve total
RM383bil
Investment

3mil
Population

7%-8%
GDP Growth Rate

Avg. household income
RM10,000 pa

1.4mil
Employment

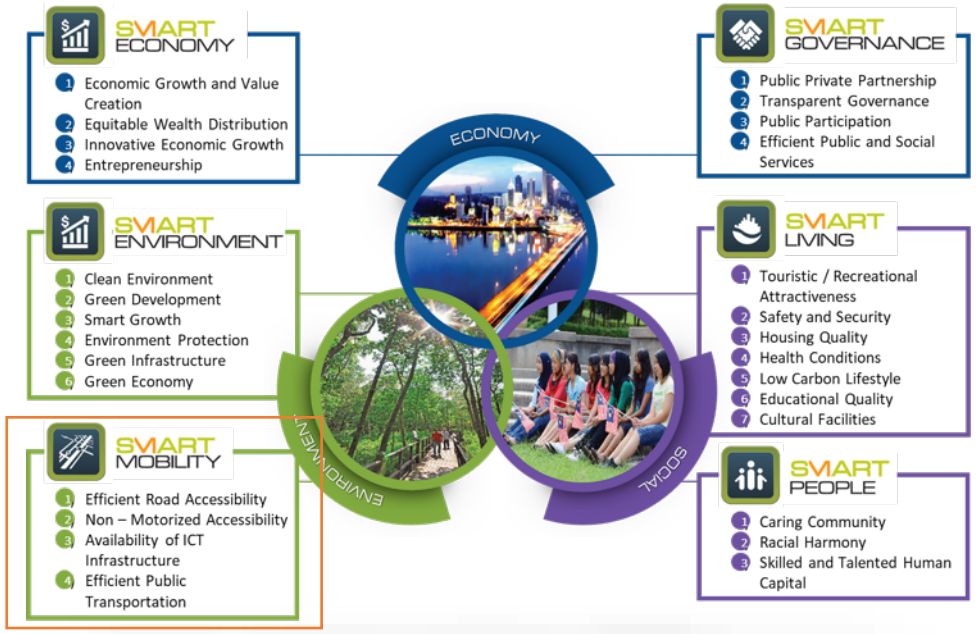
1.8%
Unemployment

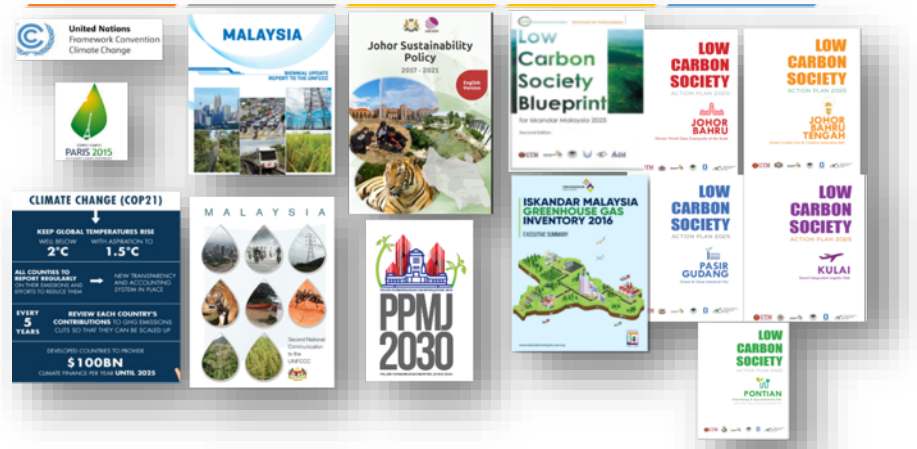
58%
reduction in GHG Emissions Intensity

GFCP ISKANDAR MALAYSIA : INTRODUCTION

CHARTING ISKANDAR MALAYSIA'S SUSTAINABLE TRANSPORT AGENDA

- Labour force expected to grow from 1.5 mil to 1.8 mil by 2030.*
- Public transport modal split expected to decline from 15% to 10% by 2030.* BAU
- Auto-ownership expected to grow from 500 cars/ 1000 population to >800/ 1000 population by 2025.*
- Volume on major transportation corridors at IM will be 3x more congested, at 1.5 capacity.*
- 15.5 million tonnes of GHG emitted in 2015 rising to 45 million tonnes in 2025, interventions will reduce this by 57% to 19 million tonnes.** Major contributors are industry, transportation and commercial.





*Transportation Blueprint 2010-2030 for Iskandar Malaysia
**Low Carbon Society Blueprint for Iskandar Malaysia 2025
***Smart City Iskandar Malaysia

GFCP ISKANDAR MALAYSIA : MOBILITY FOCUSED INTERVENTIONS

1. Provide an Implementation Strategy for a Smart Integrated Mobility Management System (SIMMS)

- Optimise road network.
- Minimise traffic congestion, reduce GHG, air & noise pollution.
- Attain efficiency gains for travel time and cost, mobility management.
- Allow data collection for Evidence based Urban and Transport Planning (E-bUTP).

2. Create Enabling Conditions for Data Utilisation and Management for Evidence-based Urban and Transport Planning (E-bUTP)

- Integrate and utilise data for sustainable planning.
- Improved understanding of travel needs of GESI groups.
- Better understanding of how to promote the modal shift to public transport.
- Efficiency gains in planning processes.
- Data sharing across different sectors & authorities.

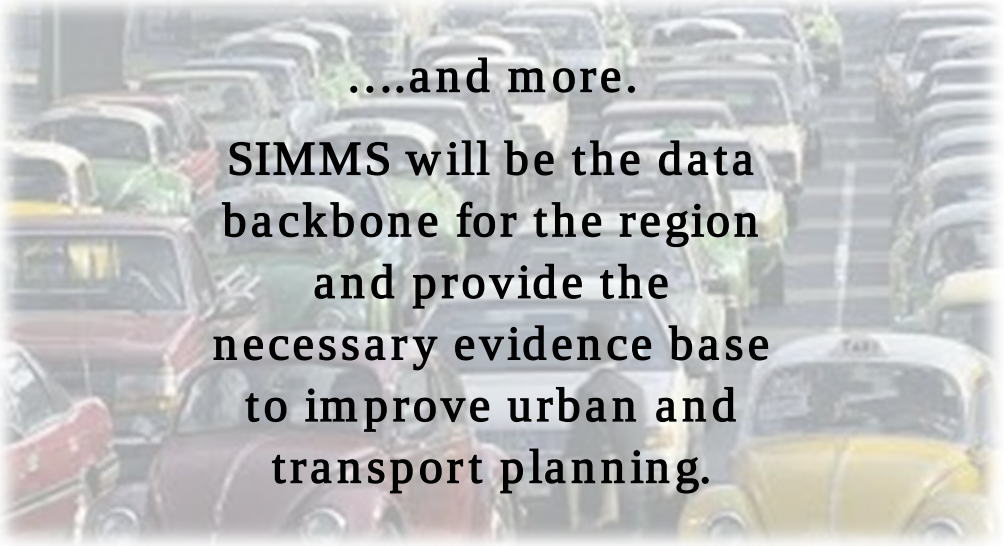
GFCP ISKANDAR MALAYSIA : MOBILITY FOCUSED INTERVENTIONS

The objectives and outcomes are aligned to SDGs

Contributor in combating climate change (SDG13)

reducing inequalities (SDG 10)

making Iskandar Malaysia a more sustainable and resilient region (SDG 11)



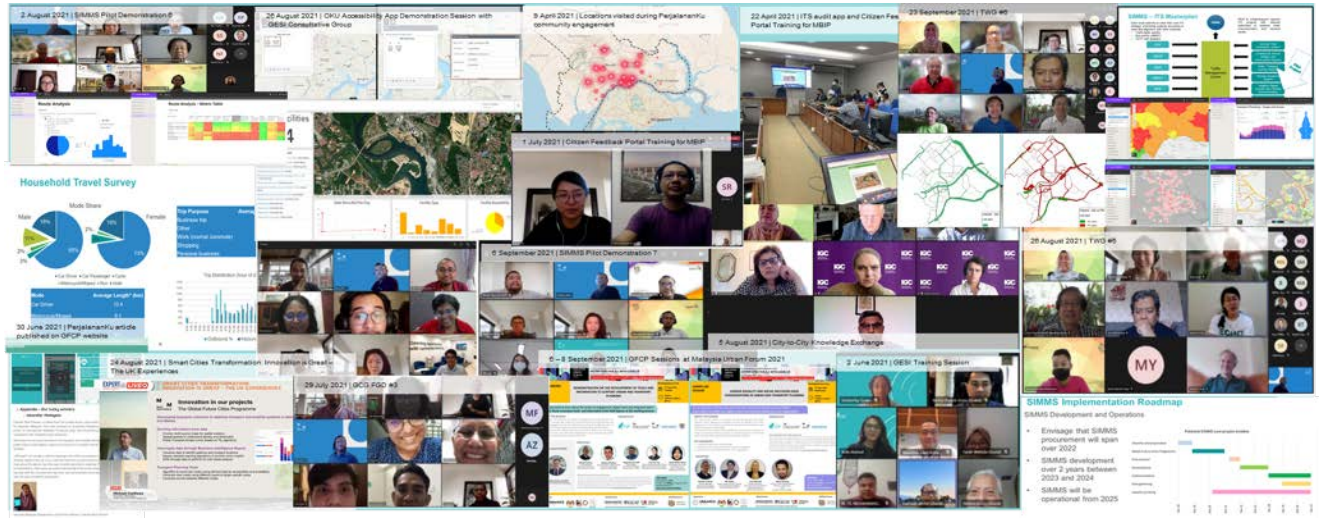
....and more.

SIMMS will be the data backbone for the region and provide the necessary evidence base to improve urban and transport planning.

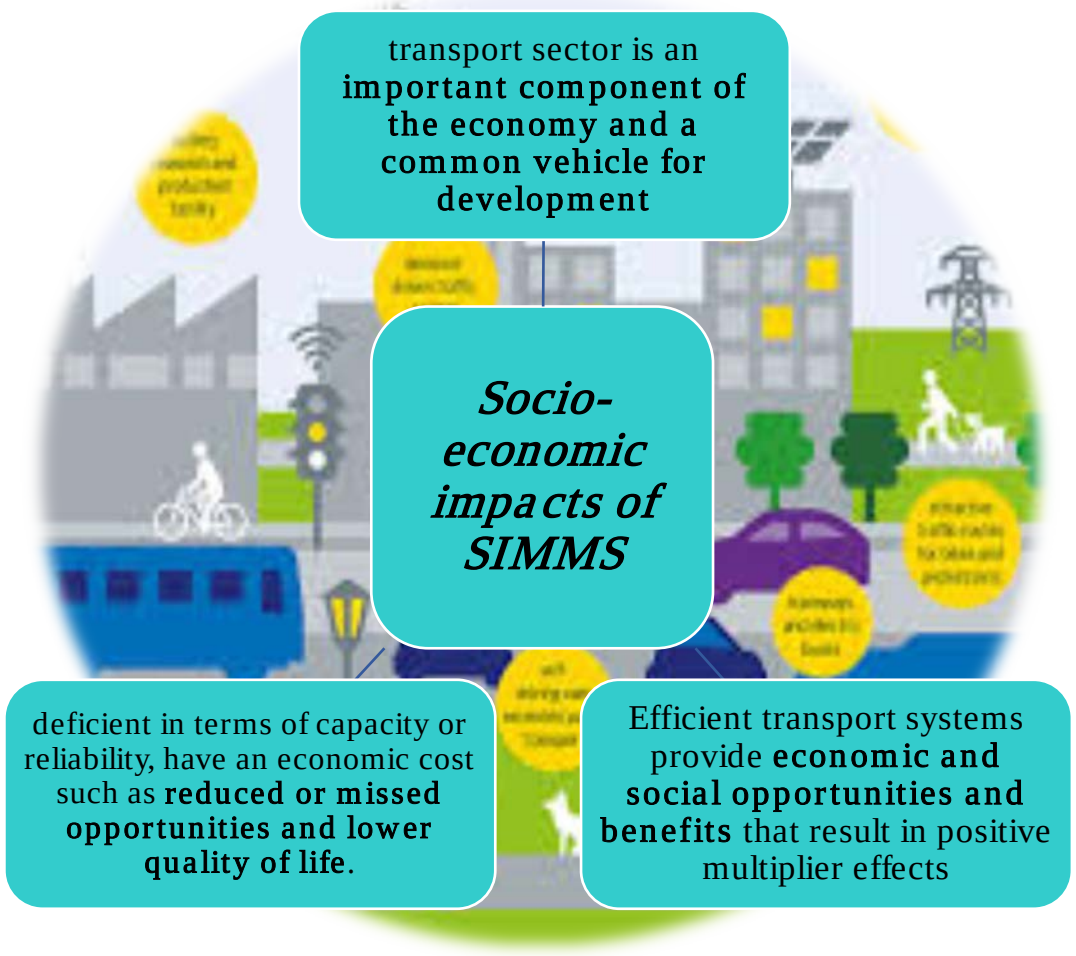
GFCP ISKANDAR MALAYSIA : KEY OUTPUTS & MILESTONES

Item	Output
1	Baseline Assessment and Analysis (For Interventions 1 & 2)
2	Intervention 1 - Implementation Strategy for Iskandar Malaysia's Smart Integrated Mobility Management System (SIMMS)
3	Intervention 2 - Creating enabling conditions for data utilisation and management for evidence based urban and transport planning
4	Governance Framework (For Interventions 1 & 2)
5	Operational, Business & Financial Model (for Interventions 1 &2)
6	SIMMS Pilot Project
7	Monitoring Framework and social, Environmental and Economic Impact Assessment (For Interventions 1 & 2) - deferred

Milestone Description
M1 - Baseline data and information has been collected, analysed, shared with the Steering Committee.
M6 - Pilot project has been chosen by Steering Committee.
M2 - Consensus is reached on functionalities of both interventions
M7 - Pilot project has been Implemented
M3 - Consensus is reached on the Implementation Plan for both interventions
M5 - Consensus is reached on procurement methods and business model.
M4 - Consensus is reached on the future regulatory and institutional frameworks for the interventions.
M8 - Acceptance of Monitoring and Evaluation Framework by Steering Committee (deferred till June 2022)

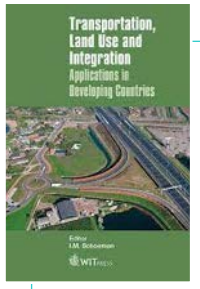


GFCP ISKANDAR MALAYSIA : SOCIAL AND ENVIRONMENTAL IMPACT



Environmental impacts of SIMMS

Improved planning within Iskandar Malaysia will contribute towards the region's commitment to reducing carbon emissions



Changes in land use development patterns coupled with improved transit and transportation options can achieve more notable reductions in greenhouse gas emissions, ranging from 9 percent to 15 percent.

Changes in land use and investments in improved transit and transportation options can improve the efficiency and quality of travel, reduce trip lengths, and reduce greenhouse gas (GHG) emissions.

https:/ / www.transit.dot.gov/ sites/ fta.dot.gov/ files/ docs/ MovingCoolerExecSummaryULI.pdf

GFCP ISKANDAR MALAYSIA : PILOT PROJECT

GFCP ISKANDAR MALAYSIA : PILOT PROJECT

Proposed SIMMS Pilot: MBIP Traffic Management along Jalan Sutera Danga

- Problem: Heavy congestion along Jalan Sutera Danga.
- Objective: To mitigate congestion by implementation of green waves for better traffic flow between junctions and traffic lights. Improve road safety and emergency response.
- Site conditions: 5.5km, 2 lane, 2-way traffic. 7 intersections.

Key Considerations:

- Addressing congestion provides a visible outcome to local authority and community.
- Fewer stakeholders involved, provides for easier approvals for decision-making.
- Allows adoption of a common GIS platform with benefits not limited to transportation.
- Transport model area includes main intersections, these can be further developed.

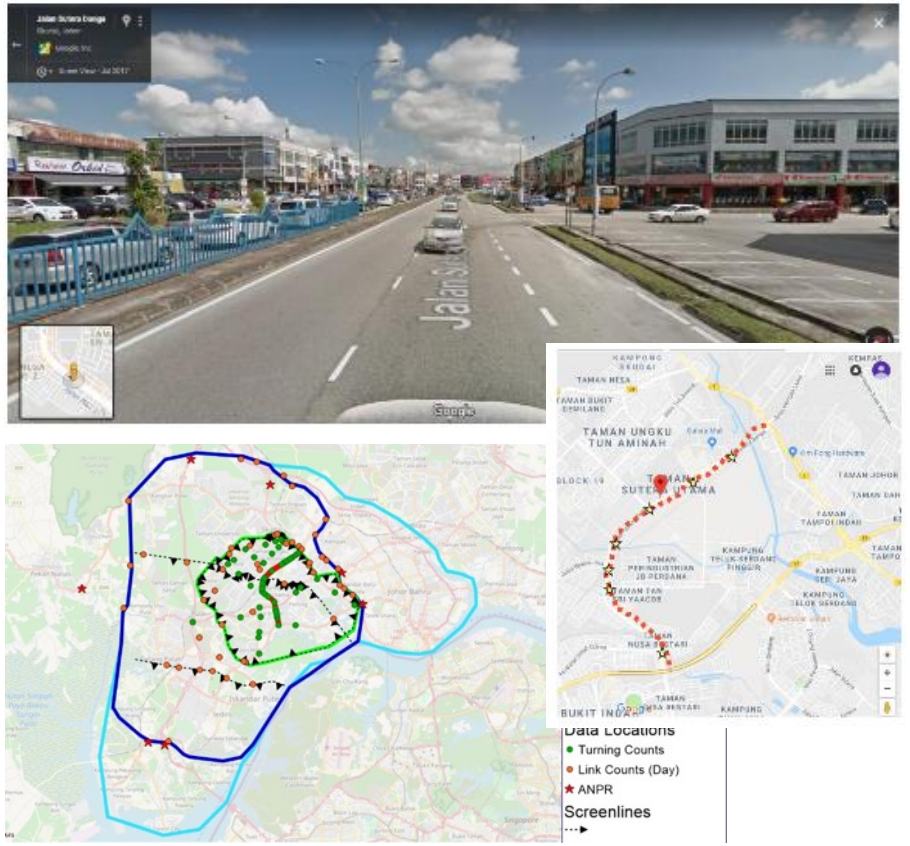
Key Risks:

- Funding availability and timing has limited the scope of the pilot.
- Covid-19 conditions are not representative of 'normal' mobility habits.

The SIMMS Pilot will consist of the following components:

1. Smart GIS portal (includes a link to the IMUO - Iskandar Malaysia Urban Observatory).
2. Transport model.
3. Traffic management application data sets (i.e. no software).

SIMMS Pilot Area – Jalan Sutera Danga

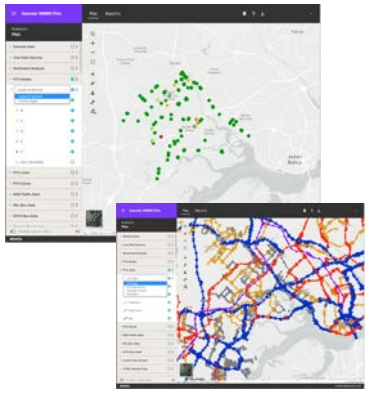


GFCP ISKANDAR MALAYSIA : PILOT PROJECT COMPONENTS

ITS Infrastructure Implementation

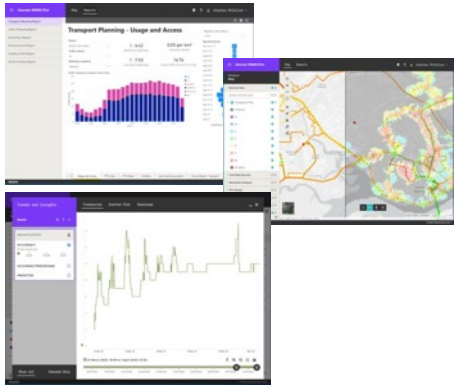
- The pilot project provides an evidence base for the rollout of the Intelligent Transport elements of the SIMMS system.

Cycling & PwD Accessibility Applications



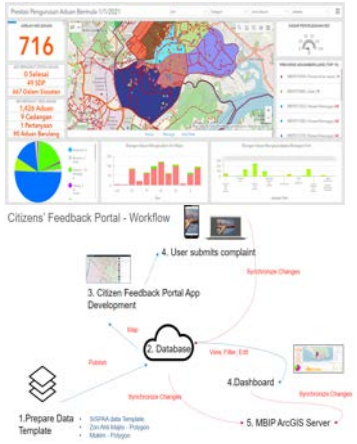
Transport Model Generation

- Macroscopic models were built based on available data and, with comparisons made with observed data where possible
- Where data was not collected due to the Covid-19 pandemic then demand-side inputs were estimated.



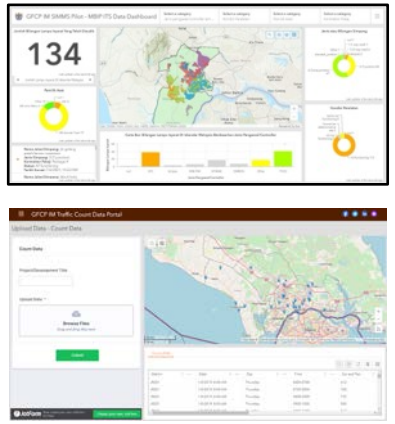
Smart GIS Development

- Metrics for urban and transport planning
- Over 150 metrics considered; grouped into:
  - Transport planning, Urban planning, Economics, Environment, Quality of Life etc.
- Incorporate survey results too
- Advanced data processing
  - PTAL, Sentiment Analysis



Citizens' Feedback Portal

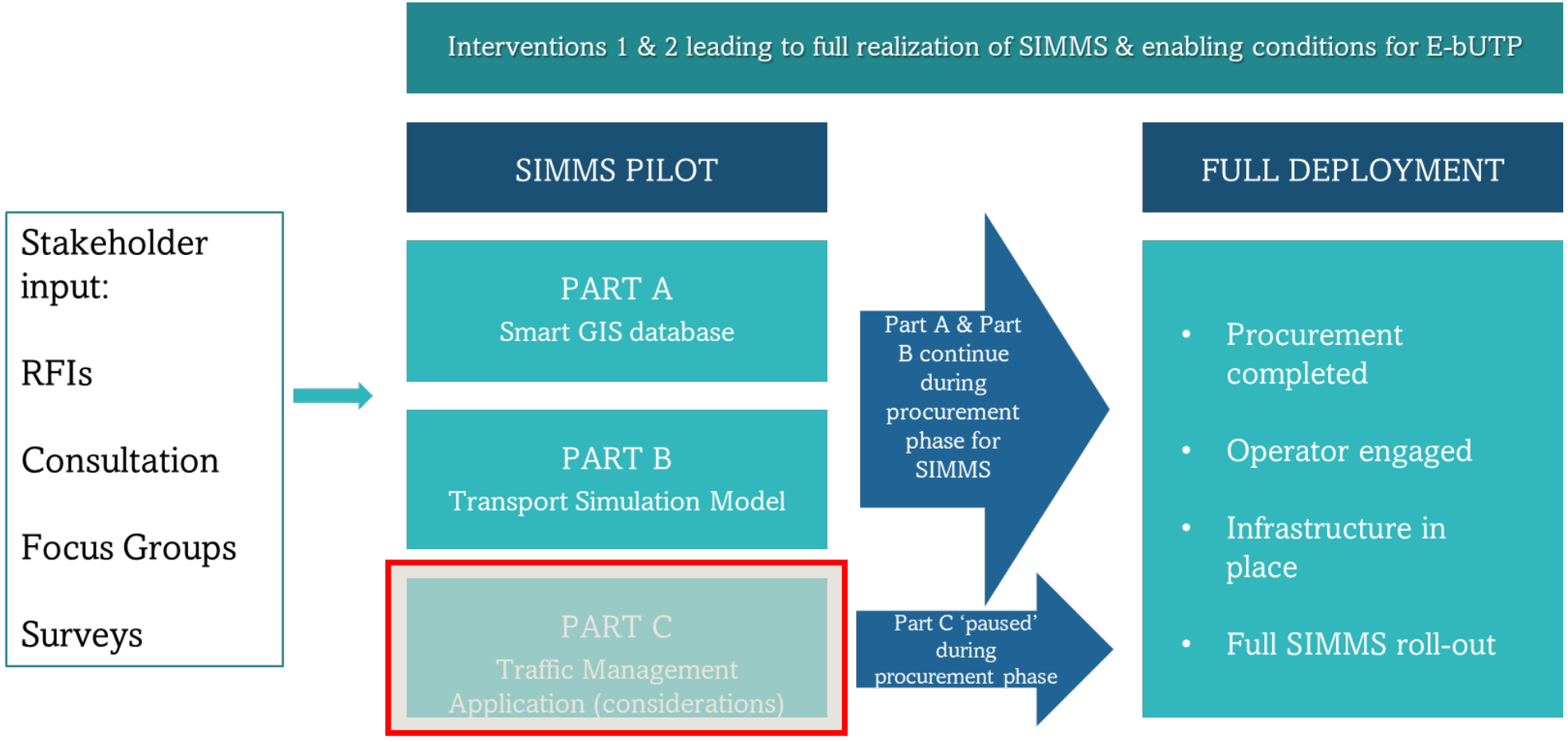
- To overcome the limitations of existing and future data collection
- To facilitate and provide an alternative ways to collect and convert data to GIS format
- Produce a data display
- Describes better information, easy to understand and detailed information administrator



Traffic light audit app and database

- Digitisation of detailed ITS asset inventory with accurate spatial data on JSD for pilot.
- Opportunity to expand to a comprehensive pilot of traffic light database with asset inventory, as well as information on timing, junction diagram, etc. as a data source for SIMMS.

GFCP ISKANDAR MALAYSIA : SCALING UP TOWARDS FULL IMPLEMENTATION



GFCP ISKANDAR MALAYSIA : TECHNICAL SPECIFICATIONS

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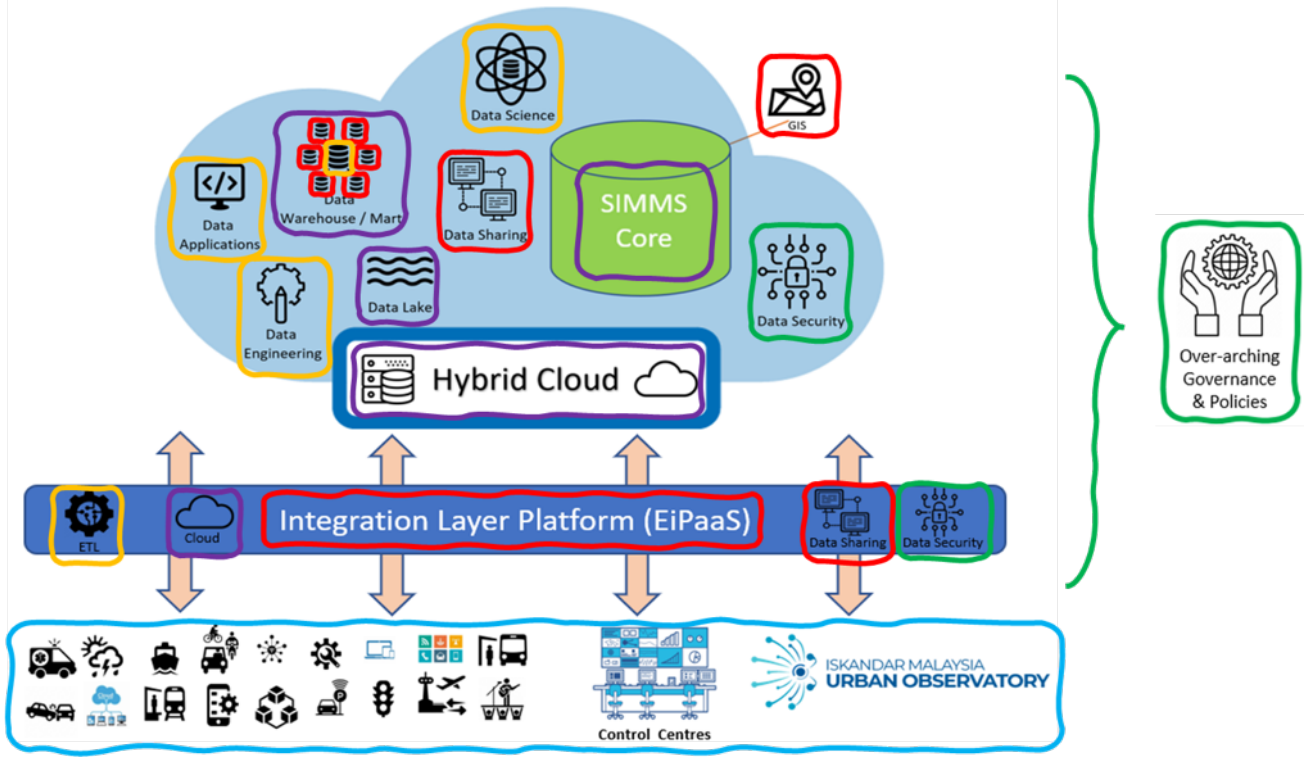
SIMMS [goal] is to integrate available information to facilitate evidence-based decision-making for urban and transport planning.



Indicative Architecture

Identify Manage Store Process Communicate

GFCP ISKANDAR MALAYSIA : ITS MASTERPLAN INTERVENTIONS

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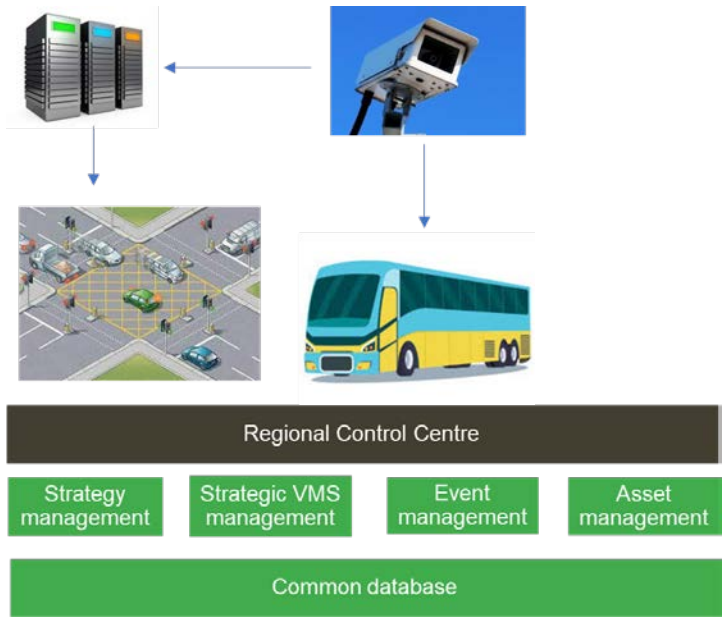
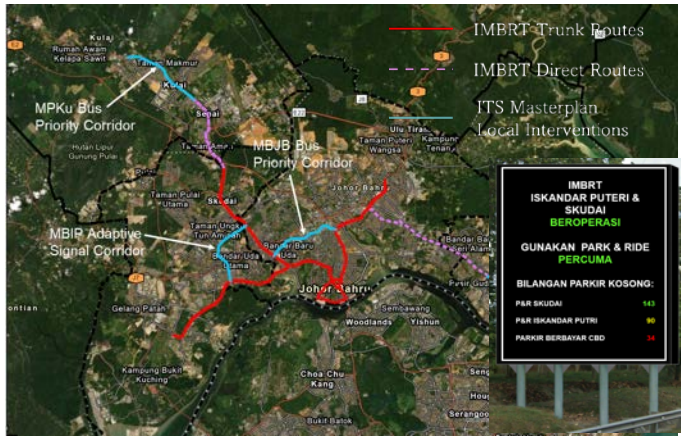


Local Interventions

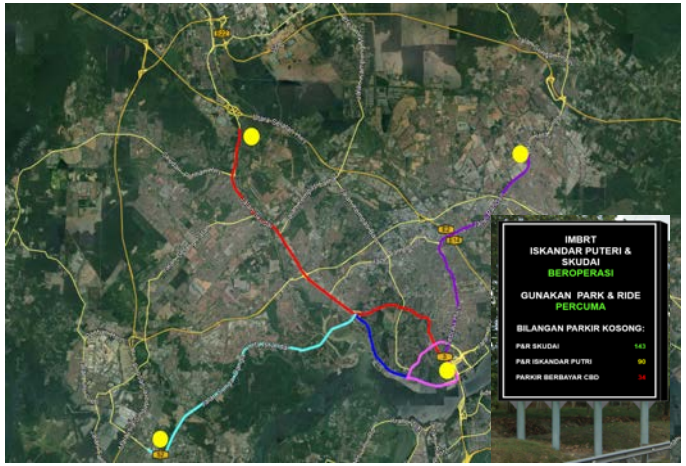
- Smaller schemes aimed at improving road user experience and public transport journey times
- Complements the IMBRT network

Regional Interventions

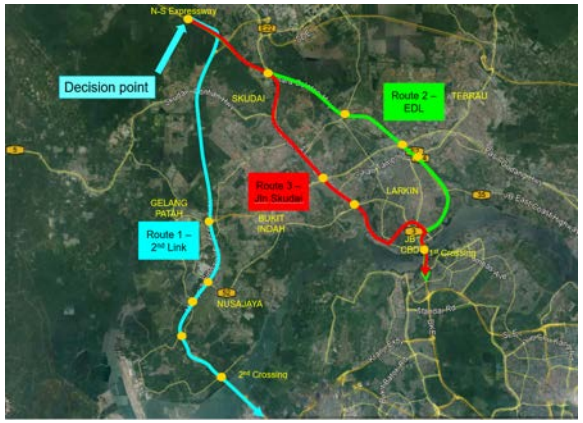
- Schemes targeting region-wide issues such as managing traffic heading to Singapore and managing freight traffic to and from ports.

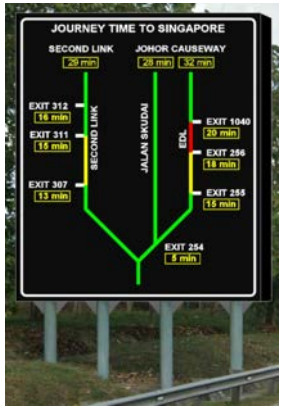


ITS Masterplan Local Interventions

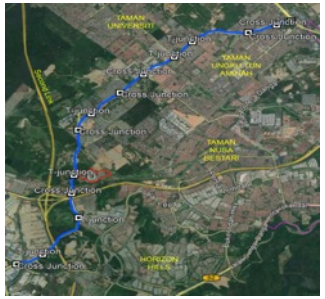


Regional Project 1 - Smart Parking Signs for IMBRT Park and Ride Sites





Regional Project 3 – Journey Time Information System



Regional Project 4 - Adaptive Signal Corridor along Jalan Gelang Patah for Stadium Sultan Ibrahim

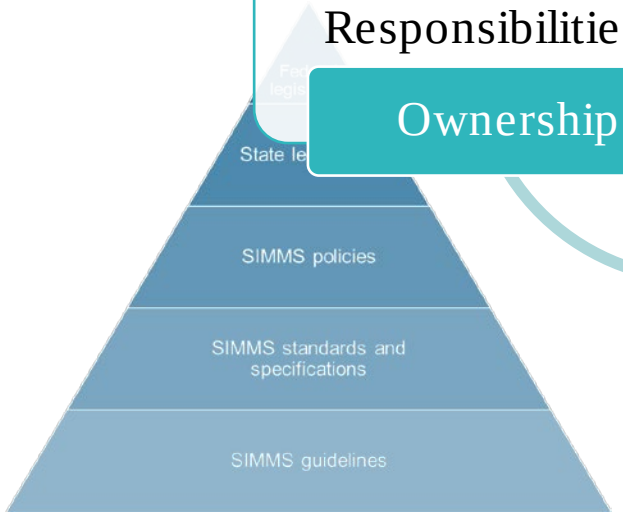
Regional Project 5 – Truck Route Management System

GFCP ISKANDAR MALAYSIA : SIMMS GOVERNANCE FRAMEWORK

GFCP ISKANDAR MALAYSIA : GOVERNANCE AND REGULATORY FRAMEWORK

- Collaborative Management
- Roles & Responsibilitie

Ownership



Governance Structure

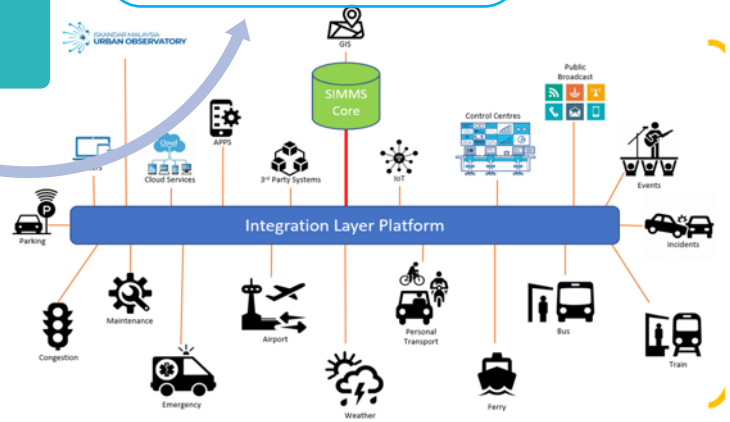
- Technical Committees
- Sub - Committees

- Legislation, Policies, Guidelines
- Standards and Specification

Regulatory Framework

MOU/ Agreement

- Data sharing
- Collaborations



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THANK YOU

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