[Monday, July 6 | 18:00-18:45]

WeGO, Best Practice in Korea, and Strategic Partnerships with Japan
Part 1: Introduction to WeGO and Korean Cases of Best Practice

SCRIPT

[Slide 1]
Good afternoon, everyone, and thank you for your interest in today's webinar kindly hosted by Smart City Institute Japan. I'm Albert Graves, Program Director at WeGO, and I'll be presenting a bit about my organization, sharing a few cases of smart city best practice in Korea, and exploring opportunities for partnerships with key stakeholders such as you in Japan.

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WeGO is an international smart city association, established on the initiative of 50 cities in 2010. We work closely with our members to support the localization of SDG 11, by serving as their platform for networking, capacity building, project implementation, and more.

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The majority of our members are city and other local governments. They join us by commitment of their mayors, and we normally work with their smart city, ICT, or international relations divisions. We also have an increasing body of smart tech solution providers with expertise in a range of areas, as well as national and regional institutions and other organizations that support cities in their advancement as smart cities.

In addition to our members, we're proud to have a strong network of partners such as the UN, EU, multilateral development banks, and other international associations such as SCI-J and the Global Smart Cities Alliance.

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Our Secretariat is based in Seoul, where our President City is located, and we have several regional offices. The Executive Vice President City is the city selected to host the next General Assembly, which is currently Makati—the business district of Manila in the Philippines. Any local government member can serve as a Vice President City or Executive Committee Member, which support in the management of WeGO. As you can see, we strive to strike a regional balance in the makeup of these bodies, to evenly represent the broad interests of our members around the world.

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Every year, we're involved in anywhere between twenty to thirty activities to serve our members and expand our network. You can find us at the world's premier conferences and

expos, where we secure a platform for our members to showcase their best practice and solutions. We've also been working closely with regional networks of living labs and smart cities supported by the EU and ASEAN, and we have plans of our own to establish one this year for Northeast Asia. Countries like China and India have also established national networks of 500 and 100 smart cities, respectively—and we're actively contributing to their development, too. I'll present more on the many opportunities for Japanese stakeholders with these networks in the second part of this series next week, so be sure to tune in then. For officials and other public employees, we also carry out training programs to build capacity in areas such as e-government. In addition, we've funded over USD 1 million in feasibility studies and pilot projects in more than a dozen cities since 2010.

As WeGO prepares for the decade ahead, we'll be focusing on strengthening our role as a project implementer, and we'll be working even more closely with cities to ensure that projects don't end with pilots but are seen to the end with citywide implementation.

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Besides these activities, WeGO is constantly expanding on its toolkit for smart cities. Our projects catalog—which we research and develop in house—is one resource which is publicly accessible and serves as a searchable database of best practice from around the world. Each case outlines the project's planning and implementation process, analyzes the results, and presents a set of recommendations for replication in other cities. We'd be happy to feature Japanese cases and encourage those of you in the audience with best practice to showcase to reach out to me.

For members, we've developed an app that local governments can customize and use as an open-sourced system for civil complaints and suggestions. CPS actually benchmarked Seoul's "Eungdapso," which literally translates to "Kaitousho." As with Eungdapso, CPS can quickly manage, redirect, and automatically respond to tens of thousands of messages a day, shortening handling time and bringing citizens closer to their mayors.

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Now, although WeGO is an international organization, we're proud to have as our members some of the best examples of smart cities in Korea—and, SCI-J has asked us to share their cases of best practice with you today. So, let's start with Seoul, which has introduced a late-night bus service called the "Owl Bus." It runs after midnight—when the subway and many other buses have ended their service—and was introduced to make commuting in the late hours more convenient and safer. The Owl Bus has nine routes with intervals of 40 minutes, and the routes are determined by big data on the most traveled routes. In partnership with Korea Telecom, Seoul merged 3 billion pieces of data on phone billing addresses and locations of phone calls, along with movement patterns over time. Thanks to this, citizens who missed the last train have access to one of 47 Owl Buses, which carry 7,400 passengers every night. This type of service could completely transform public transport in cities like Tokyo, where—as I've experienced

many a time—when you miss the last train, your solution is the nearest karaoke room until the first train!

If you take a look below the Owl Bus, we have the 24-hour civil complaint hotline 120 Dasan Call Center. Here we see Eungdapso along with services such as counseling by phone, text, chat, or video. Counselors can search through a comprehensive database of information that enables them to answer a broad range of questions. Non-Korean speakers have special access to counselors in Japanese, English, Chinese, Vietnamese, and Mongolian. Besides filing complaints, foreigners can request general information on living and tourism and even seek assistance in interpretation.

Another icon we can see here is mVoting, the "m" standing for "mobile." The app aims to make policy decision-making processes more transparent and inclusive of citizens, while reducing the expense of traditional methods such as town halls. Anyone can ask questions to the city and even poll other citizens. This can be on policies, but it can also be on something as common as where to take the family for the weekend. What's important is that voters are empowered to record, manage, and count votes themselves. The city can also use the app to target groups of voters, to make decisions appropriate to their context. As the system self-regulates, it can automatically declare voting closed once certain predefined parameters are met. Since last year, the app has instituted blockchain-based voting, making it impossible to register illegitimate votes or tamper with the process.

As you can imagine, Seoul generates a tremendous amount of data every day. The city has opened large amounts of this data since 2013; but not all of it has been easy to use due to privacy and ownership complications for certain datasets. This where the city's Big Data Campus comes into play. This offline space allows anyone from the public and private sectors and academia to access data sets—public and private, open and proprietary—in a controlled setting to work toward urban solutions. Through this platform they can take advantage of advanced analytical technologies free of charge. Popular datasets include credit card usage patterns, sales analyses by location, and particulate air pollution measurements. As the size and scope of the datasets become broader and usage increases, the aim is to see more and more crowd-sourced urban solutions. This not only reduces the information gap between government and citizens, but also provides a resource for SMEs to become more competitive, which, in turn, stimulates the local economy. The Big Data Campus is equipped with VDI, or Virtual Desktop Interface, to prevent the extraction of the data from the campus.

Now, moving on to car sharing. As we already know, car sharing reduces traffic congestion, air pollution, and the need for car ownership. Seoul has its own system for shared cars, Nanum Car. The city provides parking infrastructure through subsidies, promotes it use through PR, institutes policies to support, and has built a digital platform to streamline all the private companies into one app. SOCAR and Green Car, which you see here, were chosen as the two to which the city provides the cars and certain types of infrastructure such as electric charging stations.

Below this is the Digital Civic Mayor's Office. Obviously, this is installed in the office of the mayor, and is a system offering visualized data from 167 systems across departments of the metropolitan government. That's around 10 million pieces of data, using 800 CCTVs in real time. It has an interactive touch screen that displays key information on traffic, safety, city projects, civil complaints, and more. The mayor can also deliver instructions remotely through the system in cases of disaster or other incidents.

[Slide 8]
Another smart city case in Korea that showcases best practices is Sejong City. In 2018, the city of Sejong launched the first bicycle sharing service in the nation featuring IoT technology. Upgraded from the initial service that required users to rent and return bicycles to public storage spaces, the updated smartphone application New Eoulling, allows users to access shared bicycles by tracking them via the app's GPS system. The app displays bicycles available for rent in over 70 bike ports across the city. As of March 2020, the New Eoulling service provides over 2,200 bicycles, including the 1,000 initial Eoulling bicycles that were placed in public storage spaces before the renewal. In recent months, Sejong City has been using Big Data to track citizens' bicycle use and most and least popular renting/return locations for more efficient allocation of bicycles. Based on this data, Sejong City has re-allocated bike ports to provide more bicycles in those areas that display busy use and lack bicycles during peak times. In addition, it has built 20 new bicycle dock stations across the city to reflect citizens' needs and demands. Since the launch of the upgraded New Eoulling service and the recent increase in number of bicycles and dock stations, citizens' use of the service has increased three times since early 2019.

A more recent smart city initiative that the city of Sejong has kicked off just last December is the smart integrated platform Sejong En. This integrated platform combines 74 categories of different information that was previously provided on separate platforms, such as weather updates, air quality, traffic information, security and emergency notifications, community news and lifestyle updates etc., into one place so that citizens can easily access this information online and on their smartphones. Moreover, this platform provides a "Citizen Communication Square," where residents themselves can participate in promoting cultural events, job postings, everyday questions, and real estate information. So not only does this platform provide information, it allows citizens to participate actively in sharing information and fostering an online community.

The most recent and successful feature of Sejong En was the notification service for polling station waiting times during last month's General Election in Korea. As Korea's central government declared a national state of emergency amid the outbreak of the COVID-19, cities had to be cognizant of the social distancing policy even during the election period and had to work together to create a safe and organized election environment. As citizens feared leaving their homes to go to crowded areas to vote, the city of Sejong decided to provide citizens with live updates of polling stations, including wait times, number of people who visited, and guides

to designated polling stations depending on the address of where one lives. This feature helped people decide when to visit polling stations. Not only this, but Sejong En's platform also enabled a public mask distributor notification service, where citizens can search for pharmacies and stores that sell masks and see the current status of masks stocks. Sejong was the first local government to launch this type of service, dedicated solely to Sejong City.

Similar to Sejong En, the city also launched last December Sejong Ansimi, which is a mobile service for citizen safety that provides a SOS call feature and map/location information in times of emergency.

Through this mobile app, citizens of Sejong can utilize the SOS call button or shake their smartphones in times of emergency to call for support. After receiving this information from the Urban Integrated Information Center, Sejong city (through 112 or 119) can then respond rapidly to citizens' emergency situations. Another similar feature to this is the location control feature, which allows users to designate certain locations as "safe spots," where they can receive notifications whenever their children or elderly parents arrive or leave that particular location. In this way, guardians are able to feel at ease. Moreover, upon mutual agreement, friends can track each other's locations or movements through this app, which ensures users that they are safe and also allowing groups to meet more conveniently. Sejong Ansimi's SOS call feature covers blind spots/areas that do not have CCTVs or emergency bells, heightening security in those areas that previously did not have monitoring systems.

[Slide 9-1]
I now want to take this chance to shift the focus of these cases of best practice over to smart health. With COVID-19, we've been seeing innovative responses at both the national and local level from around the world, and WeGO has been investing its resources into promoting these so that we can all overcome the pandemic as quickly as possible. To that end, we've launched what we term the WeGO Smart Health Responder. If you access our site, you can find a dedicated page on this, with sections "Smart Solutions," "Videos and Webinars," and "Need Assistance?" Before I present a few cases from Korea, I want to walk you through this resource, where you can find all of the ones I'll be showing you and more.

[Slide 9-2]
When you enter the page, this is what you'll see first. This section is our repository of policies, campaigns, and other examples of best practice that have been successful in slowing the spread of COVID-19. If your city is interested in sharing your initiatives on this page, kindly visit our webpage to download the template. As of today, we have around 30 cases from not only Korea but also Southeast Asia, the Middle East, Europe, and Latin America. We'd love to include cases from Japan, and welcome any submissions from those in the audience with cases to share.

[Slide 9-3]
There's also a section that contains past and upcoming webinars and other videos by WeGO and its partners—including today's with SCI-J. are organizing to share successful policies and

best practices in response to the COVID-19 pandemic. The content of this screenshot is outdated, so do check out our site for the most current things that are happening.

[Slide 9-4]
We're even providing our members the opportunity to request medical supplies and personal protective equipment, through Korean manufactures and suppliers. Do reach out to us if your city is in need of such assistance.

[Slide 10]
Now let's look at how Seoul has managed the crisis in its city. As many of you are already aware from the mass media in Japan, Korea has often been credited for its swift response which has managed to save many lives—all without a lockdown. Local governments have been equally instrumental in the enforcement of measures to keep the public safe, and there are plenty of examples from the capital. Drive-through screening stations lower the risk of infection to medical workers, since the whole process—from filling out the questionnaire to swabbing—is done in one stop from the comfort of one's own car. The process takes about ten minutes, and results are sent within two or three days by phone or text message. By the end of May, over 4,100 residents of Seoul had already been tested at these stations, six of whom were confirmed cases. That may seem like only a few, but imagine how many secondary and tertiary infections and so on could have happened in a city with ten million people. Now, for the elderly and patients without cars, there are also walk-through testing booths, which are about the size of a phone booth. This is equally as safe as drive-through, as patients are completely separated from medical personnel. Given the size of the booth, it also takes less than a couple minutes to disinfect it after each use, which makes whole process even faster.

Your city doesn't need an advanced infrastructure to implement innovative solutions against COVID-19. As you've been seeing from these screenshots, there are many relatively easy measures that local governments can take to manage the crisis. A national hotline available in eight foreign languages including Japanese has been running around the clock, so that anyone with suspected symptoms can call in and receive guidance about the next steps. People must call one of these numbers rather than seek a diagnosis at a clinic or hospital, which is important to protect medical facilities from possible outbreaks.

At the height of the crisis, Korea also had a mask rationing system to avoid running out due to hoarding and to protect the public against price gouging. By rationing masks, the supply chain was able to remain stable. Under this scheme, people could go to any one of the 23,000 pharmacies nationwide and purchase two masks per week on designated days based on their year of birth. One mask cost around 130 yen. Residents were required to present their identification cards so that the pharmacies could look up their mask purchase history. Early in its launch, the system was criticized because it excluded residents not registered with the national health insurance—many of whom are, of course, foreigners. So, in Seoul, locations were designated around the city where masks were handed out for free to such foreigners. Over 95% of the pharmacies have agreed to share their sales data with the national

government, which then releases its to the public as an open API. This has encouraged developers to create apps that notify people about the inventory statuses of pharmacies nationwide. Naver, Korea's largest search engine which also owns LINE, and Kakao, the country's largest chat app, have used the data to provide mask inventory services within their respective map apps. Around ten app developers have used the data so far, and their solutions have helped address complaints that arose due to long queues at pharmacies.

Over to the right, we see the circles that say "Clean Zone." As we all know, one of the adverse impacts of the pandemic has been to the economy. It doesn't help businesses like multiuse facilities when news gets out that a confirmed patient has patronized them recently. So, whenever the city conducts a disinfection of such space with the Research Institutes of Public Health and Environment, a Clear Zone sticker is placed outside the entrance and banners are hung on nearby streets. This gives the public peace of mind that the business is safe to visit, and a list of businesses with these stickers is also publicly available online.

Below this example are a few of the many posters that Seoul has put up around the city in numerous languages, which seek to educate the public and guide them on how to protect themselves against infection. While we may be quick to assume that Korea's or Seoul's success in containing the virus is wholly owed government policies, we shouldn't overlook the important role that citizens themselves played. It has been quite the routine for infected patients to readily agree to share their personal information as soon as they're confirmed to have contracted the virus. It's also rare for one to see anyone riding the train or bus without a mask—and, people regularly use the hand sanitizer placed in these modes of public transport as well as in stores, restaurants, and other businesses. These measures along with physical distancing have been part of a public campaign to slow the spread of the virus—and it has worked. Traffic controls have been enforced, cultural and sports facilities have been suspended, online businesses have been promoted, and schools have quickly adapted to the demand for online courses.

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As for Korea's second largest city Busan, we can see testing for the virus in the form of multipurpose sample collecting booths. In a public-private partnership, the city's Southern District Public Health Center and Korea Kiyon developed a sealed box with glove extensions. With Seoul's walk-through system, the patient enters the booth and the inspector collects samples from outside the booth. However, in this system, the inspector collects samples from the sealed box, which provides even stronger protection against infection. The inside of the booth maintains a positive room pressure, which makes virus-carrying particles impossible to enter. Due to this setup, the inspector further enjoys the convenience of not having to wear a suit or protective gear. There's also no need to disinfect the booth as is necessary in the case of the walk-though system. Only the medical gloves attached to the booth need to be disinfected, which is quick and easy. They can simply be placed in the disinfectant solution installed outside the booth. The booth can be installed and used in any broad, open area where a distance of two meters between waiting patients can be maintained.

[Slide 12]
In this webinar, we've only covered a selection of cases from Korea; but, I encourage everyone in the audience to browse our archive of resources, to get a much more comprehensive picture of what is being done around the world. As the international community slowly exits this wave of COVID-19, we're all trying to prepare ourselves for the waves to come. So, resources like these will become all the more indispensable in the months ahead, as we continue to understand more about the virus in its new, evolving form.

Before I move to the question and answer session, I want to quickly encourage the audience to return to the second part of this webinar next Monday, which will focus on a separate but closely interconnected framework that we call the WeGO Smart City Driver. In terms of smart health, we are developing this to serve as a channel for cities to better manage the pandemic in concert with a range of solution providers and other partners. It's not limited to smart health, however. I'll be presenting on what this means for cities in any type of smart city project in need of support—at any stage of its lifecycle. This will then bring us to the broader issue of how Japanese stakeholders can partner with WeGO to expand their visibility and impact through international and regional networks that we're working with, whether you're a local government, a corporation, or an institution.

[Slide 13]
So, with that, I'd like to thank you all for actively listening to this presentation, and I welcome you to follow our organization at our site and via SNS. The floor is open, so I'm happy to take any questions.

[Monday, July 13 | 18:00-18:45]

WeGO, Best Practice in Korea, and Strategic Partnerships with Japan
Part 2: WeGO Partnerships with Japan for Project Implementation and Regional Networks

SCRIPT

[Slide 1]
Good afternoon to those of you who were here for last week's Part I—and, to the new faces here for Part II, many thanks for joining. I also express my appreciation to our partners at Smart City Institute Japan for hosting, as always. I'm Albert Graves, Program Director at WeGO, and this last segment of our series will focus on my organization's partnerships with Japan for the implementation of smart city projects and support for the establishment and development of regional networks in East and Northeast Asia.

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Before starting, let me quickly run through a big picture of what we went over last week, for context on behalf of those who couldn't make it. WeGO is an international association with over 200 members from the public and private sector, whom we connect to a range of partners for the advancement of smart cities. Our Secretariat is headquartered in Seoul, and we have several regional offices hosted by local government members in China, Russia, Turkey, and Mexico. We support our members through diverse platforms—and, in the face of COVID-19, have moved many of these services online, including through webinars such as this one.

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I also introduced our Smart Health Responder, where you can find a selection of best practice cases from national and local governments around the world in responding to the current pandemic. There are also webinars and other recorded resources by WeGO and its partners, so I encourage you to check here and take a look at last week's recording if you didn't have the chance to see it live. Cities in need of medical equipment can make requests through the Smart Health Responder, through which WeGO assists in identifying suppliers and connecting them to anyone who asks.

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For this week, I want to present another framework that we've established. WeGO's Smart City Driver helps cities plan, finance, and deploy their smart city projects, and it does this through a range of customized solution packages and matchmaking with strategic partners. The aim here is not to end with feasibility studies or pilot projects, but to support all the way to citywide implementation. We have three components that make up this framework, as you see here, and I'll be explaining each one to you in the next few slides.

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Let's start with what we call our "Activator." This is an online platform that we licensed through one of our partners in the US. The Activator has three portals that collectively help streamline the application processes within the Smart City Driver.

"Discover" is the most heavily used of the portals at the moment, as it contains the application forms our members need to submit to for financial and technical assistance from WeGO, under the scope of the other components I'll soon introduce in the Smart City Driver. Discover is also used by cities to apply to our triennial WeGO Awards, through which they can be recognized for their smart initiatives using ICT to improve the quality of life of citizens in categories such as governance, mobility, inclusivity, safety, and others. As part of the prizes, WeGO provides opportunities such as sponsorships, speakerships, exhibition space, and publicity.

With the "Plan" portal, members can establish and develop their smart city projects at any stage of the project lifecycle. The portal enables them to map out the necessary stakeholders and understand their roles, and there are over 25 modules that help members assess risks, problems, successes, value, and other critical elements of project planning.

Then we have the "Exchange" portal, for peer-to-peer knowledge sharing. Through this, members can share and access metadata on smart city projects. Worldwide searches can be conducted using city, focus, technology, and other metrics, and the portal makes it possible to request WeGO's coordination for contact with cities' project managers for further discussion or cooperation.

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So, that was the Activator. Now on to the second component of the Smart City Driver, which we call our "Solution Finder." As we all know, cities are often aware of their urban problems; but, to find truly innovative solutions requires a cross-sectoral approach. The private sector holds the key to the solutions using smart tech that can improve public services in ways that meet the needs of today's tech-savvy society. What the Solution Finder does is pinpoint these solutions and "package" them in a customized way for export to other cities. It uses a systematic, comprehensive survey that extracts key data on ongoing or prospective smart city projects. WeGO then digests that data to propose solutions that can contribute to and strengthen the resources necessary for successful, citywide implementation. Solutions can come from not only tech companies but also consultants, development aid agencies, and other strategic partners around the world. By submitting data through the Solution Finder, members enjoy a head start in all other services from WeGO, as the data provides a fuller picture of members' needs and maturity as smart cities.

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The third and last component of the Smart City Driver is our "Project Implementer." For over a decade, we've been carrying out feasibility studies and pilot projects in select cities each year. Over a dozen members across Asia, Africa, and Latin America have each benefitted from more

than 10 million yen from WeGO in consultation services along with hardware and software installation toward smart tech solutions tailored to their needs. From this year, we've strengthened the Project Implementer by requiring a financial commitment from candidates to better ascertain their intent to fully implement the developed solution beyond the pilot phase.

The theme for this year's round of project proposals from members focused on building infrastructure that enables better decision-making through an intelligent, connected ecosystem that employs 3 "D"s: data, digital, and human-centered design. In practice, that means the comprehensive use of sensing technology and data analytics, with the engagement of citizens as "co-creators" of citizen-centric solutions. The selected beneficiary of this year's program was Cauayan City in the Philippines, for whom we will support the development of a data dashboard to minimize the impact of tropical storms on the city. Unfortunately, this had to be postponed to next year because of COVID-19; but we are taking this extra time to further develop our Smart City Driver, to improve not only our service to Cauayan City but also to other cities for their proposals that were not selected for the Project Implementer but could nonetheless benefit from our Solution Finder.

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Well, what does any of this matter to you? None of you are members of WeGO; but I'd say that there are plenty of reasons why you might want to be. If you're a city, a few of those reasons should already be apparent from the presentation so far. If you're a solution provider, then clearly you have access to a range of business opportunities through our platform. Besides our members, we have a worldwide network of partners which you see here. They include intergovernmental organizations such as the UN, multilateral development banks such as the World Bank, national and regional institutions, think tanks, academic institutions, and others. Two of our newest partners are the Smart City Institute Japan and G20's Global Smart Cities Alliance—currently run by the World Economic Forum's Center for Fourth Industrial Revolution—both of which open many doors for cooperation with Japan. Through our new partners, we hope to extend our services to local governments, corporations, and institutions across Japan. I'll be spending the rest of my presentation proposing how this could be done in the context of a few key regional networks of smart cities that we're working with.

[Slide 9]
You may already be aware of this one established by the ASEAN Secretariat at the end of 2018 when Singapore was the Chair. ASCN is comprised of the capitals and other major cities of the ten ASEAN nations, which serve as "pilot cities" of the network, each with a smart city action plan—or, SCAP—slated for completion by 2025. The longer term aim is to scale and replicate the successful implementation of these projects in other cities across the region. Last year, Thailand as Chair arranged a separate workshop and annual meeting in Bangkok, which we supported by bringing in a diverse group of partners from the Asian Development Bank, Korean Government, Seoul Metropolitan Government, transport payment card provider Tmoney, and others. The events saw quite a few stakeholders from Japan, who also saw the opportunities that lie in connecting ASEAN cities with Japanese solution providers.

In November, WeGO convened a conference for the governors and mayors of ASCN. It was a two-day event with knowledge sharing and networking with Korean and international partners and stakeholders, organized in collaboration with the Presidential Committee on New Southern Policy, Ministry of Foreign Affairs, Ministry of Land, Infrastructure and Transport, and Seoul Metropolitan Government. Over 150 experts from the public and private sector were there along with over 15 local leaders from ASEAN. Plenary sessions offered insights into ways in which ASEAN cities can finance and execute smart city projects such as those established in the SCAPs. Panelists from Korean research institutions also presented their work to accelerate smart city development in the region. One of the more innovative features of the conference was a series of breakout sessions. We organized these under the overarching themes of "Buildings, Roads and Public Spaces," "Traffic Management and Public Safety," and "Solid Waste and Wastewater Management," which could be freely chosen. At roundtables, local leaders identified areas of overlap with their peers in the region, and shared common challenges along with ideas toward joint solutions. The discussions that came out of this exercise produced a set of conclusions that cities were then able to take home and apply as they move forward with the implementation of their SCAPs.

This year, as Vietnam takes the Chair, WeGO continues its support for ASCN. Owing to the success of last year's mayoral conference, we plan to have another in partnership with the Vietnamese Government. If anyone in the audience here is interested in any way connecting with ASCN, do get in touch with us, as we're keen to bring in partners not only from Korea but also Japan.

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Moving closer to home, let's talk about WeGO's initiatives for East and Northeast Asia. Here we're already working closely with our partners at SCI-J, as a representative for the collective interests of Japan. Last year, Japan, China, and Korea held a Trilateral Summit that pledges to work together to address both global and regional challenges. These three countries alone make up more than 20% of the world's GDP. So, the opportunity to lead the world in smart cities is quite attainable. WeGO—in partnership with the Trilateral Cooperation Secretariat—is seeking to establish regular smart city forums and training programs among major cities in the three countries, not only for case sharing but also for strategies toward joint projects. Imagine, for example, a transportation card that could be used in Tokyo, Beijing, and Seoul. Or, cross-border data sharing that enables cities to coordinate their response in predicting and slowing the spread of pandemics. The opportunities are endless. Our aim is to start the discussion with a community of cities through our network partners and identify the smart city areas where this could be feasible. Major players from the private sector who are active in the region will also be brought in to demonstrate some of the solutions that could be applied.

Next month we'll be having a webinar to initiate these discussions, and see what direction could be taken in the months ahead. Besides SCI-J for stakeholders in Japan, we have the China Center for Urban Development and Smart City Korea—which is under the Ministry of Land,

Infrastructure and Transport—as our network partners. If you are representing a city or solution provider that could take part in this initiative, please do get in touch with Mr. Nagumo or Mr. Kudo after today's webinar so that they can arrange for your invitation to this closed event.

Over the course of months after the webinar, we will continue to work with our partners to bring these discussions toward joint projects closer to fruition. By October, we expect to have more cities and solution providers on board, for a higher level forum at the Asia Smart City Week in Yokohama. Obviously, with COVID-19, this event may end up being postponed or moved online; but our Smart City Forum will happen in any case, online if not on site in Yokohama. In this forum, we will bring in governors and mayors to formally declare their support for trilateral smart city cooperation, which will catalyze developments on the working level. Chief smart city officers along with representatives from the private sector will come together to strategize the types of PPPs that can be entered into moving forward. In the short term, cities may carry out exchanges for training programs, technical tours, and site visits. They may also find ways to jointly accelerate startups in the region for the development of solutions. Over time in the long term, we may see linkages of locally produced big data, shared networks of information, and perhaps even a trilateral free trade agreement. Again, so many possibilities are before us, and we look forward to sharing the outcomes through strategic partnerships with many stakeholders in Japan.

[Slide 11]
Separate from, but closely connected to, CJK is a network of smart cities in Northeast Asia that we are spearheading here at WeGO. This endeavor brings in not only Japan, China, and the South Korea, but also Russia, Mongolia, and North Korea. As with CJK, NEASCN is international but interurban. That means that the cooperation is driven by and for local governments, not national governments. So, despite the politics surrounding this region, this is a totally apolitical initiative. NEASCN takes its inspiration from ASCN, but is less formal and exclusive. In ASCN, city members are appointed by national governments—in NEASCN, cities themselves choose to be members. In ASCN, cities are guided by one smart city action plan, which in some cases is developed by the national government—in NEASCN, a city may have several of these action plans or maybe even none. WeGO intends to support cities regardless of how far along they are in their development as smart cities. This is, of course, in following with service we provide through our Smart City Driver. Along with our network partners in each country, we're working closely with regional networks such as ICLEI and the Association of North East Asia Regional Governments, which work with cities in all of the countries of NEASCN.

At the moment, we're assembling a task force of experts from the public and private sectors that will work on drafting a framework for this new network. The outline of that framework will be presented at an online pre-workshop in September, in which we expect to look not only at what's happening with smart cities across the region, but also at how cities can make their action plans bankable. That means attracting investors from the private sector along with, in the case of cities in developing countries, from multilateral development banks and

development aid agencies such as JICA. These partners will also be at the table to share their insights on the types of proposals they look for when choosing to fund projects.

In November, we will then formally launch the network at an inaugural meeting online, which will feature a mayors roundtable and breakout sessions facilitated by WeGO and its partners, for experience sharing toward smarter, more sustainable action plans. The cities present will officially be the founding members of NEASCN, and will deliver a mayoral declaration along with the adoption of the NEASCN Framework. By this time, the framework will set out the rationale, aims, and scope of this new network, as well as guidelines on representation, reporting mechanism, and role of strategic partners.

Assuming the coronavirus crisis has been contained by next year, WeGO expects to carry out mayoral conferences for NEASCN every year, through which the network can continue to expand, produce tangible outcomes for its members, and influence others around the world as they seek to replicate the model in their regions. As with CJK, Japan's involvement will be crucial to the success of NEASCN, as cities look to benchmark Japanese best practice and implement Japanese smart solutions. If you want to be a part of this network, do get in touch with SCI-J, so that we can explore ways in which we can shape this network to respond to your priorities.

[Slide 12]
The smart city trend is taking over the world, and I've presented a few of the major ways in which Japan can capitalize on it. From national networks of smart cities like the 500 being built in China and the 100 in India's Smart Cities Mission, to regional networks like ASCN, to the European Network of Living Labs, cities around the world are recognizing the importance of creating communities that help cities thrive.

[Slide 13]
So, that's it for my presentation and this two-part series of webinars by WeGO. I hope you found the content not only informative but also encouraging, to want to work closely with both our organization and SCI-J. I welcome you to reach out to us if you want to contribute to or otherwise take advantage of our Smart Health Responder or Smart City Driver; and I once again welcome you to our CJK webinar and NEASCN online pre-workshop over the next couple of months.

[Slide 13]
Many thanks for your attention, and I'm happy to spend the rest of our time here to take your questions.