CITY OF HOBART

AGENDA

Economic Development & Communications Committee Meeting

Open Portion

Thursday, 21 March 2019

at 5:00 pm
Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

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Economic Development & Communications Committee Meeting (Open Portion) held Thursday, 21 March 2019 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS
Thomas (Chairman)
Zucco
Sexton
Dutta
Ewin

Apologies:

Leave of Absence:
Councillor M Dutta

NON-MEMBERS
Lord Mayor Reynolds
Deputy Lord Mayor Burnet
Briscoe
Denison
Harvey
Behrakis
Sherlock

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Economic Development & Communications Committee meeting held on Thursday, 21 February 2019, are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS

6.1 International Relations - Potential Visits to Sister / Friendship Cities in the Current Term of Elected Members
File Ref: F19/25270

Report of the Economic Development Project Officer and the Director Community Life of 15 March 2019.

Delegation: Council

REPORT TITLE: **INTERNATIONAL RELATIONS - POTENTIAL VISITS TO SISTER / FRIENDSHIP CITIES IN THE CURRENT TERM OF ELECTED MEMBERS**

REPORT PROVIDED BY: Economic Development Project Officer
Director Community Life

1. Report Purpose and Community Benefit

1.1. The purpose of this report is to highlight key events during the current term of the elected members that may warrant international travel to sister / friendship cities.

1.2. The community benefit of this report is that it sets out potential international travel, costs associated and the proposed benefits for Hobart.

2. Report Summary

2.1. The Economic Development and Communications Committee on 24 January 2019 resolved inter alia that:

A report be referred back to the Committee on the potential for a Council delegation to Fuzhou and Xi'an at the appropriate time.

2.2. This report is a response to the committee request, with the added consideration of Council delegations to the City's other international friendship / sister cities.

2.3. The City of Hobart has four formal relationships and a fifth relationship in development. In order of establishment, these are:

2.3.1. Yaizu (Japan) 1977

2.3.2. L'Aquila (Italy) 1997

2.3.3. Xi'an (China) 2015

2.3.4. Fuzhou (China) 2017

2.3.5. Balibó (Timor-Leste) – in development

2.4. The City's guiding 'International Relations Action Plan' commits the City to visiting its friendship / sister cities every two years and requires the same commitment from its partners. This is because although much correspondence can be conducted through email, telephone, WhatsApp, Wechat etc. it cannot entirely replace the understanding and bonds forged via face to face contact.

2.5. The Council's Policy 'Elected Member Development and Support' permits individual elected members to participate in Council funded international city relationship delegations, up to the cost of $6,000 during their four-year term of office. For this reason, providing as much information as possible about the potential pipeline of visits will enable robust decision making.

2.6. The recent delegations to each of the partner cities that have included elected members are as follows:

2.6.1. Yaizu – August 2017

2.6.2. L'Aquila – May 2017

2.6.3. Xi'an – December 2017

2.6.4. Fuzhou – January 2017

2.6.5. Balibó – January 2018

2.7. The following are key dates / events that may present appropriate opportunities for the City to fulfil their commitments to their partner cities:

2.7.1. **Yaizu:**

- Annual Ara Matsuri Festival (12-13 August 2019).
- Accompanying a soccer team from South Hobart Football Club to Yaizu in 2020 as part of new yearly exchange program. It must be noted that this relationship came about as a direct result of the Yaizu Hobart sister city relationship and the government to government contacts.
- Accompanying businesses seeking to showcase products in Yaizu in either April or November 2021.
- Visiting Yaizu in February 2022 to mark the 45th anniversary of the relationship.

2.7.2. **L'Aquila:**

- 10 year anniversary of L'Aquila earthquake – April 6 2019.
- Perdonanza Celestiana – World renowned annual holy festival and sister city meeting (approximately 28-29 August 2019). This is L'Aquila's preferred occasion for visits as all sister cities are invited.

2.7.3. **Xi'an:**

- 4th Silk Road International Expo – May 2019. This is an expo that aims to promote international cooperation between countries along the Silk Road.

- Euro Asia Economic Forum – September 2019. 2 day forum attracting approximately 1,000 international delegates coming together to discuss opportunities for collaboration along the Silk Road. This was attended by the City of Hobart in 2017.

2.7.4. **Fuzhou:**

- May 18 2019 – Economic Trade Fair- Maritime Silk Road attracting over 350,000 visitors.

- May 31 – June 2 2019– Fisheries Expo attracting in excess of 300,000 visitors.

- June 4-8 2019 - Dragon Boat Festival involving a team from Greater Hobart collaborating with local Fuzhou paddlers. It must be noted that this relationship came about as a direct result of the Fuzhou Hobart sister city relationship and the government to government contacts.

- October / November 2019 – Tourism Festival, Glimpse of Fuzhou Seminars for Friendship Cities.

- November 2019 – Fuzhou's first friendship city soccer tournament (involving South Hobart Football Club) as a direct result of the friendship city relationship between Hobart and Fuzhou.

2.7.5. **Balibó:**

- 26 January 2020 – visit in conjunction with the annual visit by Honorary Consul for Timor-Leste in Tasmania - Dr Nitin Verma.

3. Recommendation

That:

1. ***The Council notes the potential pipeline of visits to Hobart's sister / friendship cities over the term of the current elected members.***

2. ***More information is provided on each potential delegation by memorandum or report when official invitations are received from the host cities.***

4. Background

4.1. A report and presentation was taken to the Economic Development and Communications Committee (EDCC) on 24 January 2019 following an officer visit to Fuzhou. Committee resolved:

That:

1. *The summary report and presentation of the Economic Development Project Officer's recent visit to Fuzhou be received.*

2. *A report be referred back to the Committee on the potential for a Council delegation to Fuzhou and Xi'an at the appropriate time.*

4.2. This report is a response to committee's resolution, with the added consideration of potential outbound delegations to other cities with which Hobart has a relationship during the term of the current elected members.

4.3. Council currently has four formal international relationships with a fifth in development. These are:

4.3.1. Yaizu (Japan) – Sister Cities since1977.

4.3.2. L'Aquila (Italy) – Sister Cities since1997.

4.3.3. Xi'an (China) – Friendship Cities since 2015.

4.3.4. Fuzhou (China) – Friendship Cities since 2017.

4.3.5. Balibó (Timor-Leste) – Looking to sign MOU in near future.

4.4. All activities relating to international relations at the City of Hobart are guided by the Council endorsed International Relations Action Plan (IRAP) – **Attachment A** to this report.

This plan is reviewed annually to ensure that it is still relevant, with the last review and Council endorsement occurring in April 2018.

4.5. Action1.3 in the IRAP states that the Council will:

Commit to undertaking sister / friendship city visits at least every two years, or as appropriate where the city makes an equivalent commitment.

4.6. The most recent Council visits including elected members to the above sister / friendship cities are as follows:

Fuzhou – January 2017. The Deputy Lord Mayor and one officer travelled to Fuzhou in conjunction with a State Government delegation and tour of the Tasmanian Symphony Orchestra. The friendship city agreement was signed during this time.

Yaizu – August 2017. A delegation of five elected members, three officers and six community members travelled to Yaizu to celebrate the 40th anniversary of the Hobart-Yaizu sister city relationship.

L'Aquila – May 2017. Four elected members and two officers travelled to L'Aquila as part of a larger European study tour with the University of Tasmania. The visit to L'Aquila was to mark the 20th anniversary of the relationship.

Xi'an – December 2017. One Alderman and one officer travelled to Xi'an to attend the Euro-Asia Economic Forum and to discuss with other friendship cities of Xi'an the potential for a project seeking to measure the value of international relationships.

Balibó – January 2018. Two elected members and two officers travelled to Timor-Leste to investigate the potential of a relationship with the village of Balibó. Projects were discussed during this time that included improving water supply to the village and improving waste collection and recycling.

One visit to Fuzhou in December 2018 was undertaken at officer level to take part in a series of seminars intended to increase knowledge of the Fuzhou culture, economy etc. as well as a familiarisation with key sites.

4.7. Travel to sister / friendship cities by elected members is governed by the policy 'Elected Member Development and Support' (**Attachment B**). Section G relates to international travel and states inter alia that:

Individual elected members may elect to participate in Council funded and approved international city relationship delegations, up to a maximum budget allocation of $6,000, during their four-year term of office.

As part of any such visit, where appropriate, the Council may advise community representatives, business, State Government and other relevant stakeholders, in order to ascertain their interest in participating in the visit as part of the Council delegation.

In addition to Council delegations, the Council may also approve participation in appropriate delegations conducted by the State Government or other relevant agencies.

The following criteria applies to travel on international delegations:

(a) The objectives of individual visits should be clearly defined.

(b) Visits will be timed to coincide with or support:

(i) Significant events in the life of the City acknowledged by the Council as a City of significance or with which the Council has a formal relationship;

(ii) Trade missions and delegations;

(iii) Major cultural events; or

(iv) Strategic opportunities to build on and reinforce relationships.

4.8. Given the budgetary cap on the travel of elected members in relation to sister / friendship cities, it is important to provide as much information about the potential pipeline of travel in this area to enable strategic decision making.

There are a number of events occurring in the City's partner cities that could generate strong outcomes for the Hobart community. These include but are not limited to:

4.8.1. Yaizu:

- Annual Ara Matsuri Festival (12-13 August 2019). The Ara Matsuri Festival is one of the largest festivals in the region that occurs in order to pray for the growth and health of babies born to people of the area. The festival lasts for two days. On the second day, two shrines are carried around Yaizu for the whole day and the day ends with a large scale firework event. Attendance at this event is a strong sign of respect to the government and community of Yaizu.

- Accompanying a soccer team from Hobart to Yaizu in 2020 as part of new yearly exchange program.

  The relationship between South Hobart Football Club (SHFC) and Yaizu has arisen directly from the sister city relationship with the Mayor of Yaizu visiting the club in August 2018 during his time in Hobart. Officers in Hobart and Yaizu provided the communicative links and support to SHFC to enable them to progress the idea of an exchange program. The SHFC has now been put in touch directly with the Yaizu Football Association with a view to welcoming a team from Yaizu in July / August 2019.

  As the second stage of this relationship, it is anticipated that the SHFC will travel to Yaizu in 2020. Accompanying this first visit would add profile and show respect to the team travelling to Yaizu as part of a yearly exchange of players and coaching staff.

Exchanges of young people provide the most long lasting and sustainable impacts for the community. The parents of young people who have been involved in student exchanges to Yaizu in the past have reported children being more interested in studying foreign languages, greater interest in travelling, increased confidence and long lasting friendships with 'brothers and sisters' in Yaizu.

- Visiting Yaizu in April or November with businesses seeking to showcase their products.

  A delegation from Hobart has been invited to travel to Yaizu during the Fishing Port Festival (Minato Matsuri) in April 2021 or the Oigawa Fair in November in 2021. Both festivals would provide an opportunity to businesses in Hobart to showcase products to large groups of community members attending the festivals.

- Visiting Yaizu in February 2022 to mark the 45th anniversary of the relationship.

  Visiting Yaizu in 2022 for this event would be a sign of respect for Hobart's longest standing international relationship. Officers are investigating a project to mark this milestone which may include the commissioning of public art in both places. A visit in 2022 could launch the artwork.

4.8.2. L'Aquila:

- 10 year anniversary of L'Aquila earthquake – April 6 2019.

  Visiting L'Aquila to mark the anniversary of an earthquake that killed 308 people and displaced an estimated 65,000 would be a very strong sign of respect. It must be noted that the City of Hobart has not been invited at this time and that this may be a busy time for L'Aquila Council.

- Perdonanza Celestiana – 28-29 August each year (approximately).

  This is a world renowned holy festival which will occur in 2019 for the 725th time. Each year the solemn rite of the Perdonanza (forgiveness) is renewed. This rite was granted by Peter of Morrone who was elected as pope in 1288 in L'Aquila. The rite was that 'plenary indulgence' (forgiveness for sins) could be granted to anyone who repented sincerely (previously it had only been granted to people with significant wealth). The City of Hobart has been invited to attend this event in the past (including last year). This is the time that L'Aquila prefers to host visits as they invite all of their sister cities at this time and hold a formal meeting.

4.8.3. Xi'an:

- May 2019 – 4th Silk Road International Expo – May 2019. This is an expo that aims to promote international cooperation between countries along the Silk Road. At the 2017 expo, 40 forums and meetings were held to discuss how to improve economic cooperation, expand cultural exchange, promote people to people contacts and facilitate trade and investment along the Silk Road economic belt. More than 2,000 foreign and 600,000 delegates attended from 80 countries showcasing 25,000 products.

- September 2019 - Euro Asia Economic Forum – September 2019. This is a two day forum attracting approximately 1,000 international delegates coming together to discuss opportunities for collaboration along the Silk Road. This was attended by the City of Hobart in 2017. Highlights were participation in a 'Roundtable on Urban Cooperation in the Silk Road Economic Belt' attended by seven of Xi'an's friendship cities. This gave Hobart an opportunity to introduce itself to a global audience and learn more about Xi'an's relationships with other cities. A substantial tourism seminar was also attended which was valuable to understand Xi'an as a tourist destination domestically and internationally as well as general characteristics of Chinese outbound tourism.

4.8.4. Fuzhou:

- May 18 2019 – Economic Trade Fair- Maritime Silk Road.

  The official title of this event is the 2nd 21st Century Maritime Silk Road Expo and the 21st Cross-Straits Fair for Economy and Trade. Last year as part of these two events, 18 forums and meetings took place. There were 4,630 booths over an area of 120,000 sqm. 224 delegations attended from 77 domestic and foreign cities with 356,000 attending overall. Numbers are expected to slightly exceed this in 2019.

  The top focus for the trade fair this year is the 'Marine Economy and Urban Development - Coastal and Port Cooperation Forum'.

  This will be jointly hosted by the 21st-Century Maritime Cooperation Committee, Chinese People's Association for Friendship with Foreign Countries (CPAFFC) and Fuzhou Municipal People's Government from May 17th to 19th. All members of the committee, representatives of ports, cities, relevant organizations and enterprises along the 21st Century Maritime Silk Road are invited to the forum to have discussions on port cooperation. The forum will serve as a platform for delegates to jointly discuss the construction of

smart and green ports and the building of an international port ecosystem along the 21st Century Maritime Silk Road. About 100-150 representatives will attend the forum and it is expected that Hobart as a friendship city of Fuzhou would be invited into these discussions.

- May 31 – June 2 2019– Fisheries Expo.

  This expo is now the third largest of this kind in the world. Last year, the exhibition area was 66,000 square meters covering 6 main exhibition halls exhibiting fish, aquatic products etc. More than 300,000 visitors, exhibitors, fishery companies, experts and trade dealers attended the expo in 2018.

  This year's priority is the 'Global Fishery Exchange and Cooperation Seminar'. Fuzhou has indicated that it will be inviting 1-2 experts from IMAS / UTAS to give a speech about the fishery industry and fish species found in the Antarctic area e.g. Antarctic Krill. Hobart delegates will also receive a tour of a fish farm / fishery company during the visit.

  The City has been invited to attend this expo a number of times. Give the size of the event, this could be of interest to some sufficiently scaled Tasmanian businesses. Elected members are always well regarded in Chinese society and could provide additional profile to UTAS / IMAS and the attending businesses which could generate solid community outcomes in education (increased students / collaboration) and business. It could be possible for elected members to attend both this expo and the dragon boat festival in which a team from Greater Hobart will take part.

- June 4 - 8 2019 Dragon Boat Festival involving a team from Greater Hobart.

  Hobart and Fuzhou have been planning the involvement of a team from Greater Hobart for over 12 months and this invitation is a direct result of the Fuzhou – Hobart friendship city relationship. Foreign amateur teams are not invited to take part unless they are a friendship city of Fuzhou.

  The festival itself features a professional race that stops in 8 cities in China, Fuzhou being the fourth in the series. There will be 36 professional teams competing for ranking and points and the races are televised nationally in China. Alongside the professional race, the Fuzhou Sports Bureau organizes a traditional race featuring 13 local teams. The Greater Hobart paddlers will combine with local paddlers to create one team of around 40. Fuzhou has the licence to hold this festival for two more years (2019 and 2020).

It is intended that Hobart hosts a team of dragon boaters from Fuzhou later in 2019 as part of the development of ongoing relationships between dragon boat clubs in both cities.

Given a team of around 16 people is travelling from Greater Hobart, this could be a good opportunity for elected members to accompany the delegation and also attend the fisheries expo that takes place only two days before.

- October / November 2019 – Tourism Festival, Glimpse of Fuzhou Seminars for Friendship Cities. This series of seminars was attended by the Economic Development Project Officer in 2018. The seminars were extremely informative and covered topics such as the investment conditions in Fuzhou and culture of Fuzhou. Site visits to key attractions and points of interest such as the Fuzhou Customer Service Centre were also arranged. Another benefit of attending the seminars was that a number of Fuzhou's friendship and prospective friendship cities were present. 11 cities from around the world were represented including Mombasa – Kenya, Tacoma – USA, Siem Reap – Cambodia and Koszalin – Poland. This provided a significant opportunity for the cities to exchange information about local government around the world and discuss their relationships with Fuzhou – sharing stories of success and opportunity for improvement.

- November 2019 - Fuzhou's inaugural friendship city soccer tournament.

  The Fuzhou – Hobart friendship city relationship has provided a platform to develop a relationship between South Hobart Football Club (SHFC) and a club / team in Fuzhou. Officers in both cities discussed this widely before inviting a delegation from Fuzhou to come to Hobart to meet SHFC (as well as investigating the Australian Wooden Boat Festival). It is intended that a team from SHFC travels to Fuzhou in November 2019 to take part in a tournament for Fuzhou's friendship cities. It is hoped that this is the first step to establishing a yearly exchange of players and coaching staff.

  The presence of elected members at this tournament would add profile and show respect to the teams taking part in this tournament. Exchanges of young people provide the most long lasting and sustainable impacts for the community.

- Balibó:

  26 January 2020 – visit in conjunction with the annual visit by Honorary Consul for Timor-Leste in Tasmania - Dr Nitin Verma. The visit could potentially launch a joint project between the community of Hobart and Balibó around reducing

the use of plastic and provide an opportunity for the signing of an MOU with Balibó which has been suggested by their national government.

4.9. It must be noted that events do sometimes occur with short notice from partner cities. These are difficult to anticipate as they are dependent upon the decision making timelines and processes at play in the international cities.

5. Proposal and Implementation

5.1. It is proposed that committee and Council receive this report highlighting potential visits to Hobart's sister / friendship cities over the term of the current elected members.

5.2. Further information will be provided to elected members via memorandum or report when official invitations are received by partner cities to the aforementioned events.

6. Strategic Planning and Policy Considerations

6.1. Taking an active role in Hobart's international relationships by visiting every two years is listed in the guiding document 'International Relations Action Plan'.

6.2. This is also in line with the recently endorsed community vision pillar 4 – City Economies:

4.3.6 We value pilgrimage – the choice to explore places beyond our island. Those who stay elsewhere take our culture to the world. Those who return bring new experiences with them, which we can use to enrich and evolve our own.

4.3.7 We embrace those who have moved to Tasmania from elsewhere and work together for better economic outcomes. We welcome new people into our culture, quality of life and opportunities for meaningful employment.

4.3.8 We promote Hobart as a perfect environment for remote workers, sole traders, and niche small businesses.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. There is no budget for outbound delegations in the current financial year.

7.2. Impact on Future Years' Financial Result

7.2.1. Two visits have been included into the draft budget for 2019-20.

7.2.2. The approximate costings below are noted for each city which will give elected members important information when considering the budget of $6,000 for international travel in their election term:

Yaizu

Number of nights	5
Elected member allowance	$200
Economy return flight	$1,500
Meal budget	$125
Accommodation	$1,500
Transport	$100
Total	**$3,425**

L'Aquila

Number of nights	10
Elected member allowance:	$400
Economy return flight	$2,000
Meal budget:	$250
Accommodation:	$3,000
Transport:	$100
Total:	**$5,750**

Fuzhou / Xi'an (joint visit)

Number of nights:	10
Elected member allowance:	$400
Economy return flights and internal flight:	$2,000
Meal budget:	$250
Accommodation:	$3,000
Transport:	$100
Visa:	$150
Total:	**$5,900**

Balibó

Number of nights:	6
Elected member allowance:	$240
Economy return flight:	$1,500
Meal budget:	$300
Accommodation:	$1,560
Visa:	$60
Transport:	$320
Inoculations:	$600
Total:	**$4,580**

7.3. Asset Related Implications

7.3.1. None

8. Legal, Risk and Legislative Considerations

8.1. The nature of friendship / sister city relationships are non-binding.

9. Environmental Considerations

9.1. The environmental impact of air travel cannot be disputed. It is therefore important that as much value as possible is created for the Hobart community from each visit.

9.2. Given the City has two friendship cities in China, the most is achieved from the long haul travel by visiting both cities on the same trip.

9.3. Many of Hobart's friendship / sister cities are interested in the City of Hobart's strengths when it comes to sustainability. Lessons can be shared through the international links.

10. Social and Customer Considerations

10.1. In line with community vision pillar 4, it is of social importance that the City of Hobart fosters a diverse selection of international relationships based on geography, industry and nature of outcomes (community, culture, economic).

10.2. The City establishing sister or friendship city agreements facilitates a broader local understanding and appreciation for different cultures and communities.

10.3. Fostering these relationships is also a powerful and respectful message to people within the community who have close cultural ties with the cities in question.

10.4. The community may question the value of international relations if the City of Hobart does not continue to continuously consider the way in which it measures and reports this information and involves the community in maximising opportunities arising.

11. Marketing and Media

11.1. Delegations to the international cities provide opportunities to tell stories and share learnings from the travel via social media / City News / the City's website.

12. Community and Stakeholder Engagement

12.1. Key activities with sister / friendship cities are promoted in City News and on the City of Hobart website with the assistance of the Marketing and Communications Unit.

12.2. A number of innovative and interesting ideas in relation to Hobart's sister / friendship cities have come from the community to date. It is therefore paramount that community awareness of these relationships continues to be increased.

12.3. The City was accompanied by three community members to Yaizu to mark the 40th anniversary of the relationship. If Hobart has sufficient information about the nature of a delegation and sufficient time, this level of community involvement could be possible again.

13. Delegation

13.1. This matter is one for the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Lucy Knott
ECONOMIC DEVELOPMENT PROJECT OFFICER

Tim Short
DIRECTOR COMMUNITY LIFE

Date: 15 March 2019
File Reference: F19/25270

6.2 The Citys Role in Recognising Hobart as an Antarctic Gateway File Ref: F19/26463

Report of the Economic Development Project Officer and the Director Community Life of 14 March 2019 and attachment.

Delegation: Council

REPORT TITLE: **THE CITYS ROLE IN RECOGNISING HOBART AS AN ANTARCTIC GATEWAY**

REPORT PROVIDED BY: Economic Development Project Officer
Director Community Life

1. Report Purpose and Community Benefit

1.1. The purpose of this report is to recommend that Council expands the City's role in recognising, celebrating, supporting and promoting Hobart's relationship with Antarctica and the Southern Ocean.

1.1.1. The benefit of this to the community is that increased awareness of Hobart's special status as a gateway city and of Antarctica in general will increase community connection to place and civic pride.

1.1.2. For those community members who already feel a connection to Antarctic and the Southern Ocean, proposals in this report will serve to reinforce this link.

1.1.3. Understanding Hobart's status and opportunities that may arise from this could provide employment pathways for young people and residents that they were not previously aware of.

1.1.4. Celebrating and promoting Hobart's status provides recognition to members of Hobart's community members who contribute to the sector.

2. Report Summary

2.1. Hobart has a special status with regard to Antarctica. It is one of five global gateways and the only one in Australia.

2.2. Momentum is building around this connection with two globally significant conferences / meetings taking place in Hobart in August 2020. The third Antarctic Festival will also be arranged to take place during the same time.

2.3. Federal financial support for the sector is the highest it has been since the 1980s with $1 billion for a new icebreaker (set to be delivered to coincide with the above events), a new station at Macquarie Island ($50 million) and $45 million through the City Deal.

2.4. Public interest in the sector has been growing, evident in turnout at events such as the Antarctic Festival 2016 and 2018.

2.5. Attendance at the City of Hobart's Antarctic reception reached an all time high in 2018.

2.6. To capitalise on this momentum and mark the significant events in Hobart in August 2020, it is proposed that the City expands its role in recognising, celebrating, supporting and promoting the sector in the following ways:

2.6.1. Brand development: Develop an umbrella brand to increase awareness of Hobart as one of five Antarctic gateway cities and to wish expeditioners well during their season. The brand would be evident via city street banners, lighting, website and social media. It is proposed that the brand be used by all sector stakeholders such as IMAS, Australian Antarctic Division (AAD) etc. The City's contributions to this would be $9,740 in year one.

2.6.2. Invitation to the four Mayors of the other Antarctic gateway cities to Hobart in August 2020 to discuss how the cities might collaborate for the benefit of their communities. Facilitation of this meeting would be $6,000 in accommodation. This was offered by New Zealand in 2009 when a similar gathering occurred.

2.6.3. Expand the Antarctic reception. Council resolution allows 160 attendees. Due to last minute RSVPs or no RSVPs, 200 people attended in 2018. The event was the most vibrant in the 8 year history, attracting the Governor and Premier of Tasmania, as well as over 100 expeditioners which was the original aim of the event. To cater for 200 people, an expanded budget of $10,000 is needed. Alternatively, Council can support the original attendees and budget of 160 and $7,500 respectively.

2.6.4. Consider sponsoring other Antarctic events such as the Polar Law Symposium taking place in Hobart in December 2019. The symposium is a high profile gathering of 80 international experts in polar law. The City has been asked by UTAS / IMAS to contribute $3,000 which it did in 2014 when the symposium came to the southern hemisphere for the first time (to Hobart).

2.6.5. The budget **increase** requested for the 2019-20 year is **$18,240** (excluding the Polar Law Symposium) which is broken down as follows:

Brand Development: **$9,740**

Facilitate discussions between gateway Mayors in Hobart: **$6,000**

Expansion of Antarctic Reception: **$2,500** (current budget is $7,500). Current budget plus requested increase = $10,000.

2.6.6. It must be noted that the Economic Development Unit's support of the University of Western Sydney and UTAS' Antarctic Gateway Cities project ended in 2018-19. This was $20,000 in cash and up to $20,000 in kind per annum for three years. The request of an additional $18,240 in the 2019/2020 to fund an increased role for the City of Hobart in the absence of the Gateway Cities project means in real terms that the City is contributing less to the sector than in the last three financial years.

3. Recommendation

That:

1. The Council supports the City's expanded role in recognising, celebrating, supporting and promoting Hobart's relationship with Antarctica and the Southern Ocean.

2. The Council approve for consideration in the 2019-20 Economic Development budget function an additional $18,240 for the following activities:

- ***Antarctic Gateway City branding development including street banners and city lighting: $9,740.***
- ***Enabling the four Mayors of the Antarctic Gateway Cities of Punta Arenas, Ushuaia, Cape Town and New Zealand to travel to Hobart in August 2020 to progress thinking and discussions about how the five gateway cities to Antarctic might create value for their communities through collaboration: $6,000.***
- ***Annual Antarctic Reception: $2,500 (in addition to the annual budget of $7,500).***

3. The Council consider providing $3,000 in sponsorship of an element of the 12th Polar Law Symposium as requested by the University of Tasmania and the Institute for Marine and Antarctic Studies.

4. Background

4.1. Hobart has a special connection to Antarctica as one of only five global gateways. The others are Punta Arenas (Chile), Ushuaia (Argentina), Cape Town (South Africa) and Christchurch (New Zealand).

4.2. The positive impact of Hobart's status as a gateway to Antarctica is both economic and cultural.

The most recent report commissioned by the Tasmanian Polar Network valued the economic contribution of the sector to the Tasmanian economy in 2016-17 as $180 million.

There are many sites of historical significance that form part of Australia's history with the Antarctic such as Hadley's Orient Hotel where Dr Douglas Mawson briefed his fellow expeditioners at a lunch prior to departure for Antarctica.

4.3. Hobart is the home port to both the Australian and the French Antarctic crews and has been visited by numerous other national Antarctic vessels including those of China and Japan.

4.4. The Antarctic sector in Hobart is supported by the Tasmanian Polar Network (TPN) which is a unique group of government and private sector organisations that all have a common focus. This group is highly successful in terms of sharing information, welcoming Antarctic nations visiting Hobart, lobbying for the sector and providing commercial goods / services to the sector either individually or in groups. Other gateway cities have sought to replicate this group but with less success.

4.5. Activities and interest in Antarctica is increasing.

4.5.1. Levels of Federal funding for Antarctic related activities such as a new icebreaker ($1 billion), new station at Macquarie Island ($50 million) and most recently through the City Deal ($450 million) has not been seen since the 1980s.

4.5.2. Visitation to Antarctic related attractions such as Mawson's Huts Replica Museum and the Antarctic Festival has risen steadily over recent years.

The Antarctic Festival attracted 12,000 visitors in 2016 and 21,000 in 2018. Public tours of the Aurora Australis and the Investigator as part of the festival grew from 1,500 to 4,132. Children taking part in decorating penguins rose by 45 per cent from 5,500 in 2016 to 8,000 in 2018.

4.5.3. Hobart recently secured two very significant events in the Antarctic calendar, to take place in Hobart in August 2020. These are COMNAP (Council of Managers of National Antarctic Programs) and SCAR (Scientific Committee on Antarctic Research). These are some of the most significant gatherings

of global expertise in the Antarctic sector for 2020. These meetings do not always take place in the same city. It is testament to the quality of the bid and Hobart's status as an Antarctic Gateway City that both of these events will take place in Hobart.

COMNAP is taking place between 3 - 5 August 2020 in the City'sTown Hall. 200+ Antarctic Program Managers will attend this.

SCAR takes place in Hobart (3-7 August). This represents a gathering of 700 scientists from 40 countries.

4.5.4. The third Antarctic Festival is also being timed to coincide with the COMNAP and SCAR meetings. Based on previous years' numbers, this would expect to attract over 20,000 attendees.

4.5.5. It is also hoped that Australia's new icebreaker will be delivered to Hobart at this time (3-7 August).

4.6. The City of Hobart's main role historically in recognising and celebrating the importance of the Antarctic sector has been in the hosting of an annual reception.

4.7. Although the opening of the season reception is growing in momentum and is highly valued by the expeditioners and the Antarctic community, it is felt that more could be done to promote Hobart's status as an Antarctic Gateway and go further in communicating how valued the scientific community is in this space.

4.8. This report proposes that the City increases budget for the Antarctic reception but also expands its role in promoting and strengthening Hobart's status as an Antarctic gateway city in the following ways:

Branding

4.9. October for the Antarctic sector is traditionally the most important month in Hobart as it is the time when the Antarctic season opens and therefore expeditioners head to Antarctica.

4.10. October is when the Antarctic reception hosted by the City of Hobart to wish expeditioners a safe and productive season.

4.11. October is also when Hobart welcomes delegates from around the globe who come together to participate in CCAMLR (Commission for the Conservation of Antarctic Marine Living Resources). There are 25 member countries and a further 12 countries who are acceding states.

4.12. Preliminary discussions have been had with designers to create an umbrella brand for Hobart as a gateway city. This branding would be featured in street banners and reinforced through city lighting, social media and potentially through advertising at the airport (funded by a

third party) which is the main entry point for expeditioners as they arrive in Tasmania prior to departing for Antarctica.

4.13. The City will be asking for cooperation from key stakeholders in this joint branding. The key stakeholders include Macquarie Point, Hobart Airport, Department of State Growth, Australian Antarctic Division, Tasmanian Polar Network, CCAMLR, Tasports, UTAS and IMAS.

4.14. An example of stakeholder involvement is Tasports commissioning extra banners and displaying them in their banner locations around the waterfront, Hobart Airport funding the airport signage and some of the key buildings on the waterfront such as IMAS lighting themselves blue in line with the Antarctic theme in each October and August 2020.

4.15. The City street banners and lighting would be intended to be used for three years for the month of October when the numbers of expeditioners and other Antarctic personnel are at their peak in the city.

4.16. Street banners could also be used in August 2020 during the COMNAP / SCAR / Antarctic Festival time but would be a lesser priority than conference and festival branding.

4.17. Branding in the form of street banners would communicate two messages:

1. That Hobart is one of five gateway cities to Antarctica; and

2. Hobart welcomes expeditioners and wishes them a safe season.

These key messages could be reinforced with further information on the City's and partner websites / social media etc. One idea for example would be to profile expeditioner stories on the City of Hobart Website during October.

4.18. For a full program of banners and lighting, the cost would be **$9,740** for year one. In years two and three, this would be reduced by $1,050 for the banner manufacturing taking the commitment from the City of Hobart to **$8,690** in years two and three.

4.19. $2,970 is for airport advertising which would be expected to be met by branding partners such as Hobart Airport.

4.20. Early discussions have been had with Antarctic Tasmania (state government) about representing all key stakeholders in the sector within this umbrella brand. Antarctic Tasmania were receptive to this idea.

It is anticipated that a proposal will be taken to TAG in April. TAG is the Tasmanian Antarctic Gateway Advisory Group representing the aforementioned organisations in relation to Antarctica.

Other potential stakeholders such as the City of Clarence (HIAPL being in Clarence) will be contacted separately.

Invitation of the Mayors of the four gateway cities to Hobart

4.21. It is felt that the scale and quality of activity relating to the Antarctic in Hobart in August 2020 could present an opportunity to engage with the Mayors of the four other gateway cities and commence a dialogue about cooperation.

4.22. In 2009, the City of Christchurch in New Zealand initiated a very interesting opportunity for the Mayors of the five gateway cities to discuss enhancing cooperation. All Mayors travelled to Christchurch where a statement of intent was signed. Unfortunately, given the full program of activities in Christchurch, opportunities to really explore what the cooperation might be were limited. Since this time, little has happened in terms of group dialogue about how to continue these discussions.

4.23. The events in August 2020 provide Hobart with an opportune time to build on the foundations laid in Christchurch in 2009 and show leadership in re-invigorating this concept potentially through a facilitated workshop with the five Mayors.

4.24. In order to enable this, it is proposed that the Lord Mayor of Hobart personally invites the Mayors of Ushuaia, Punta Arenas, Cape Town and New Zealand to Hobart and that the City provides some financial assistance to facilitate this gathering.

Accommodation was provided in Christchurch in 2009 and it is proposed that Hobart offers the same for a Mayor and advisor from each city to the value of **$6,000** in total.

Increase budget for the Antarctic Reception

4.25. Council resolved on 12 December 2016 inter alia:

That:

Council continue to support the staging of the annual Opening of the Antarctic Season Reception for 150 attendees and 10 international marine science students, at a cost of $7,500 to be funded from the Economic Development Function in the 2016/2017 Annual Plan.

4.26. The annual reception that has been running since 2010 enjoyed initial popularity but has struggled to attract strong numbers of expeditioners in recent years. Discussions were had with the Australian Antarctic Division and slight changes were made to RSVP processes that made attendance easier for expeditioners during this busy time.

As a result, reception numbers have grown from approximately 80 in 2016 to 200 in 2018.

4.27. The 2018 event was immensely successful with over 100 expeditioners in attendance in addition to the Governor and Premier of Tasmania.

A number of last minute RSVPs were received and a number of people also attended without an RSVP. This took the number of attendees to 200 which is 40 above what is planned each year.

4.28. Feedback was excellent for the event and it would be positive to be able to continue this momentum by extending the capacity of the event to 200 people. This would allow the event to incorporate expeditioners, CCAMLR nations, international Antarctic personnel and government representatives.

4.29. A budget of **$10,000** would allow the City to host a significant reception catering for 200 attendees. It must be noted that some people RSVP'ing very late were turned away from the event this year due to lack of capacity.

4.30. Alternatively, Council may decide to maintain numbers at 160 with a budget of $7,500.

Polar Law Symposium Funding Request

4.31. The City of Hobart has been approached by the University of Tasmania and IMAS to provide **$3,000** sponsorship towards the 12th Polar Law Symposium taking place in Hobart from 1-4 December 2019 (Attachment A).

4.32. This prestigious event was held in the Southern Hemisphere (Hobart) for the first time in 2014 and attracted 80 international polar law experts, as well as attracting 2,000 views of streaming of the event.

4.33. IMAS has been successful in bidding for the 12th Polar Law Symposium which will take place over a significant event for the Antarctic community (the signing of the Antarctic Treaty 60 years ago on December 1).

4.34. The City of Hobart sponsored a reception at the symposium in 2014 ($3,000 plus GST) and the same level of contribution is being sought for 2019.

Contributions could be directed towards a number of activities including keynote speaker costs, a lunch / dinner, subsidies to enable student participation, transport to Government House for a reception, an icebreaker event and marking the 60th Anniversary of the adoption of the Antarctic Treaty (Sunday 1 Dec at IMAS).

4.35. This request would not fall within criteria included in the City's grant streams such as 'Event Grants' and 'Community Grants'.

4.36. Although this event is clearly very prestigious, it is felt that the sponsoring of this event is not a priority when considered against other activities suggested in this report that will support Hobart's status as an Antarctic gateway.

Antarctic Festival Funding

4.37. It must be noted that the City supported the Antarctic Festival in cash ($50,000) and up to $10,000 in kind in 2018. This was through the competitive grants process administered by the City. It is expected that the festival will apply to the City through the 'Event Partnerships' grant round that will open on 15 June.

Antarctic Gateway Cities Project

4.38. The City of Hobart elected to contribute $20,000 cash and up to $20,000 in kind per annum for 2016-17, 2017-18 and 2018-19 to support the University of Western Sydney and University of Tasmania's project that set out to:

- Identify possibilities and obstacles for positioning the cities as custodial Antarctic cities.
- Evaluate best practices of how the Antarctic sector can engage communities including tourists both locally and globally.
- Evaluate opportunities and barriers for engaging youth in thinking about the future of Hobart and its relationship to Antarctica.

4.39. Outputs of the project are:

- A connectedness index that will demonstrate the nature of the city's links to Antarctica across a range of indicators including economic and cultural. This will aid the City of Hobart and other partners in drawing comparisons to other Antarctic gateways and provide evidence to feed into strategic decisions affecting the relationship of the city with Antarctica.
- A sustainability profile for Hobart allowing the city to evaluate its strengths.
- Scenario projection process focussing on the city's future relationship with Antarctica which could be fed into long term strategic planning.
- An online game seeking to promote exchanges of 15-25 year olds in all five gateway cities. Output from this game will be the visions of young people around the future of their cities and their relationships to Antarctica. This could again be fed into long term strategic planning.
- Social network analysis as a process of linking Hobart to other Gateway Cities in productive dialogue.

5. Proposal and Implementation

5.1. It is proposed that the Council supports an expanded role for the City in recognising, celebrating, supporting and promoting Hobart's relationship with Antarctica and the Southern Ocean.

5.2. Supporting this expanded role is endorsement of increased funding for the sector which is detailed in section 7.2.1.

5.3. The Council may also want to consider providing sponsorship for an element of the 12th Polar Law Symposium as requested by UTAS and IMAS.

6. Strategic Planning and Policy Considerations

6.1. Recognising, celebrating, supporting and promoting Hobart's relationship with Antarctica and the Southern Ocean is in line with the Community Vision for Our Island Capital:

2.2.3 - Our connectedness is core to who we are, and we do not lose it as we grow. We invite each other in to join in it, recognising that connectedness can be challenging and is not everyone's way of being.

2.2.9 - We welcome visitors, and we strike a balance between meeting the needs of tourists and the needs of our communities.

4.1.4 - We embrace industries and professions that thrive in Hobart's unique environment, from Antarctic science and tourism to creative arts and technology.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. None

7.2. Impact on Future Years' Financial Result

7.2.1. The proposals for **increased** funding in this report are for the 2019- 20 financial year and are as follows:

- Branding the City as the Antarctic Gateway (year one) - $9,740.
- Enabling the four Mayors of the Gateway Cities to come to Hobart in 2020 = $6,000 (accommodation).
- Increased budget for the Annual Antarctic Reception by $2,500 from $7,500 to $10,000.

Total funding increase = $18,240

7.2.2. Potential sponsorship of the Polar Law Symposium $3,000.

7.2.3. It must be noted that financial contributions to the sector for 2019-20 from the Economic Development budget has been reduced by $20,000 (cash) and up to $20,000 in kind as the University of Western Sydney and UTAS project has come to a conclusion. Essentially, the budget request in the Economic Development Unit to support the Antarctic sector has dropped by $1,760, from $20,000 to $18,240.

7.3. Asset Related Implications

7.3.1. The banners will be assets owned by the City of Hobart. Given extensive wear and tear due to locations and inclement weather, these assets will have a life of three years.

8. Legal, Risk and Legislative Considerations

8.1. Working with the TAG group to create branding for the city as a Gateway to Antarctica would be non-binding.

8.2. Any agreements signed by the Mayors of the gateway cities would be non-binding.

9. Environmental Considerations

9.1. Building awareness of Hobart's status as gateway to Antarctica contributes to building awareness of the links between climate change and the threat to the Antarctic as we know it.

9.2. The printing of signage is not without environmental impact arising from plastic usage in banners and paint. For this reason, it is proposed that the banners are used for their life (three years) rather than printing year specific banners every 12 months.

10. Social and Customer Considerations

10.1. Building community awareness of Hobart's status as an Antarctic gateway creates opportunities for the community to feel connected.

11. Marketing and Media

11.1. Driving forward an umbrella brand for Hobart as an Antarctic gateway that other stakeholders can participate in places the City of Hobart in a leadership position which is positive for the City's brand.

11.2. The City of Hobart can reinforce the gateway brand by creating secondary and reinforcing marketing content such as profiles of Antarctic expeditioners via the City's website during October.

11.3. The media are engaged annually in the Opening of the Antarctic Season Reception via press release.

12. Community and Stakeholder Engagement

12.1. Antarctic Tasmania which is a state government department has been consulted in proposals around a gateway brand.

12.2. The brand concept has also been discussed with the City's Communications and Marketing Division.

12.3. Should Council endorse this report, the branding proposals will be taken to TAG (Tasmanian Antarctic Gateway Advisory Group) which is a senior group of Antarctic stakeholder organisations.

13. Delegation

13.1. This matter is one for Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Lucy Knott
ECONOMIC DEVELOPMENT PROJECT OFFICER

Tim Short
DIRECTOR COMMUNITY LIFE

Date: 14 March 2019
File Reference: F19/26463

Attachment A: 2019 Polar Law Symposium - Dr Julia Jabour ⇩

UNIVERSITY of TASMANIA | IMAS INSTITUTE FOR MARINE & ANTARCTIC STUDIES

Lord Mayor Anna Reynolds
Hobart City Council

Via e.mail: lordmayor@hobartcity.com.au

Dear Anna

12th Polar Law Symposium, Hobart, 1-4 December 2019

In 2014, the Institute for Marine and Antarctic Studies (IMAS) hosted the 7th Polar Law Symposium in Hobart. This was the first time that this prestigious event was held in the Southern Hemisphere. It was extremely well supported with around 80 international delegates and polar law experts attending. This was also the first time the event had been live-streamed, and there have been more than 2,000 views of its archived site.

A bid for the 12th Polar Symposium to be held at IMAS between 1 and 4 December 2019 has been accepted by the Polar Law Symposium convenors in Iceland and Finland. Again, this is a noteworthy achievement for Australia's Antarctic Gateway city, particularly as the 60th Anniversary of the Antarctic Treaty's signing falls on 1 December 2019.

In 2014, the Hobart City Council kindly made a very generous financial contribution to supporting the Symposium and helped ensure its success. I hope the Council is willing to support the event again in 2019. In keeping with your 2014 contribution, it would be greatly appreciated if you could contribute around $3,000 (plus GST) to help make the Polar Law Symposium a great success and thereby demonstrate Hobart's global standing in both Antarctic and polar affairs.

Thank you so much for taking the above into consideration.

Yours sincerely

Dr Julia Jabour
2019 Polar Law Symposium Organiser

29 January 2019

Institute for Marine and Antarctic Studies
20 Castray Esplanade
Battery Point
Hobart Tasmania
7000 Australia
T +61 3 6226 2978
julia.jabour@utas.edu.au
www.imas.utas.edu.au
ABN 30 764 374 782 / CRICOS 00586B
utas.edu.au

6.3 Connected Hobart - Smart City Framework and Action Plan File Ref: F19/27937; 18/217-001

Report of the Director City Innovation of 14 March 2019 and attachments.

Delegation: Council

REPORT TITLE: **CONNECTED HOBART - SMART CITY FRAMEWORK AND ACTION PLAN**

REPORT PROVIDED BY: Director City Innovation

1. Report Purpose and Community Benefit

1.1. The purpose of this report is to seek in-principle approval to commence a final period of public consultation in relation to two (2) smart city program work products:

(i) The Connected Hobart Smart Cities Framework (refer Attachment A); and

(ii) The Connected Hobart Smart Cities Action Plan (refer Attachment B).

1.2. Connected Hobart is the City's response to the development of a Smart Cities program for Hobart. It is the program through which the City will consider and enact solutions to:

(i) Provide meaningful guidance to the internal civil service;
(ii) Improve services for all stakeholders;
(ii) Be a trusted adviser to Elected Members;
(iv) Prototype new technology;
(v) Provide a bridge from the public to the private sector; and
(vi) Ensure Greater Hobart has better access to the information and data it needs to accelerate responses to southern Tasmania's big challenges.

2. Report Summary

2.1. The City Innovation Division commenced work on exploring a Smart Cities strategy for the City of Hobart in March 2018. The output of that work is the draft *Connected Hobart* program.

2.2. *Connected Hobart* is not about technology. It is about improving access to the information and data the City needs to help Hobart become Australia's most economically, socially and environmentally connected community by 2030.

2.3. It will achieve this by improving the City's capability to sense and respond (measure), and predict and act (make decisions) about both the significant challenges of today and those awaiting us in the future.

2.4. It will provide community benefit by focusing on delivering continuous improvements to both the informed decision making capabilities of Hobart City Council (the Council), and the ways in which the Corporation of the City of Hobart will partner and share both resources and information with other city custodians, administrators and stakeholders.

2.5. *Connected Hobart* is supported by two (2) work products:

(i) The *Connected Hobart Smart Cities Framework* – DRAFT (*The Framework*) is a strategic document that is fully aligned with the pillars of *Hobart: a community vision for our island capital*. It lays out the architecture for smart cities decision making in Hobart.

(ii) The *Connected Hobart Smart Cities Action Plan* – DRAFT (*The Action Plan*) is an operational document. It is *The Framework* in practice and is represented by approximately 50 operational and collaborative city-partner initiatives proposed for delivery over the coming 5-years. The final make-up of prioritised initiatives within The Action Plan will be re-submitted to Council in July for final approval.

3. Recommendation

That:

1. The work products identified in this report, namely The Framework and The Action Plan for the Connected Hobart program, be adopted (in-principle) to enable a period of public consultation to occur commencing on 2 April 2019.

2. The General Manager be delegated the authority to complete The Framework and The Action Plan work post the public consultation period, with a final report to be provided to the Council in July 2019 for formal adoption of the program documents.

4. Background

4.1. For all the great things about Hobart there are challenges facing our city. Some of them have persisted over generations while others are just on the horizon.

4.2. These extend from how the city can continually increase capacity in its traditional “rates, roads and rubbish” service portfolios within existing headcount and budgetary constraints, to how the City can contribute to improving housing affordability, congestion, and population growth, while also involving itself with other Greater Hobart communities through national initiatives such as the City Deal.

4.3. To define and measure success in these areas, then guide our responses across the public domain, the City requires a programmatic approach to improving access to the information and data it needs.

4.4. This can only be achieved through changing the organisational approach to a contemporary mix of both human ingenuity and technological innovation.

4.5. This is what a Smart Cities program is tasked to deliver.

4.6. Our program, *Connected Hobart*, will provide a roadmap for how the City of Hobart uses technology and data to better service the community's needs, improve liveability for its residents and visitors, manage its natural and built-environment resources, drive economic activity, and foster innovation through the adoption of right-sized and fully integrated contemporary technologies and solutions.

5. Proposal and Implementation

5.1. Implementation of the recommendation includes execution of a number of final consultative activities over the following timeframe:

(i) Distribution of draft documentation to staff, 18/3/2019;

(ii) Report to Economic Development and Communications Committee, 21/3/2019;

(iii) Council Agenda - in principle adoption, 1/4/2019;

(iv) Execute final public consultation plan, April – May 2019;

(v) Report to Economic Development and Communications Committee, 20/6/2019;

(vi) Council Agenda - notification 8/7/2019; and

(vii) Launch campaign, from 9/7/2019.

5.2. Details of the launch campaign will be provided to the Council with the final Committee report in June 2019.

6. Strategic Planning and Policy Considerations

6.1. The journey towards *Connected Hobart* commenced following conclusion of *Hobart: a community vision for our island capital.* Because of that, the program has been developed from the ground up to fully align with the direction provided to Council by the community.

6.2. Like the Vision, *Connected Hobart* has eight (8) key programs which are articulated in *The Action Plan*:

Vision Pillar	Connected Hobart Program
Sense of Place	Connected Places and Safety
Community Inclusion, Participation and Belonging	Connected Living
Creativity and Culture	Connected Community and Culture
City Economies	Connected Industry and Tourism
Movement and Connectivity	Connected Transport
Natural Environment	Connected Environment
Built Environment	Connected Infrastructure
Governance and Civic Involvement	Connected Government

6.3. Within each of these programs, a series of specific initiatives or projects have been drafted based on either feedback or key stakeholder consultation undertaken since April 2019, or to incorporate alignment with adjacent Council and partner strategies either in place, or currently under development including for example:

(i) Strategic Plan (Draft);
(ii) Transport Strategy (Draft);
(iii) Proposed Eco-Hobart Program;
(iv) Climate Change Strategy (Draft);
(v) Food Strategy (Draft);
(vi) Waste Management Strategy 2015-2030; and
(vii) RACT Mobility Vision (Draft).

6.4. Connected Hobart will play a unifying role across each of these strategies by providing a single data portal initiative within the Connected Government program to transparently communicate key data to the community while protecting personal data and preserving individual privacy.

6.5. The *Connected Hobart* portal will provide a central pane of glass for general information, quantifiable metrics and data from across all strategies (and initiatives such as the City Deal) and use integrated data from numerous programs from across the City of Hobart and the City as a leverage for change.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. There will be no impact on the current year operating result.

7.2. Impact on Future Years' Financial Result

7.2.1. There will be no impact on future year operating results. The recent organisational restructure that commenced in January 2019 included the establishment of a Smart Cities Assets and Planning unit from existing staff resources.

7.2.2. This restructure realigned the service and asset ownership structure within the former City Infrastructure division to better reflect the contemporary management of a number of "smart city assets" (see *Asset Related Implications* below).

7.2.3. Forward year allocations have been made in the 10-Year Capital Works Plan from 2019/20 to 2021/22 and were approved by Council at its meeting held on 18 February 2019. Direct initiatives contributing to *Connected Hobart* funding include:

(i) Connected Precincts Infrastructure $200,000 in 2019/20, 2020/21 and 2021/22.

(ii) Automated Vehicle Trials $100,000 in 2019/20.

(iii) North Hobart Parking Extensions $600,000 in 2019/20.

(iv) Electric Vehicle Charging Stations $170,000 in 2019/20.

(v) Crowded Spaces Response $500,000 in 2019/20 and 2020/21.

(vi) Energy Savings Action Plan $100,000 in 2019/20 and 2020/21.

7.3. Indirect capital investments will also be included in other initiatives within the City Growth, City Amenity and Community Life Divisions. Examples include components of the following:

(i) Bridges Connection $250,000 in 2019/20.

(ii) Argyle Street Carpark Traffic Lights $60,000 in 2019/20 and $540,000 in 2020/21.

(iii) Parks and Public Toilet Strategy Renewals (various).

(iv) City Laneways – Access and Lighting Upgrades $100,000 in 2019/20, 2020/21 and 2021/22.

(v) Implementation of the Transport Strategy $250,000 in 2019/20 and 2020/21.

(vi) New Town, Salamanca and Midtown precinct upgrades.

7.4. Asset Related Implications

7.4.1. *Connected Hobart* will undertake maintenance, renewal, and new investment asset management programs similar to those that exist across other asset classes like buildings, roads, parks, toilets and stormwater.

7.4.2. Specific “smart city” asset classes within the City Innovation Division (custodian of the *Connected Hobart* program) include Lighting, Electrical Networks, Parking and Transport, CCTV, Digital Signage, and CPTED/Public Safety assets.

7.4.3. Historically, limited or no recurrent funding has been allocated for the ongoing management of some of these asset portfolios which will impede the speed at which new and innovative solutions can be pursued against priorities to fix existing underlying services.

7.4.4. In 2018 submissions were provided to the following Federal Grant programs to support the City contemporise a number of these asset classes. Both were unsuccessful:

(i) Smart Cities & Suburbs (Round 2): $2,025,000 (to support investment in contemporising communication, energy and transport technologies within a specific innovation precinct).

(ii) Safer Communities Fund: $760,000 (to support public safety network upgrades and kick-starter funding of a central security operations centre within the City).

8. Legal, Risk and Legislative Considerations

8.1. Inevitably, technology adoption exceeds the ability of governments to keep pace with legislative and regulatory change. For example, the word 'driver' is a key noun in numerous Transport, Roads and Highways Acts but will eventually not apply, or require reinterpretation as driverless or fully autonomous vehicles work their way into national transportation systems over coming decades.

8.2. Similarly the words *cash*, *coin* and *money* have taken on new meanings in the 21st Century; decades after many existing laws were last amended.

8.3. As described in The Framework (Principles) new technologies will from time-to-time require new policy direction, and sometimes even new legislation. It is envisaged that development of new policies, procedures, by-laws, laws and will occur as required.

8.4. These types of legal, risk and legislative considerations are just some of the catalysts for *Connected Hobart's* approach to utilise trials and proofs of concepts for new technologies and initiatives across the Smart City program.

9. Environmental Considerations

9.1. Many cities are embracing the insights that the integration of old and new approaches to environmental management can provide. Far from being the sole domain of a climate change officer, in Hobart the security and resilience of our City's natural environment is critical to everyone.

9.2. From measuring then understanding the impact of cruise ship bunker fuels, to where people are smoking, identifying litter in open spaces, detecting heat in mulch piles, heat and soil dryness in parks, or water quality and levels in fountains and catchments, working cooperatively with City partners to deliver open insights to the public is the new benchmark in environmental responsibility.

9.3. Similarly, from the cars on our roads to the lights on our streets and to the solar panels on our roofs, innovation continues to disrupt the energy sector and digital transformation is leaving nothing untouched.

9.4. Then there is the City of Hobart Waste Management Strategy 2015-2030 which aims to achieve zero waste to the Hobart Landfill by 2030 and includes over 90 actions across a range of areas such as organic waste, education, and litter. Cities are now using advanced artificial intelligence to help sort household waste – a great example of how innovations are being applied to existing council strategies.

9.5. The bottom-line is that where the City of Hobart may have previously focused on different general-purpose assets in isolation (like street lights or building management systems, or sea-level changes), new approaches to digitally enabled infrastructure provides a new impetus for the City to integrate multiple programs into one information system. This kind of approach is allowing cities to move from demand-driven climate change investments to fully closed loop data-driven resilience funding via new smart micro-grids across entire precincts and campuses.

9.6. Ultimately the City of Hobart is a frontline community in the face of climate change, and we are constantly reviewing ways in which we can be more accountable to the environment. The City has already achieved significant reductions in its greenhouse gas emissions and energy use in recent years and will continue to invest in energy-saving projects and programs. But we can always do more and *Connected Hobart* in collaboration with the Eco-Hobart program are the vehicles for that multi-program integration.

10. Social and Customer Considerations

10.1. Extensive public consultation was successful in highlighting a number of areas in which the community expressed concerns – these included topics such as individual privacy and invasive network technologies.

10.2. *Connected Hobart* was developed with these concerns and tensions in front-of-mind. It recognises and calls out the need to monitor our motivations and make sure we have the community's best interests in mind when undertaking any project activity. A whole section within The Framework – *Decision Making Principles* – has identified 15 principles to guide strong choices for the way in which the City will address impactful change.

10.3. Furthermore, there will be a number of ways that the community will be asked to participate in the *Connected Hobart* program. Many of these are detailed in the Action Plan (refer Attachment B) with some examples including:

(i) A public showing room in the Council Centre building to showcase new innovations and solutions;

(ii) An *Innovate.Hobart* Citizen Data Scientists initiative where the community can use open and public data provided by the program to help identify or solve problems;

(iii) A suggested initiative called *The Smarter Hobart Challenge* to engage the community in solution ideation, design and potential commercialisation through Sister Cities;

(iv) Technology Free Zones that acknowledge everything – including pervasive technologies – have a time and a place and that none of us wants a city overrun by technology; and

(v) Hobart City Labs where citizens, other councils, industry and technology stakeholders can co-design and support the trial of solutions to address significant strategic planning and city challenges.

11. Marketing and Media

11.1. A full marketing and communications plan will be established during the final public consultation phase in preparation for the program launch.

11.2. It will be a consideration of this plan as to the formal adoption of a *Connected Hobart* brand treatment similar in nature to the *Creative Hobart* program. This will allow appropriate consistency across all facets of the program, from brand templates, through to social media, formal communications and asset identification and tagging.

11.3. City Innovation will establish a *Connected Hobart* innovation blog to maintain open dialogue with the City, state, national and international community (including Sister Cities) in relation to the global Smart Cities Movement. It will also act as the vehicle for delivery of more detailed posts about specific Action Plan initiatives.

11.4. A *Connected Hobart* website, identified within the Action Plan, will form a key plank of the program.

11.5. A final public forum will be held in the Town Hall ballroom during May 2019. The *Connected Hobart* Your Say page will be updated to reflect progression in delivery of the program as well as to invite ongoing comment, suggestions, feedback and prioritisation of specific initiatives.

11.6. Structured staff workshops and partner meetings will be undertaken to ensure consistent and integrated cross-divisional alignment of strategic outcomes and specific individual initiatives.

12. Community and Stakeholder Engagement

12.1. Successful Smart Cities are inclusive by nature and for that reason *Connected Hobart* has people at its core. It was created in consultation with staff and cross-industry representatives from both within Tasmania and around the country.

12.2. Throughout 2018-19 external community engagement was undertaken with the following entities: Department of State Growth (TSG Division), Department of Premier and Cabinet (Business and Trade Division), Department of Premier and Cabinet (Office of eGov Division), Department of Premier and Cabinet (Policy Division), University of Tasmania (various schools), RACT, RAC (Western Australia), Tasnetworks, 42-24, Taswater, Metro Tasmania, Libraries Tasmania, Tasmanian Police, Hobart International Airport, Local Government Association of Tasmania, Entura (Hydro Tasmania), TAS ICT, Telstra (State and National), NBN Co., Hobart Youth Squad, the Hobart Accessibility Committee, Clarence City Council, North Hobart Traders Association, and Council of Capital City Lord Mayors: Innovation and Connectivity Working Group.

12.3. Throughout 2018-19 internal stakeholder engagement was undertaken with the following groups: Aldermanic Workshop – Smart Cities, City of Hobart staff workshops, City Infrastructure Division briefing (September 2018), Parks and City Amenity Division briefings (October 2018), IAG Autonomous Vehicles Industry Briefing (October 2018), City Innovation and Technology Division briefing (2018) and Uber Briefing (March 2019).

12.4. Three (3) public forums were held in the Town Hall during August 2018 and were attended by approximately 200 people, they were:

(i) Smart Cities Forum: The Art of Possible - 15 August 2018;
(ii) Smart Cities Forum: What You Need to Know - 22 August 2018; and
(iii) Smart Cities Forum: Building a Contemporary Australian City - 29 August 2018.

12.5. The Director City Innovation delivered keynote presentations at the following external public and peer stakeholder events to discuss and test key elements of the *Connected Hobart* program:

(i) Tasmanian Combined Principals Association Conference (2018).

(ii) Geelong! Shaping a smart, digital and sustainable future (2019).

12.6. Further invitations were extended to the following Tasmanian councils, via the Office of the General Manager, to explore the integrated "smart" requirements of Tasmania's growing cities: Glenorchy City Council, Kingborough Council, Launceston City Council, Burnie City Council, and Devonport City Council.

12.7. Consultative site visits were undertaken with the following national councils: City of Perth, City of Sydney.

12.8. A meeting was held with Minister Gutwein in November 2018 to discuss cross-over opportunities with the ongoing nation-building initiatives of the City Deal and City of Hobart's own Smart City initiatives which may help the State articulate a significant clear vision for Greater Hobart. This was followed-up with a meeting with the Tasmanian Coordinator General in February 2019.

12.9. An advertising and post-card based mail-out campaign was run from August 2018 until November 2019. Over 200 submissions were received and factored into the two (2) work products.

12.10. A *Connected Hobart* explainer video was developed and broadly communicated via the program's Your Say page and social media.

12.11. Many of these stakeholder relationships will be revisited in the final public consultation period; in part to identify program partners to share in the investment and outcomes identified in the Action Plan.

13. Delegation

13.1. This matter is for the Council to determine.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Peter Carr
DIRECTOR CITY INNOVATION

Date: 14 March 2019
File Reference: F19/27937; 18/217-001

Attachment A: Connected Hobart Smart Cities Framework ⇩
Attachment B: Connected Hobart Smart Cities Action Plan ⇩

MARCH 2019
CONNECTED HOBART
TOWARDS AUSTRALIA'S MOST ECONOMICALLY, SOCIALLY,
AND ENVIRONMENTALLY CONNECTED COMMUNITY BY 2030
City of HOBART
Smart Cities
CITY OF HOBART

Smart Cities
CITY OF HOBART

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PREFACE

A Smart City is not a physical entity. You can't buy one. Nor is it about constructing a futuristic robotic metropolis. A Smart City is a very important, but conceptual, global framework.

It provides an approach for city administrators and service providers to address the most significant changes to the world's transport, energy and communication infrastructures since the Industrial Revolution of 1760 to 1840.

Only 200 years ago, the power loom, machine tools and steam power were new inventions that revolutionised human societies. Now, we are seeing even more far-reaching changes to transport, energy and communications. Guiding and responding to these changes is fundamental to creating a safe, productive, inclusive and economically flourishing future for all of the world's major cities and metropolitan areas.

These new developments provide an ability for aging city infrastructures to be upgraded or replaced with contemporary solutions that talk to us – and each other, anywhere in the world – through new data and information technologies. The stories they share help us improve city, urban and metropolitan life in truly transformational ways.

Wrapped neatly within this global shift are opportunities to address the many specific challenges and concerns that exist within our local neighbourhoods, businesses, schools and industries. In this sense, Smart Cities is a blueprint for how we will face the challenges of future centuries.

These challenges underscore why thousands of cities the world over - including Hobart - are now turning their attention to developing their own Smart City strategies. We need an individual approach to make sure our city has relevant solutions that help Hobart to continue to be a great place to live, work, study, and visit.

THIS CHANGE IS HAPPENING NOW, AND IT'S HAPPENING ON OUR WATCH.

We can find solutions to our big challenges by first establishing, and then working within, a new strategic decision making framework for Hobart. That framework needs to include improvements to the way we operate as a council and how we partner and share resources and information with other custodians. With these improvements, we can succeed for the mutual benefit of all stakeholders.

The ultimate future benefits for the city will be tremendous. But, as with the original transformative period of the Industrial Revolution, it will take time. Transforming the Hobart region's communications, energy and transport systems is a big feat. But we will take smaller and more visible steps along the way.

All that we do will be aligned with our community aspirations, outlined in Hobart: A community vision for our island capital, and which are reflected in our Smart Cities objective to be the most economically, environmentally and socially inclusive capital city community in Australia by 2030.

WELCOME TO CONNECTED HOBART.

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WELCOME TO CONNECTED HOBART

Hobart is at a significant tipping point in its history. Local government is increasingly being asked to consider both local and global change, responding to what's happening now and planning for what could happen in the future. While a lot about innovation is exciting, the government also has an obligation to make decisions in the best interest of all its communities.

Smart Cities is a structured approach to urban management that uses data to inform decision-making. Over the past several years, it has rapidly gained in popularity across the world, with strategies and projects happening in cities from Singapore to Barcelona to Chicago.

Examples of Smart Cities in practice include sensors to measure air quality, drones to assess conservation values in remote areas, and artificial intelligence to help find and analyse more information quickly.

These highly visible 'new' technologies are made possible thanks to fundamental changes in the underlying communication, transport and energy networks that connect the world.

Government decision-making is often reactive. With the data produced by Smart Cities infrastructure, there is an opportunity to see the world a bit differently, to listen to our city in new ways. Some of the city's most pressing challenges require forward-thinking, which can only happen with good information and tools for decision-making.

Connected Hobart aims to pay homage to one of Hobartians' most treasured qualities about their city: that 'connections between nature, history, culture and each other are the heart of our city'. Our Smart Cities decisions should reinforce, not undermine, what people most love about this place. At the same time, communities and local government need to embrace the fact that the world will continue changing and that these changes will influence our lives. We want to use Smart Cities to make us actors, not observers, in that revolution.

Connected Hobart is the City of Hobart's response to the current trends and future possibilities of Smart Cities. It comprises a framework and action plan that will be used to guide local government innovation in Hobart for decades.

Smart Cities uses infrastructure to produce data that can improve services and other aspects of city life. The *Connected Hobart* program is a way of understanding how we will adapt to change, embrace new opportunities and channel the city's evolution towards ever-more positive outcomes for Hobart communities.

Connected Hobart was created in consultation with cross-industry representatives from around the country, as well as major stakeholders and community members within our city. City of Hobart staff from all kinds of fields – from parks to traffic to community programs to infrastructure – took part in bringing it together.

In its most basic form, a Smart City uses infrastructure to produce data that can improve services and other aspects of city life. We want that for our city. The *Connected Hobart* program will provide a way of understanding how we will adapt to change, embrace new opportunities, and channel the city's evolution toward ever-more positive outcomes for all Hobart communities.

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MESSAGE FROM THE LORD MAYOR TBC

FRAMEWORK

This document, the *Connected Hobart Smart City Framework*, lays out the architecture for Smart Cities decision-making in Hobart. It provides our definitions for the important components of a Smart City and what they mean for the city so people will better understand the intent behind each significant infrastructure and innovative decision we need to make. The framework responds to both exciting and concerning trends associated with this latest industrial revolution and acknowledges the importance of dealing directly with this tension.

ACTION PLAN

The action plan is operational: the framework in practice, in the real world. It has over 50 specific projects. Some are large and some are small. All of them start to move us through this period of inevitable change and support the intent described in the *Connected Hobart Smart City Framework*.

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HOBART'S IDENTITY

CHECKPOINT

- How does your idea or opportunity reflect Hobart communities' values and aspirations for the future, as explained in *Hobart: A community vision for our island capital*?
- How does your idea or opportunity reinforce the objectives in the City of Hobart's strategic plan, which is Council's practical response to the community vision?
- How does your idea or opportunity help Hobart respond and contribute to our Smart Cities agenda in a way that is relentlessly 'Hobartian'?

OUR ISLAND CAPITAL

Hobart is one of the most remote capital cities in the world, on the edge of an island on the edge of the Southern Ocean. It is a city whose borders are drawn by its waterfront and bushland, with *kunanyi* / Mt Wellington and the River Derwent as its most striking landmarks.

The Hobart region is home to tens of thousands of years of *palawa* people's – Tasmanian Aboriginal people's – continuing culture. Our city is also filled with heritage buildings and reminders of our more recent history. Our communities are known for their connectedness, and many people love Hobart's cultural life and smaller scale relative to other Australian capitals. Hobart is a Tasmanian city, and many Hobartians are proud of the creativity, inventiveness, resourcefulness and entrepreneurial spirit that the island is known for.

From those who have been in Hobart for generations to those who have only recently arrived, there is nowhere else many of us would rather live. Like any other city, it's not perfect, but Hobart is a special place, and it's home.

We have a responsibility to who we are and could be. We believe a strong state needs a strong capital. This identity is what we have the chance to enhance, share and evolve. It's what is at stake as we move into the future.

HELPING US ACHIEVE CONNECTED HOBART

Successful Smart Cities are inclusive by nature. Ideas can come from anywhere – both from within the city government itself or directly from the community.

We welcome all ideas. So what can you do if you have an innovative or Smart Cities idea for Hobart?

You will see that each part of the *Connected Hobart* framework has three questions to consider (in the boxes marked with lightbulbs).

Once you've satisfied yourself that you've answered those questions, share your thoughts! If you're a member of staff, get in touch with the City Innovation Division. If you're an industry stakeholder or community member, send your idea to the team at **yoursay.hobartcity.com.au/smart-city**.

A GLOBAL IMPERATIVE

CHECKPOINT

- How does your idea or opportunity apply the *Connected Hobart* definition for Smart Cities?
- How does your idea or opportunity link to the three layers and components within the *Connected Hobart* Smart Cities framework?
- How does your idea or opportunity consider more than just technology as a means to a (well-defined) end?

SMART CITIES DEFINED

Cities often adopt a Smart Cities agenda without deeply considering what they mean by the term, mainly because there is no easy definition for Smart Cities. To avoid confusion about what Smart Cities could mean for Hobart, we've kept it simple:

Our Connected Hobart Smart City is one that combines human ingenuity with technological innovations to enhance quality of life for all.

We're interested in an approach that understands that cities should not simply use modern gadgets and conveniences to become more efficient and economically competitive. We do not assume that simply adopting new technologies will solve urban problems or that cities require the newest and latest to be 'smart'.

While ensuring we do have adequate access and amenity to contemporary versions of the world's three core networks - communications, transport and energy - this kind of definition doesn't go far enough in assuring technology is just one part of a Smart City.

Other cities have defined Smart Cities more generally, arguing that a 'smart' city is one that can sustain its future and enhance quality of life. This wider definition is more inclusive of different perspectives and needs but unclear on what that involves.

In practice a Smart City is a sum of many parts: and it must have all to succeed. At the City of Hobart, we've distilled this jumble of definitions and moving parts into just three simple layers.

LAYER 1

Smart Cities Strategic Drivers

The global economy is, by definition, interconnected. And it is currently in the process of transforming much of the existing 19th and 20th Century communication, transport and energy technologies that underpin modern society. These age-old technologies are being digitised and transformed at revolutionary speed into three new networks: the Communications Internet, the Energy Internet and the Transport Internet. Cities must adapt in order to continue operating city assets and infrastructure through the 21st Century and into the 22nd.

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LAYER 2

Smart Cities Components

Six core components allow a city to individualise and adapt a Smart Cities approach to its unique context. Together, they create a Smart Cities model for Hobart: Greater Hobart Challenges, Technology and Asset Choices, Big Data Stewardship, Greater Hobart Custodians, Decision Making Principles, and Connected Hobart Programs.

LAYER 3

Smart Cities Objectives

Every city must have a clear objective that defines its destination, and how Smart Cities will take it there. Our objective for Connected Hobart is to be the most economically, environmentally and socially inclusive capital city community in Australia by 2030.

These three layers collectively make-up the *Connected Hobart Smart City Framework*. It is within Layer 2 (Smart City Components) that cities are finding the greatest opportunity to differentiate and deliver specific outcomes for their communities. So, too, it is those areas that are the most deeply described within the rest of the framework.

CONNECTED HOBART FRAMEWORK

PAGE 10

THE CHALLENGES WE FACE

Smart Cities can help us find new ways to deal with some of our biggest challenges.

PAGE 12

TECHNOLOGY CHOICES

Technology is part of what makes us human – but it is only a means to an end.

PAGE 13

BIG DATA STEWARDSHIP

Larger and larger data sets provide new insights into our world – but they are a precious resource that we must manage well.

CONNECTED HOBART COMPONENTS

OUR CITIES PRINCIPLES

Every choice we make says something about what we believe; every Smart Cities choice should consider the best interests of our world.

PAGE 14

HOBART CUSTODIANS

It takes collaborative relationships with community members and partners to maximise the benefits of Smart Cities.

PAGE 16

PROGRAMS

Our Smart Cities initiatives match up with the aspirational pillars in the community vision, they reflect what the people of Hobart want for their city.

PAGE 18

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THE CHALLENGES WE FACE

CHECKPOINT

- What Hobart 'problem' does your Smart Cities idea or opportunity solve?
- What global trends does it respond to?
- How does your idea or opportunity think beyond the obvious to what could be?

ADDRESSING BIG PROBLEMS

For all the great things about Hobart, there are challenges facing our city. Some of them have persisted over generations while others are just on the horizon. Others we don't even know about yet. Some are local impacts of global challenges and some are unique to us.

The City of Hobart's responsibilities go well beyond roads, rates and rubbish. Council needs to act for the wellbeing of the community, for today and the future.

LOCAL

There are many **challenges in our daily lives** that we will be better placed to solve through the Connected Hobart program. For example:

- How can we better manage waste?
- How can we maintain high air, water and road quality?
- How can we protect ourselves from fires, floods and other disasters?
- How can we make sure everyone has a safe walk, ride or drive to and from work or school?
- How can we enhance our night-time economy?

REGIONAL

Similarly, as part of a community of connected cities, the global reach of the Smart City concept means that Hobart will be able to collectively grapple with many **common big picture challenges** but within our own context. These include:

- How can we provide affordable housing for all?
- How can we welcome visitors to our city and still keep our sense of place?
- How can we bridge social and digital divides within our communities as technology advances?
- How can we increase usage of public and active transport and reduce traffic congestion?
- How can we manage Hobart's increasing role as a capital city, which has finite resources but also provides services for commuters and visitors?
- How can we support equitable growth across all the city's retail and urban precincts, and not just in the city centre?
- How will the Greater Hobart City Deal affect the Hobart region?

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NATIONAL/GLOBAL

To better understand and deal with these issues, we have to think beyond how things are now and how we usually react. We need to think **about possible future challenges** and how we might respond, and what we can do differently and better, for example:

- What will we do when the tourism boom ends?
- How can we enhance the quality and health of our natural environment, especially in the face of climate change?
- What choices will we need to make about Hobart's bushland as natural disasters increase in frequency and intensity?
- What changes might we see in Hobart if there is an influx of new migrants?
- How will we respond if air travel and freight suddenly become prohibitively expensive?

None of these problems has a single, easy solution. But more importantly, conversations about how to solve them are being held in the new international language: data. Without having better information to understand our problems, we will have little guidance at home, and little chance of keeping pace with significant national and international communities.

TECHNOLOGY CHOICES

CHECKPOINT

- What technologies does your idea or opportunity involve?
- How has your idea or opportunity balanced optimism and caution about new technologies?
- What new problems might your idea or opportunity cause?

WHAT MAKES US HUMAN

To really understand Smart Cities and what it could mean for Hobart, we need to think about two of the core components: technology and the data we get from it.

The dictionary definition of technology is: 'a practical application of knowledge, a way of accomplishing a task'.

When we think of technology today, more recent inventions like smartphones and social media come to mind. But technology is really any tool that humans use to help us get things done. We still get daily benefits from tea towels and push bikes, even though more advanced alternatives exist.

In thinking about using technology to solve a problem, we need to think about whether the most advanced solution is really the best solution, and what new problems the solutions themselves could create.

We are living in a time of notable speed and scale of change. Although humans have been creating and adapting to new technologies since we have existed as a species, today these advances are leading to far-reaching questions about what they mean for our future.

Some of us are very optimistic about what new technologies could do for us. They can save us time and bring convenience to our lives. They can make complicated tasks simpler and easier. They can offer solutions to problems we've never been able to solve. They can provide security and instant connection to people and information. They can give us freedom and bring a bit of magic to our lives. They can reduce costs. They are the next logical step in human evolution.

Some of us are more cautious about new technologies. They can take our time instead of saving it. The solutions they present can create new, unintended problems. They can be second-rate substitutes for more meaningful interactions and experiences. They make simple things complicated and create new risks and vulnerabilities. They can take away our privacy and our ability to do even simple tasks ourselves. They can cost a lot. They can undermine our humanity.

Many of us sit between these extremes and maybe believe a bit of each. This tension is healthy for our society: we need both in order to progress in ways that add value to the world.

As such, this framework is not just about the technologies that will come to sit atop the world's new communication, transport and energy internets. It is about how we make decisions about potential solutions to some of our most pressing concerns, and in what ways we use technology, assets and new civil infrastructure to help us.

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BRINGING NEW INSIGHTS

Many recent advances in technology have dramatically increased our ability to collect information in the form of data, especially using sensors (devices that detect and measure or respond to a stimulus, such as light, sound or movement) and the internet.

Sensors are increasingly embedded in everything from smartphones to rubbish bins. Using network technology, sensors can transmit all kinds of data about things such as movement patterns (such as Google Maps) and air quality. They allow us to talk to things and those things to talk to us. Unsurprisingly, then, these networks of sensors are called the Internet of Things (IoT).

Although these devices are capable of collecting and producing information in the form of computer data, it doesn't mean much unless we ask the right questions about it and analyse it in ways that are relevant to the context where the lessons will be applied.

Data by itself is an unrefined product and needs to be analysed well in order to lead to any meaningful insights that can help drive change and find solutions to our challenges.

The capacity for data to provide insights, and thus more relevant products and services, makes it extremely useful and valuable to cities. And the widespread use of sensors and the internet means that there is more of it than ever before, and that there is highly detailed information about specific groups of people and even individuals.

In particular, there are many ways to create and share geospatial data – data that links information with specific locations. Geospatial data is especially important for Smart Cities because it helps drive change in and across particular urban locations while also being easier for the public to consume compared to spreadsheets and reports.

The value, abundance and detail of the kind of curated data we now have makes it a precious resource that can transform how we live, work and learn. But we also need to handle it with care and make sure we use and store data in ways that lead to positive outcomes for individuals and communities across Hobart.

BIG DATA STEWARDSHIP

CHECKPOINT

- What data will be collected as a result of your idea or opportunity?
- What systems for analysing and protecting the data have been or will be put in place? Are they appropriate and effective for your idea or opportunity?
- How will the data be explained and shared so that all different kinds of people can understand, learn from and use it?

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DECISION MAKING PRINCIPLES

CHECKPOINT

- What ethical position does your idea or opportunity take?
- How does your idea or opportunity reinforce the principles for the robots?
- How does it reinforce the principles for humanity?

THE BEST CHOICES FOR OUR CITY

Revolutions in society, like evolution in technology, push humankind to the edge of our abilities, creating things the world has never known. Thus, we need to monitor our motivations and make sure we have the world's best interests in mind.

We are pushing into the unknown and so need to consider the intended and unintended consequences of our actions. For example, who could have predicted the unintended consequences of social media? What kind of social, economic, or environmental impact could digitising and connecting the global energy grid have on our city? What are the consequences of a more automated workforce?

Smart Cities deal with technological change, with the potential to both create and resolve some of the issues that people are least knowledgeable and most worried about.

Every decision we make today involves technology on some level, and thus shows our ethical position on technology decision-making. The Connected Hobart program operates within a set of principles that define and guide decision-making. Its initiatives reflect the hopes and fears about new and unknown things that we heard from the people of Hobart. And they reflect the current major debates about ethics in technology decision-making.

Unless otherwise stated, when reading these principles, it might help to remember that Connected Hobart considers technology as any tool that humans use to help us get things done – from chairs to lights and even buildings, cars and bridges - not just more recent inventions like sensors, smartphones and drones.

PRINCIPLES FOR THE ROBOTS

1. We will ensure smart technology is actually smart. From procurement to managing and integrating data between systems, we will make sure different technology systems work together. Our commitment to interoperability will ensure that Council investments in smart technologies are well made and user experiences are above expectations.

2. We will share the benefits of smart technology. Technology can enable a better future for all kinds of people and organisations, whether in government, businesses or across Hobart's neighbourhoods. All of us can learn through trial and testing, by sharing open data, or by enshrining the value of personal trust and security in every decision. We will make sure every opportunity is beneficial to more than just Council or a single user group.

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3. We will plan using smart data, with the result in mind. Data will drive our decision-making. We will take the time to research and find the right questions to ask. We will take a scientific approach, testing hypotheses rather than working from assumptions. We won't be able to predict the outcome but that's the point: we areopen to being surprised by the results and flexible enough to change as we discover new things about our city. Technology-enabled data will improve our ability to sense and respond to, or predict and act on, Hobart's ever-changing needs.

4. We will fail or succeed fast and in a structured and repeatable fashion. That's agile development: the ability to truly innovate and make progress requires acknowledging and learning from failure. We will fail fast and succeed fast, but in a structured and manageable way.

5. We will ensure smart technologies demonstrate forward flexibility. The city will avoid proprietary and closed systems and unintended supplier lock-in. These innovation inhibitors quickly change agile organisations into rigid businesses, costing self-driven strategic direction and operational control.

PRINCIPLES FOR HUMANITY

1. We connect innovation to values. Innovation is the execution of new ideas that create value for the city and are recognised by the community as important, relevant and timely. It is not all about shiny new things, which are just a means to an end. We aim to encourage the best and avoid the worst of technological advancement, acknowledging that we don't control everything.

2. We use new solutions to augment and enhance the human. People are indispensable. We consider how advances in society affect people's livelihoods and how people can flourish in a world that is increasingly uncertain. Our choices give people dignity, agency and control of their lives. New solutions help us to transcend our limitations but we remember what our lives would be like without technology. We gain skills rather than surrender our capacities to the machine. New solutions make our lives better, not just easier.

3. Our choices bring clarity and meaning. We create environments where truth can flourish, where people can learn to understand each other, rather than become divided by misinformation. Technology, assets and infrastructure – and the data they create – enable citizen engagement and awareness of important issues.

4. We live in the real world. Our experiences online translate to meaning in physical reality – and can seem indistinguishable. People become more instead of less connected. Innovation brings out the best in us. We are encouraged to interact with our environment, as actors not just observers. We consider that technological advances in society are happening at the same time as resilience in many natural and social spheres – globally and within our own communities – is decreasing. We respond to these needs.

5. We honour and protect people's privacy and attention. We ensure good governance, handling data like the precious resource that it is. We recognise that when people use connected assets and infrastructure, they trust that their data will be managed well. We help people understand what they're signing up for. We ensure that someone is always asking 'why'.

6. We don't try to remove all mystery from the world. We balance what is technically possible with what is socially desirable. We aim to make information accessible but not overwhelming. People need a sense of freedom and the unknown – some element of surprise – for life to be meaningful.

7. We use tension as a strength. Sometimes, we have to deal with tension in innovation decision-making, relinquishing some of one value to achieve more of another, for example, sacrificing some privacy for convenience. We balance our value of history and heritage with the desire and imperative to innovate. We are deliberate, methodical and intentional in how we make these choices. We consider unintended consequences.

8. We make innovation accessible, bridging the digital divide. Innovation has the potential to divide people and has done so many times in the past. It affects the ways people work, live, study and communicate, and the rapid pace of change can leave some feeling left out or left behind. We work to make sure people are included and able to keep pace with changes in technology.

9. We create opportunities for people to participate. We think of service and social change as a way of increasing meaningful participation in our city and the world. Anyone, not just experts, can collect and use data. We support citizen data scientists from all sectors, backgrounds, ages and demographics. We're in this together.

10. We work in partnership with people and organisations. Many of our problems are shared problems, with shared solutions. Wherever possible, we work with businesses, community, government and academia to learn and act.

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HOBART CUSTODIANS

CHECKPOINT

- Which customers does your idea or opportunity serve and how?
- Which partners will be involved and how?
- How does your idea or opportunity bring more than one stakeholder together and solve mutual 'problems'?

BENEFITS WE CAN ALL SHARE

Cities are complex ecosystems, involving many people and organisations. True Smart Cities solutions attempt to involve customers, government, industry and academia in the design process, and provide an opportunity for everyone to step out of their own experiences and find ways to move forward together – especially where common challenges intersect multiple organisations and service providers. *Connected Hobart* thinking recognises that, even though these entities might seem separate, many of our needs and motivations overlap: in many ways we are all custodians of the same city, and the complexity of many of the issues we face requires us to work together. The problems we share can be tackled once.

OUR CUSTOMERS

Connected Hobart has people at its core. And because Hobart is a state capital, our city has to constantly consider the needs of numerous customer groups including:

- Hobart residents and ratepayers
- Greater Hobart commuters
- Visitors and tourists to Hobart and Tasmania
- Hobart businesses and their employees

Within each of these groups, further shared interests connect people across family, cultural, business or professional, recreational, religious, political and neighbourhood communities. Each individual may also be a member of many overlapping communities. Our diversity as a city is important to consider in thinking about which customer group our many *Connected Hobart* initiatives aim to serve. Some will touch all, some many and others few. The important thing to remember is that our destination is the same: to be Australia's most economically, socially, and environmentally connected community by 2030.

OUR PARTNERS

In the new economy – where structural change across the world's transport, energy and communication infrastructures is digitally connecting us all – working with partners is no longer just a nice thing to do. It is a new imperative to ensure our individual decisions enhance rather than detract from the outcomes of others. New partnerships will allow the city to help each other solve problems that affect each of us and our shared customers. Through *Connected Hobart*, the City of Hobart will enhance its partnership programs beyond our existing relationships, including:

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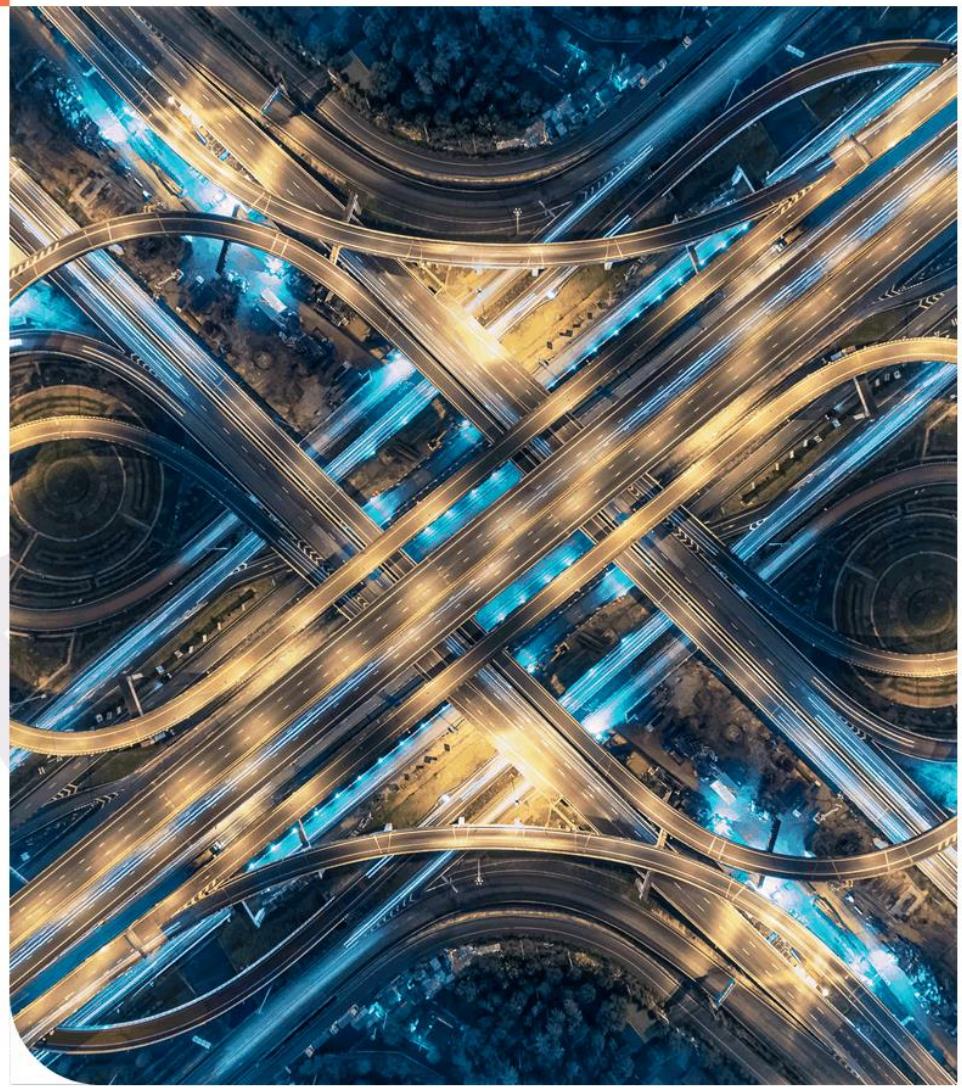
- State and regional local governments including sister cities
- Utilities and government business providers
- Commercial technology providers
- Businesses, their peak industry bodies and associations
- Educational institutions and their student bodies.

New partnerships – be they collaborative, commercial or otherwise – have a key role to play in the Connected Hobart program.

OUR GOAL CAN ONLY BE ACHIEVED THROUGH ENHANCING THE SERVICES AND EXPERIENCES OF THE PEOPLE INTERACTING WITH OUR CITY.



PROGRAMS

CHECKPOINT

- Which *Connected Hobart* program does your idea or opportunity belong to?
- How does your idea or opportunity reflect the corresponding pillar of *Hobart: A community vision for our island capital*?
- What other pillars might it reflect?

CONNECTED HOBART ACTION PLAN

Futuristic cities are being built right now. But that's not what the *Connected Hobart* program is about. It is about preparing our city for the future. Some of that will involve the structural reform to our existing assets and infrastructure that contemporary communities expect of their city governments. And there are many ways that Smart Cities technologies can help us address improvements to traditional rates, roads and rubbish problems while also keeping an eye on some of Hobart's major challenges.

Hobart: A community vision for our island capital was created in collaboration with Hobart communities and businesses, and spells out what people want for their city. As a city, our future is tied to that vision, so it is fitting that Connected Hobart's many initiatives be tied to the vision, as well. Accordingly, we have aligned our *Connected Hobart* programs with the pillars and aspirations outlined in the vision with specific projects for each program subsequently described in the *Connected Hobart Smart Cities Action Plan*.

Smart Cities good practice can't be learned from a book. Nor can we sit by, as a capital city and watch and learn from others. That hasn't always worked well for Tasmania in the past. Innovation involves adopting and trying and sometimes failing at new things together – hence the focus on trials in many of our projects as too the focus on targeted initiatives unique to our city.

1

CONNECTED PLACES AND SAFETY

Initiatives that extend and capitalise on planning investments in the built environment, improve operational and future planning, and establish a baseline for digital and social equity and public safety and security across the city.

SENSE OF PLACE

We are a city of unique beauty, environment, heritage and people, built on a shared sense of ownership, pride and wonder. This spirit of place has been shaped by Tasmanian Aboriginal people for tens of thousands of years and continues to be shaped by all who have called Hobart home. It is developed jointly by community, private enterprise and government, valuing and enhancing our Hobart identity.

2

CONNECTED LIVING

Initiatives that focus on enhancing the gross domestic happiness of Hobart families through the inclusion of consumer and citizen-centric design and community-driven innovation on top of the advances in communication, transport and energy networks.

COMMUNITY INCLUSION, PARTICIPATION AND BELONGING

We are an island capital city that is socially inclusive and coherently connected, whose people are informed, safe, happy, healthy and resilient.

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3

CONNECTED COMMUNITY AND CULTURE

Initiatives that deliver great user experiences for the community and deliver solutions that ensure cultural, demographic, social and demographic equity across the city.

CREATIVITY AND CULTURE

We are a city connected, embracing our diverse communities in cultural expression and creative and artistic participation; a city that enhances our homes, lifestyles and heritage; a city that bravely puts its people first.

4

CONNECTED INDUSTRY AND TOURISM

Initiatives that connect commuters, tourists and merchants including a co-design innovation precinct to support the trial of solutions to address significant strategic planning and city challenges.

CITY ECONOMIES

We are a city whose economies connect people, businesses, education and government to create a high-quality lifestyle in a thriving and diverse community. Our city is our workshop. We collaborate, embracing ideas, inventiveness and initiative.

5

CONNECTED TRANSPORT

Initiatives that promote preparedness for the future of transport and its associated challenges in Tasmania including contributing to the start of solutions to address mobility-congestion problems by eliminating sole-reliance on the automobile and carbon fuels.

MOVEMENT AND CONNECTIVITY

We are a city where everyone has effective, safe, healthy and environmentally friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, socialising, recreation, accessing services, shopping, entertainment and spending time with loved ones.

6

CONNECTED ENVIRONMENT

Initiatives that enhance and operationalise regulatory responsiveness, disaster minimisation and compliance enforcement, and improve the lives of citizens through increased awareness of the city's environmental and sustainability goals.

NATURAL ENVIRONMENT

We are a city whose people see ourselves as part of a beautiful and unique natural environment, from the mountain to the river, which embrace us and shape our identity. We are proud custodians and advocates, ensuring resources are appreciated rather than wasted, supporting biodiverse ecosystems in honour of past, current and future generations.

7

CONNECTED INFRASTRUCTURE

Initiatives that prepare the city for new and more efficient operational delivery models in the face of rapidly increasing requirement for services and population growth.

BUILT ENVIRONMENT

We are a city that maintains our unique built and ecological character, where we all have a safe, secure and healthy place to live. We are a city where people and communities can access world-class services and infrastructure and provide for their social, cultural and economic wellbeing. We embrace change but not at the expense of our Hobart identity and character.

8

CONNECTED GOVERNMENT

Initiatives that transparently communicate key data to the community while protecting personal data and preserving individual privacy, and that improve the governance and operational controls over the future of the Corporation of the City of Hobart.

GOVERNANCE AND CIVIC INVOLVEMENT

We are a city of ethics and integrity. We govern with transparency and accountability, encouraging and welcoming active civic involvement. We collaborate for the collective good, working together to create a successful Hobart.

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GLOSSARY

Artificial Intelligence: computers performing tasks that usually require human intellect and reasoning.

Big Data: extremely large data sets that may be analysed using computers to reveal patterns, trends and associations.

City Analytics: the measurement, collection, analysis and reporting of data about the city for the purpose of optimising services and experiences and the environments in which they occur.

Digital Infrastructure: foundational services necessary to the information and technology capabilities of a city or region.

Open Data: data that can be freely used by anyone. New sources of open data are invaluable for solving our long- and short-term challenges.

Smart City Asset: a traditional city asset – like a building, a light, or a road – that uses sensors and automated controls to manage its operations.

Spatial Data: data that is specific to a location and stored then presented or published using natural earth or map-based systems.

RESEARCH

Connected Hobart is the product of over a year of research and engagement with stakeholders and community members.

Research included a review of existing City of Hobart strategies and of Smart Cities strategies and initiatives from around the world. Resources on related topics, such as climate change, economic trends, global risks, and social trends, in particular to do with technology behaviour, were also consulted.

Community engagement included briefings with various stakeholder groups (for example, the Youth Advisory Squad and the Access Advisory Committee) and presentations at local conferences and forums. The City of Hobart hosted three forums about Smart Cities trends and posted a survey on Your Say, asking about community members' definitions of and ideas for Smart Cities.

Over 20 major industry stakeholders were consulted, including the University of Tasmania and the Tasmanian Government.

Over 30 technology vendors were consulted.

City of Hobart staff engaged in several workshops over the past year, including contributing Smart Cities ideas and outlining what community concerns *Connected Hobart* should address.

References can be found on **yoursay.hobartcity.com.au/smart-city**

It takes all of us, as Hobart custodians, to build a framework and action plan and make them work. The City of Hobart would like to express its gratitude to everyone who gave their time and thought to building a *Connected Hobart*, one that is Australia's most economically, socially and environmentally connected community by 2030.

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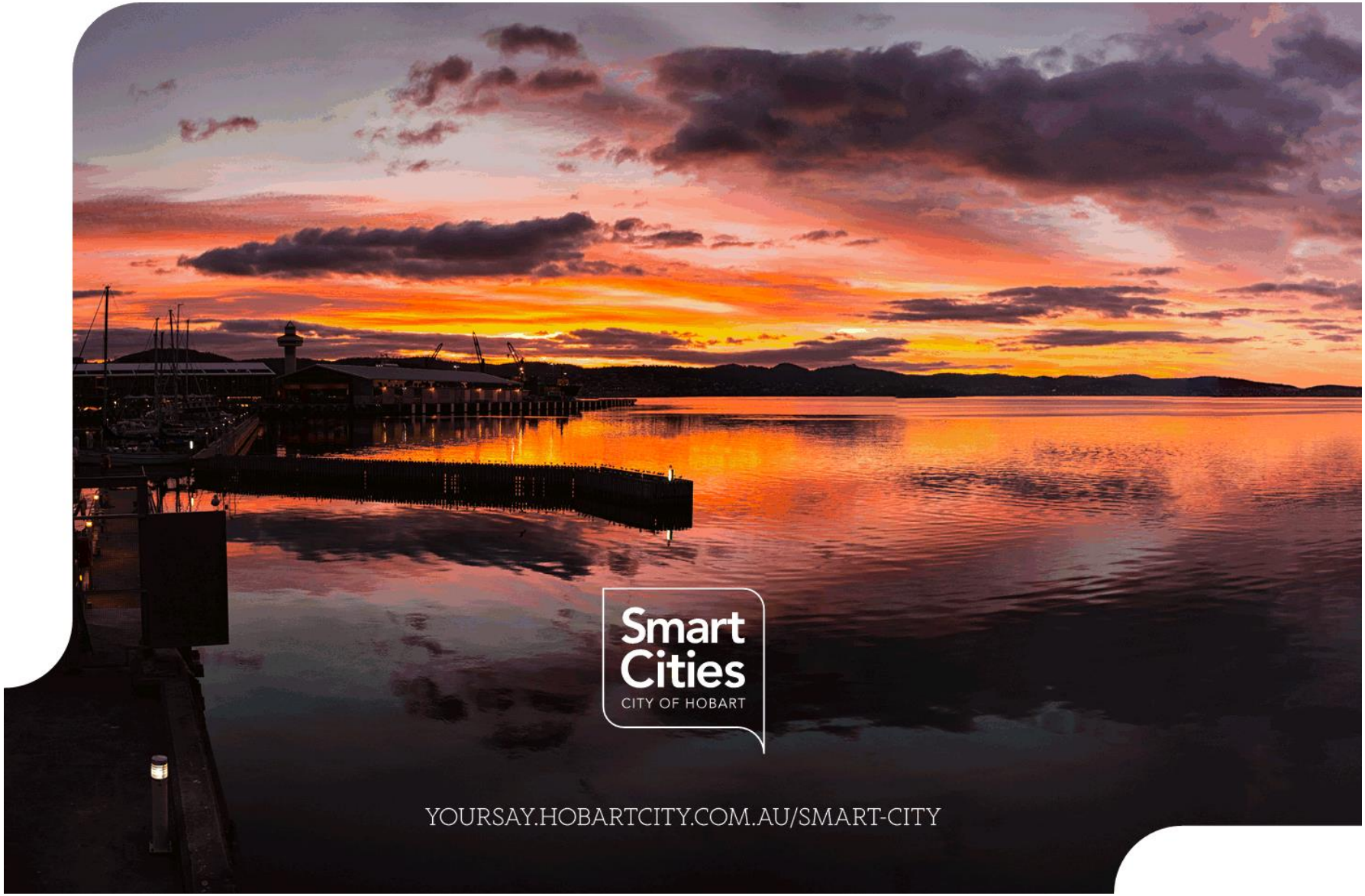
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CONNECTED HOBART
SMART CITIES ACTION PLAN
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SMART CITIES ACTION PLAN

Connected Hobart will allow our city to improve and enhance the way we sense and respond to, then predict and act on, today's challenges – and those awaiting us in the future. The data and information provided by the Connected Hobart program will allow us to measure and report our way to success like never before, helping become Australia's most economically, socially and environmentally connected community by 2030.

Smart Cities
CITY OF HOBART

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HELPING US ACHIEVE CONNECTED HOBART

We welcome all ideas. So what can you do if you have an innovative or Smart Cities idea for Hobart?

First, read the Connected Hobart Smart City Framework. You will see that each part of the framework has three questions to consider (in the boxes marked with lightbulbs).

Once you've satisfied yourself that you've answered those questions, share your thoughts! If you're a member of staff, get in touch with the City Innovation Division. If you're an industry stakeholder or community member, send your idea to the team at **yoursay.hobartcity.com.au/smart-city**.

PILLAR 1: SENSE OF PLACE

CONNECTED PLACES & SAFETY

	INITIATIVE	DESCRIPTION	OBJECTIVES
CPS01	Connected Retail and Suburban Precincts	Hobart's communities are as diverse as they are unified and have undergone beautiful urban design upgrades in recent years. But they still tell us little about the communities using them. Regardless of their differences, every precinct contains a mixture of roads, streets and bridges, intersections and traffic islands, street lights and banner poles, cameras, bus stops, seats and shelters, bins, parking, loading zones, regulatory and wayfinding signs, parks and car parks that will benefit from an improved operational understanding.	To digitally connect Hobart's retail and suburban precincts through the installation of power, network and sensor technologies, enhancing our unique suburban beauty with modern technologies.
CPS02	Hobart City Watch Security Operations Centre	Hobart City Watch will provide a service to support residents, retailers, traders and partners wherever CCTV cameras operate in Hobart's connected precincts. City Watch will include establishment of a central facility to monitor the city's urban and crowded spaces for both special and daily operational events and the development of an on-demand and user-pays digital information service for the community to source incident data about events that affect them, such as traffic incidents, and support the city's overall social inclusion and crime prevention initiatives.	To improve incident response and on-demand video request services to enhance the social inclusion and public safety of the city.
CPS03	Video Analytics Trials	Video is a key data source for any contemporary or capital city. It not only substantially improves security; it delivers meaningful insights into how best to achieve Hobart's strategic vision. The trial of advanced analytical computing will provide never-before-accessible capabilities to address Hobart's current and future challenges – like planning for growth, city traffic congestion and future capital investments.	To analyse various city video information including pedestrian footfall, crowded spaces, and multi-modal travel and destination data for public and private vehicles.
CPS04	CASA Accreditation and Drone Emergency Management Trials	Aerial mobility – more specifically Unmanned Aerial Vehicles (UAVs, better known as drones) – are synonymous with Smart Cities. Rather than just taking amazing photos, autonomous drones can help protect our sense of place by being where we can't, when we can't and telling us more about how the city is operating. But before cities can even manage the tremendous use of drones within their local government areas, they must first secure federal CASA drone accreditations including Remote Operators Certificates (ROC), and key staff Remote Operations Pilots Licences (RePL).	To build public confidence in the application of UAVs through extended drone and remote drone trials.
CPS05	Mobile Public Event Security Trailers	Hobart's capital city status, growing tourism economy, and extensive major events programs make it a city of interest in Australia's national anti-terror programs. As the city's safe communities programs continue to evolve, it will be critical to ensure ongoing development of easily accessible, shared and inclusive communal spaces. Integrated mobile security systems will help.	To support the safety of temporary events, and deliver community planning data collection for specific projects.
CPS06	Crime Prevention Through Environmental Design (CPTED) Trials	Crime Prevention Through Environmental Design (CPTED, pronounced 'Sep-Ted'), requires the use of both analogue and digital place-making infrastructure such as smart bollards and smart lighting to develop crowd-friendly spaces in modern cities.	Development of intelligent crowded spaces programs including after-hours, anti-social behaviour and night-time economy services.
CPS07	Cyber Security Officer	Cities used to depend on just people, paper and pens to operate efficiently. Then, from the 1980s, it was computers and data centres. Now, almost 40 years later, sensors and networks have become a critical part of the city fabric. While each of these step-changes has required new levels of skills, the connectedness of the modern city requires high degrees of vigilance to ensure the vast array of inter-connected systems are kept operational and safe. In Smart Cities, first among these new-age capabilities is cyber security.	To ensure that any new digital services are secure.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
Technology infrastructure homogenously integrated into buildings, streets, and environmental amenities.	To extend and capitalise on planning investments in the built environment, improve operational and future planning, and establish a baseline for digital and social equity across Hobart.						
An operational Security Operations Centre capable of supporting multi-agency, major incident teams.	To maintain high levels of public safety for the communities interacting with Hobart.						
Benchmark information to improve community and urban planning and security including enhanced allocation of capital works funding to areas of targeted needs.	To reduce community exposure to anti-social behaviour, and better management of commuter activity and economic growth across Greater Hobart.						
Regulatory accreditations and the establishment of a CBD drone port to support a kunanyi and Queen's Domain early warning fire detection system.	Initially to enhance the management of fire – Greater Hobart's primary risk.						
The protection of critical infrastructure through the use of mobile trailers equipped with CCTV services integrated with the city's primary Security Operations Centre.	To strengthen the capability of Hobart and its local community organisations to address crime and anti-social behaviour.						
Automatic smart bollards and integrated smart lighting and other fixed infrastructure.	A safety improvement by better securing major events and locations from external vehicle intrusion and lighting dark spaces across Hobart.						
A permanent role to manage the Hobart City Watch Security Operations Centre together with improved security governance and policy services appropriate to significant 21st century businesses.	Critical response capabilities against cyber security threats and incidents, mindful of the nature of the events being undertaken, and the community in which they are being held.						

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PILLAR 2: COMMUNITY INCLUSION, PARTICIPATION AND BELONGING

CONNECTED LIVING

	INITIATIVE	DESCRIPTION	OBJECTIVES
CLI01	The Connected Lounge or Smart City Studio Public Showing Room	At the centre of all communities is the home. Similarly, Smart Homes or e-Homes are a key part of any Smart City because, for many of us, our daily interactions with the city start and end at home. Many of the technologies finding their way across the city first appeared in the home: smart lighting, smart fridges, smart TVs. The list is endless. But there are a lot of questions about what 'Smart Home' devices are on the market and how they work. The Connected Lounge will give people a chance to experience them and other technologies appearing across the city.	To work with a number of community members to develop and deliver digital and social inclusion across the community by showcasing the City of Hobart's various Smart City services in a convenient location.
CLI02	Customer Service Centre Voice Assistant Trials	The City of Hobart receives thousands of phone calls and requests for information every month. The introduction of Artificial Intelligence solutions on our smartphones provides the opportunity for every business to help improve customer service wait times and deliver better experiences for their customers. Just imagine getting fast and easy access to a range of simple service questions wherever you are, or whenever you need to know: 'Alexa, tell me ... when is the next council meeting?' 'Google, when is my rubbish being collected?' 'Siri, are there any road closures today?'	To improve the delivery of information services to Council's significant and diverse customer base without significantly increasing operational costs to the community.
CLI03	Opt-In Pet Locate-Track-Monitor Trials	Hobart residents love their pets. And everybody else knows that dog and cat videos are among the most watched on the internet. Why? Because whether as social companions for the elderly, support assistants for treatment of medical and accessibility conditions, or just as an extension of our human families, they are an integral part of our lives. It's no wonder then that pets are not the only ones that fret when they wander away during New Year's fireworks or are stolen from their family.	Enhancing the gross domestic happiness of Hobart families by ensuring the safety of pets, their owners and the broader community.
CLI04	Opt-In City Wearables Panel Social Infrastructure Program Trials	The consumer Internet of Things refers to the range of smart devices like watches and fitness trackers, glasses and monitors, and even shoes that are internet enabled and available to everybody through retail or online businesses. The sort of de-identified information that these technologies provide show much about how people move around a city, where they congregate, at what times, and for how long. When combined with existing information sources, this sort of information can provide great impetus, beyond traditional methods such as petitions, to new service priorities across the city.	To leverage the wisdom of crowds across a range of social demographics to better respond to the pulse of the city.
CLI05	The Smarter Hobart Challenge	There's an old saying that a good idea is 10% inspiration and 90% perspiration. Many of us have ideas and opinions about what we could do to make a change in Hobart, but having the opportunity and the stamina to make them a reality is another thing altogether. The Smarter Hobart Challenge will engage community members in the design and planning of new services. Community involvement and co-design are wonderful opportunities that many Smart Cities are embracing. And Hobart is too!	Community-driven innovation through real projects and services defined and built by the community.
CLI06	Smart Language Translation Trials	Walking through any part of Hobart on any day of the year can sound like you're in any modern global city. With a growing influx of commuters, international students, migrants and tourists, there is no denying that our city is truly cosmopolitan. As custodians of the city, this creates new challenges in engaging with such a diverse range of communities who speak a first language other than English.	To provide equitable levels of inclusion through service and information to all city stakeholders.
CLI07	Get-Paid-To-Bike Scheme Trials	More trees and fewer cars – that's a long-term vision embraced by many Hobart communities. But it's not achievable overnight, and it needs the community to make it happen. Some cities are fitting private commuter bicycles (owned by individuals) with GPS devices to measure commuting distances in order to award riders a fee per kilometre for bike journeys undertaken between home and work, with capped per person monthly payments managed by bank transfer.	Reduction in cars on the road among commuting employees (our only really congested times!).

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
A physical drop-in centre displaying a mix of smart home and Smart City services currently being used or planned for use in Hobart.	Inform the community and other councils about Hobart's Smart City program and services.						
Develop a Council Voice Assistant Services Program through the trial of Google, Apple and Amazon voice assistant skills platforms.	On-demand improvements to customer service performance, the virtual extension of Council operating hours to meet changing society demand and financial benefit through, for example, reduced printing and mailing costs.						
Data portlet within the Connected Hobart Smart City webpage to identify the location of pets (refer Connected Government CGO01) public data service.	Improved pet safety and peace of mind plus the digital and social inclusion of those in society who may not always be able to be home to ensure their pets are where they left them.						
Data portlet within the Connected Hobart Smart City webpage (refer Connected Government CGO01) public data service.	Citizen-centric design for Hobart's capital works programs and Council's new service offerings.						
An annual prize of $25,000 awarded to the best community-driven solution to be trialled in the Hobart City Labs innovation precinct (see Connected Industry CIT06).	Direct community engagement in the realisation of the vision and strategies of Greater Hobart.						
Artificially Intelligent-powered language translation trials in both the Customer Service Centre and Tasmanian Tourism and Information Centre.	Improved multi-language service capabilities for Greater Hobart's culturally and linguistically diverse communities.						
Activation of key commuter routes for improved pedestrians and bicycle infrastructure planning.	Supporting changed behaviours to assist in the management of both operational traffic congestion, and longer-term realisation of a commuter-friendly Greater Hobart.						

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PILLAR 3: CREATIVITY AND CULTURE

CONNECTED COMMUNITY & CULTURE

	INITIATIVE	DESCRIPTION	OBJECTIVES
CCU01	Virtual Hobart Minecraft Model	City management, transport planning and urban design are classic adult problems! Affordable housing, traffic congestion, rampant tourism, infrastructure investment, political discourse…yawn!!! Not anymore. Virtual Hobart will be a collaborative initiative to design a city Minecraft model (base-map) based on actual Tasmanian topology.	Provide a scaled virtual version of the city to encourage enhanced youth engagement with traditional civil discourse.
CCU02	Smart Street Furniture	How people experience and interact with a city is often based on their experience of certain places and spaces. Do they feel safe? Are the seats and shade and play equipment functional? Are they working and suitable for all weather conditions? Are they clean and usable by all ages? From park benches to water fountains, BBQs and pizza ovens, smart and connected furniture can tell us all these things and more.	To understand how communities are using street furniture within the public realm.
CCU03	Develop Connected Hobart Mobile App Connected Intelligence	Apps are designed to make life easier. Need to find a car park? Wondering when the bus will arrive? Where's the nearest toilet, NOW?! Is there an event on around here? Want to find under-utilised public or private spaces for creative social use? In every city, there is an app for every occasion. But too many choices can often ruin the experience.	To integrate a range of social apps and services into a single user experience.
CCU04	Technology Free Zones Trial	We heard you Hobart. Everything has a time and a place. None of us wants a city overrun by tech. We understand that, and that innovation and technology and the collection and use of personal and public data is not for everyone all the time. Sometimes just being on your own, in a disconnected, natural environment, is all that is required.	To identify designated technology-free zones in heritage, bushland and urban areas. Appropriate public safety measures will still be necessary.
CCU05	Integrated Multimedia and Digital Public Art Infrastructure	Human beings are creative by nature. Since time immemorial, societies have used symbolism, stories and art to express themselves, connect with others and make sense of their surroundings. Art is not an optional part of being human; it is core to who we are. It is not nice-to-have but essential. Hobart has creativity and the arts in spades. So we should look to integrate them into our city. Into our playgrounds. Into our parks and buildings and streets. But there are even more stories to tell, to both residents and visitors. Shared and curated experiences are finding new canvases in many cities, helping communities to stay engaged and city managers to do more of what the community loves.	To integrate art and culture into the fabric of our Hobart society and its civic assets. Integrating all these elements into traditional infrastructure projects is key to delivering the community's vision for our future. The City of Hobart has a part to play over the whole life of the project: from funding, design and engagement to construction and maintenance.
CCU06	innovate.hobart Public Data Citizen Data Scientist Program	Hobart is a collection of villages. A cacophony of interests. A symphony of hobby groups. A swarm of school programs. And if there are a few things that social media has taught us, it is that people are interested, they have ideas (and are willing to share them!), and they are incredibly creative. A bright future of civic innovation requires a strong focus on empowered citizens with access to information that can help the city solve its own problems.	Establish a citizen advisory panel comprised of a group of citizens, designers, and developers who can use the City's public data to help present and solve civic and social problems.
CCU07	Active Travel and Environmental Gamification Trials	What if you were rewarded for cycling or walking to school, or for choosing to catch the bus to work? An active travel and eco-Hobart gamification program would provide incentives and rewards to people who make active and sustainable travel choices.	The development of a gamification app to promote sustainable and active travel choice to encourage people to walk, cycling and use public transport and be reward for it.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
The Minecraft Hobart base-map, accompanying school and youth gamification and engagement programs.	Allow students and other youth to participate in innovative design thinking for Greater Hobart by modelling ideas and initiatives.						
Activation times and periods for critical city assets and places.	Better informed design and planning.						
City of Hobart's Smart City App.	Minimised number of mobile apps required by the community to interact with the City of Hobart.						
Technology-free and quiet zones free of mobile signals, Wi-Fi, satellite and Bluetooth frequencies.	Enhanced experiences of those stakeholders seeking to interact with or indeed protect traditions, cultures or natural values crucial to Hobart's identity.						
Integrated app- and other multimedia-based experiences including augmented reality.	Great user experiences for the community, social and demographic equity across Hobart, and enhanced user-focused operational management of critical city assets.						
innovate.hobart data portlet within the Connected Hobart Smart City webpage (refer Connected Government CGO01) public data service.	Using public data, the community and new technologies to improve City of Hobart services.						
A new app (or adaption of an existing app)	More active and sustainable travel, increased amount of 'incidental exercise' for more people and improved health outcomes for the community through healthier, active people.						

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PILLAR 4: CITY ECONOMIES

CONNECTED INDUSTRY & TOURISM

	INITIATIVE	DESCRIPTION	OBJECTIVES
CIT01	Digital Wayfinding and Multi-Functional Information and Service Kiosks	If you don't know where you are, you can't get where you're going! That's easy, through digital wayfinding and multi-functional information and service kiosks deployed in strategic locations to share real-time route, transit and closure information, public notices, weather, language, events and even relevant local business information.	To digitise the City's 80+ physical wayfinding signs.
CITO2	Smart Locker Trials	For most of us, the city is a multi-experience destination. There is rarely just one thing we do. But that can be logistically tough. Maybe you've finished school and want to hang out for a while but don't want to carry your bag. Maybe you want to leave something for a friend. Maybe you're only half-way through your chores and need to temporarily store that dry-cleaning. Maybe some groceries need to sit in a refrigerated locker while you finish some chores. Maybe you've just checked out of your hotel and have a short layover, or are going on an extended backpacking trip in the Greater or Southern Hobart region? Whatever the reason, we want to help you stay connected to the city for as long as you need us!	To establish services that recognise the growing role of Hobart as a commuter city within the Greater Hobart metropolitan area.
CITO3	Extend Augmented Reality Heritage Map Program	Cities are more than bricks and mortar. They have a history, a culture. Hobart is already embracing augmented reality technology to tell these stories with the creation of a realistic 3D map that lets you explore Tasmania's coastline and rugged mountains or head off to the Bass Strait islands, all through your mobile device at Mawson Place on Hobart's waterfront. Hobart has many more virtual stories to tell using augmented reality.	To engage community in augmented Hobart experiences through their own mobile devices.
CITO4	Reserve Tracks 'Traffic Light' Notification Trials	Council operates a huge number of walking, cycling, mountain biking, and horseriding tracks and trails. All typically with an entry (and exit) point. But we are also a city subject to the whims of cold and inclement weather, or the threat of bushfire brought on by our proximity to some of the most pristine world heritage areas on the planet. Closing all our trails and simultaneously notifying the public is an impossible physical task. But smart technology puts it within our reach.	To automate opening and closing notifications at the specific reserve and trailhead locations across the city.
CITO5	Hobart City Labs	As one of the six state capital cities and the 13th largest city in Australia, rolling out innovations to the whole city at the same time can take a long time, or be fraught with unforeseen challenges. Hobart City Labs will be a living lab where citizens, industry and technology stakeholders can co-design and support the trial of solutions to address significant strategic planning and city challenges before taking the significant step of adoption for Hobart. It will support the underlying premise of innovation – that sometimes great ideas just don't work.	To ensure innovation is not departmentalised or compartmentalised within Council but rather open to all users and custodians of the City.
CITO6	Smart City and Internet of Things Partner Supplier Panel	The City of Hobart will establish and manage an approved supplier panel of appropriately qualified Smart City specialist consultants and suppliers to facilitate the effective and timely procurement of Smart City products and services.	Contracted suppliers across the following categories: network services, data platforms, Smart City hardware and software, and professional services.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
An integrated digital wayfinding platform and new integrated digital screen information kiosks incorporating a curated city-wide multimedia content platform.	To extend the value of existing assets and expand the service to incorporate other Hobart assets and amenities.						
Facilities for commuters including CPTED compliant Smart Lockers and services.	Making it easier for commuters, shoppers, tourists and students to spend longer in the city, resulting in improved economic opportunities in our retail precincts and enhancing our international reputation as an inviting place to just spend time.						
Augmented reality maps and installations.	Memories. Education. Youth engagement. Social equity (take experiences across the city not just in tourist spots).						
Remotely operated Internet of Things digital trail-head signals to advise of recommended use.	Improved notification services installed at each Greater Hobart trail and park entry points. Efficient use of staff resources and enhanced public safety.						
Launch Hobart City Labs and public LoRA Internet of Things network to support the Connected Hobart Challenge (refer CLI05) and innovate.hobart.	Designated innovation precinct within Hobart to test initiatives before scaling across the city.						
Objective-based procurement.	Improved time to delivery of community and Council projects.						

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PILLAR 5: MOVEMENT AND CONNECTIVITY

CONNECTED TRANSPORT

	INITIATIVE	DESCRIPTION	OBJECTIVES
CTR01	Automated Vehicle & Associated Technology Trials	Self-driving, autonomous or automated vehicles (AV) are those that are capable of sensing the environment using a range of technologies including light detecting radar (LiDAR) and Dedicated Short Range Communications (DSRC), and moving with little or no human input. They are part of the transport infrastructure that will help us steer a course to the digital age.	To work collaboratively with city partners on public AV trials that underpin preparedness for the future of autonomous transport in Tasmania.
CTR02	Smart Parking *Broader City of Hobart Parking Strategy to be developed in 2019-20.	Hobart no longer behaves like a small country town that is the sole domain of ratepayers and residents. We have become a true commuter city. Today, tens of thousands of tourists and visitors from all over the world (and their cars!) share our small city each day. Improving the way our limited parking assets are used will ensure both social and economic equity as well as the efficient operation of traffic within, through and around our growing city.	Increasing service equity for non-rate-paying users of the city to support the maintenance of capital city service levels in-line with community and national expectations.
CTR03	Social Mobility Community Engagement Program	If there is one saying which sums up the impact of social media apps on the 21st century it is this – if it's not on Strava it didn't happen. Through various social media platforms, the public is now empowered to comment on and contribute to the continual improvement of their communities. Public social media platforms including Waze, Strava, Populus and Uber Movement, Facebook, Twitter, and even Instagram are providing cities with new opportunities to share data on how they are interacting with the city, which in turn provides real-time information to Council about how best to prioritise the development of new parks and paths and precincts.	To support the delivery of real-time traffic information to residents and commuters and assist in the prioritisation of ongoing traffic engineering and city planning initiatives.
CTR04	Private Car Ride-Sharing Trials	Solving big city problems can often involve just doing more with what you've got. Hobart commuters will be rewarded for helping the city better manage its peak traffic environments through a mix of traditional and contemporary ride-sharing trials. From car-pooling to car- and ride-sharing, and using existing market apps, it's so much smarter when we work together. Why go alone when you can go with friends?	To maximise the use of existing transport infrastructure to accommodate short-to-mid-term demand growth.
CTR05	Cycle-to-City Bicycle Smart Locker and Membership Trial Destination Facilities	Being able to park and lock your bike at smart and secure bike racks, bike shelters and cycle-pods at destinations around Hobart will start to change the landscape of last mile travel in and around the city. Member-based end-of-trip facilities in Council's off-street parking facilities will provide an additional option for commuters without cars, allowing workers to arrive fit and fresh every day.	Improve the equity and experience of commuter and casual cyclists in the CBD and inner suburbs.
CTR06	Contemporary Road Monitoring Data Trials	Today Council spends over $10 million every year just on scheduled road maintenance and renewal projects. What if roads could report their own wear and tear? What kind of an impact would that have on Hobart's traffic congestion and commuter experiences? Prioritising and re-prioritising annual projects and funding could support real-time and point-of-need maintenance while also allowing for a fully equitable application of key roads funding regardless of suburb or location.	To map the road network in order to better understand level of services, improve road quality and decrease the investment required by ratepayers into annual road maintenance.
CTR07	Last Mile Micro Mobility and Data Trials	Evidence of micro-mobility mania is abundant. Everything from dock-less electric bikes and scooters and rentable share vehicles to private demand–response bus services can today provide a personalised and unique experience for getting round the last mile. But these are disruptive devices and their downstream impact needs to be carefully considered – like on the emergency department and health system!	To trial the management, use and integration of emerging mobility services and technologies.
CTR08	A Connected and Actively Managed Transport Network	Why can't the traffic signals see when a pedestrian is taking a bit longer than average to cross the road? What if a bus full of people commuting to work or school was able to get a head-start when the lights go green? Or if the system was smart enough to 'wave through' emergency service vehicles when they need to get somewhere in a hurry? Actively managing the way we use our existing road space to address the increasing demand can help to improve the productivity of our transport system.	To work with our partners to actively manage the way the transport network operates and identify opportunities to give priority to various modes (e.g. pedestrians, bikes, buses, emergency services) at signalised intersections through smarter traffic signal technology, starting with trial locations.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
Establishment of a Hobart-based AV trial, AV precinct and associated EV infrastructure.	Test of the benefits of emerging last-mile AV technologies, incremental community education, and insights for legislative change.						
Car park occupancy data portlet within the Connected Hobart Smart City webpage (refer Connected Government CGO01) public data service.	Commuters to access better information about where car-parking is available. Improving traffic congestion within Hobart's city limits.						
Corporate social data accounts with primary social technology companies and data-sharing partnerships with the Tasmanian State Government.	Safer streets, improved congestion management, and better quality of life through real-time data analysis and notification systems for multimodal transport options.						
Establishment of ride-sharing and carpooling incentive services and Council staff trials via the City of Hobart employee travel pilot.	Improved traffic congestion and social cohesion.						
Bicycle and e-bike multi-functional smart hubs and destination stations in the city's off-street parking facilities for private and commercial (cycle courier) use.	Contribute to the start of solutions to address mobility-congestion problems by eliminating sole-reliance on cars.						
Installation of road condition and other IoT environmental sensors under all Council fleet vehicles.	Opportunity to extend the reach of Hobart's annual capital works budget into cycle and other non-car road management programs.						
Identify a range of smart micro- and shared mobility providers for trial of a small fleet of docked and parked bikes, e-bikes, e-scooters, and cars within the city's off- and on-street parking facilities.	Contribute to the start of solutions to address mobility congestion problems. Provide shared transport options for inner-city residents who live in apartments without car parks (more under the new planning scheme).						
New traffic signal operations that detect and respond to traffic conditions – be it slower moving pedestrians or prioritising buses running late or travelling during peak periods.	Safer streets (especially for vulnerable road users), improved travel times and better access for public transport and emergency service.						

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PILLAR 6: NATURAL ENVIRONMENT

CONNECTED ENVIRONMENT

	INITIATIVE	DESCRIPTION	OBJECTIVES
CEN01	Environmental and Weather Sensing and Monitoring	Many cities are embracing the insights that the integration of old and new approaches to environmental management can provide. Far from being the sole domain of a climate change officer, in Hobart the security and resilience of our city's natural environment is critical to everyone. From understanding the impact of cruise ship bunker fuels, to where people are smoking, identifying litter in open spaces, detecting heat in mulch piles, heat and soil dryness in parks, or water quality and levels in fountains and catchments, working cooperatively with city partners to deliver open insights to the public is the new benchmark in environmental responsibility.	Development of a last-mile data program to complement and enhance existing climate change and flood modelling but including noise pollution, motion sensors and fire detection.
CEN02	Suburban Electric Vehicle Charging Network	Electric vehicles will change the mobility industry – and not just for cars. Consider scooters, bicycles and other lightweight or micro-mobility technologies. "EVs" will also create many challenges and opportunities for new types of refuelling infrastructure across our city, including for how Hobart residents could be connected at home.	Preparing the city for an alternative and cleaner mobility future starts now.
CEN03	Smart Grid Blueprint	From the cars on our roads to the lights on our streets and to the solar panels on our roofs, innovation continues to disrupt the energy sector and digital transformation is leaving nothing untouched. Where Council may have previously focused on different general-purpose assets in isolation (like street lights), new approaches to digitally enabled infrastructure provides a new impetus to integrate multiple programs into one information system. This is allowing cities to move from demand-driven climate change investments to fully closed loop data-driven resilience funding into new smart grid assets.	Decarbonisation, digitalisation, decentralisation and democratisation of the city's energy grid.
CEN04	Smart and Solar Metering Program	The City of Hobart is a frontline community in the face of climate change, and we are constantly reviewing ways in which we can be more accountable to the environment. The City has achieved significant reductions in its greenhouse gas emissions and energy use in recent years and continues to invest in energy-saving projects and programs by officers who are responsible for the management of the city's buildings and assets. But we can always do more.	Ongoing implementation and integration of solar, metering and sub-metering across Council's asset portfolio.
CEN05	Smart Bins Program	We're going ultrasonic baby! Through a combination of solar compactor bins for high-use areas that offer hundreds of litres' capacity to lower density areas with bins that send a message to our officers when they are 85% full, the City is using smart sensor technologies to adopt even more efficient waste collection practices. That means an even cleaner city.	Experiment, monitor, and measure community use of city assets to better inform operational planning and customer behaviours.
CEN06	Smart Waste Sorting Program	The City of Hobart Waste Management Strategy 2015-2030 aims to achieve zero waste to the Hobart Landfill by 2030 and includes over 90 actions across a range of areas such as organic waste, education, and litter. Cities are using advanced artificial intelligence to help sort household waste – a great example of how innovations are being applied to existing council strategies.	Apply emerging innovations and technology to advance the no-waste-to-landfill strategy.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
Publication of eco-office targets through data portlet within the Connected Hobart Smart City webpage (refer Connected Government CGO01) public data service and development of a cooperative flood warning and alert system for Hobart.	To enhance and operationalise regulatory responsiveness, disaster minimisation and compliance enforcement, and improve the lives of citizens through increased awareness of Hobart's and Tasmania's environmental and sustainability goals.						
The low rate requirements of lightweight EVs makes the installation of charging stations inside existing light poles for on-street suburban charging ideal.	A sustainable and cleaner future by minimising the reliance on cars and fossil fuels as the primary means of travel around Greater Hobart.						
A blueprint that outlines the integration of the city's energy asset portfolio and monitoring assets and their relation to, and influence on, Council's evolving end-to-end operational climate change agenda.	Creation of greater value for Hobart through economies of scale in the physical and service connections in Council's own energy grid as well as directly supporting the carbon reduction initiatives of Council's climate and resilience sustainability programs.						
Public availability of energy dashboards and access to City-wide fee-for-service GPOs to assist in city activation e.g. markets, food vans, and street parties.	An energy-aware Hobart community with the added benefits of lower cost of operations.						
Rollout of sensor enabled waste bins with an underlying on-street waste data management platform.	More efficient delivery of services and the remote management of sustainable growth.						
Automation technology to help scan material on walking floor to help resource recovery.	Accelerated achievement of less waste to landfill.						

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PILLAR 7: BUILT ENVIRONMENT

CONNECTED INFRASTRUCTURE

	INITIATIVE	DESCRIPTION	OBJECTIVES
CIN01	Instrumentation of Commercial Infrastructure	How much money do you spend at home just maintaining things around the house or on your property? How about that last bill from the pool shop or trying to figure out how you managed to walk out of the hardware store with all those parts? Now think about that on a city scale. In Hobart, operational maintenance is a significant line item in our (your!) annual budget. What if we could find substantial savings by improving the efficiency or simply extending the life of an asset by just a few dollars or years? Now think about the impact of that beyond the money: the environmental savings, the fuel and energy savings. Even lawn mowers and drills can use a Fitbit to help them live a longer life.	Preparing for new and more efficient operational delivery models in the face of rapidly increasing requirement for services.
CIN02	Smart City Amenities Automation Trials	Today's cities are more complex than ever before. They have more people, more roads, houses, parks, lights and just about anything you can think of. And community expectations, while not new, are also greater than ever before. How can city government keep pace with this change without blowing the budget? Automation. But rather than being a new terrible thing, the slow creeping change of progressive automation has been a tenet of city life for centuries.	Moving from a 5-day, 7-7 service provider to a 24/7 service provider model.
CIN03	Street Lighting and Smart Poles	Some Smart City technologies are general purpose, like lighting. Street lighting is an often overlooked digital infrastructure element — yet one that is critical to the health and wellbeing of the city, its commuters and citizens. Beyond opportunities to simply reduce the city's energy bill, street, park and building lighting provide a new backbone to anchor the key technologies required to better manage the city. Low light in winter a challenge? No problem. Noisy street party? Let's take a look at that for you.	Progressive asset replacement and activation.
CIN04	Sharing Economy Economic Index and Service Trials	Despite our current prosperity, Hobart is neither a classically wealthy city, nor the capital of a wealthy state. DIY has long been a part of our DNA. So the thought of doing more with the resources we already have in order to position Hobart for long-term growth is a fairly natural fit. Enter the gig economy where companies like Airbnb and Uber have sought to do more with less through sharing the collective resources of the community. But what is the real impact of these social and service changes?	To highlight the quantifiable impact of the gig economy by working collaboratively through data-sharing partnerships.
CIN05	Extended Public WiFi Rollout	Hobart needs no other reason for the City to embrace the delivery of online services to our community than the facts that southern Tasmania has the best available internet across the whole of Australia, and in 2016 the United Nations declared internet access a basic human right. It's time to beam me up and dial up social change!	A WiFi enabled city.
CIN06	Installation of Mobile Device Charging Stations	What good is free WiFi or digital services if your device is out of juice? Sometimes all you need is the convenience of a good clean recharge.	Keeping the community connected.
CIN07	Digital Upgrades to Major CBD Bus Stops	Council is a key "middleman" in the delivery of last mile transport into and around Hobart. We sit somewhere between the City's Transit Authority (State Growth) and its Transport Operators (like Metro and SkyBus). Our inner city bus stops are not just shelters but an untapped backbone for the city. A connected bus shelter can be an integrated information and service hub that can change the city experience for thousands of commuters.	Overcome economic and demographic challenges of integrated last mile services through streamlining travel for commuters.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
Ongoing sensor and network activation of key city urban precincts and assets including IoT and fibre networks, parking, lighting, digital signage, fountains, gates, toilets and fleet assets.	Remote operational management, improved employee safety and reduced external labour costs to Council and Hobart's ratepayers.						
Automation of city amenities including gate and door controls, sports ground lighting, and fountain lights.	Operational efficiencies and the ability to offer 24/7 services to the community where Council currently operates 5 days a week.						
Addition of smart poles and smart controllers to the city's LED lighting network.	A safer, more efficient and connected Hobart.						
Publication of a key gig economy index through a data portlet within the Connected Hobart Smart City webpage (refer Connected Government CGO01).	Enhanced risk management capabilities by integrating third-party macro and micro economic data into Hobart's strategic planning.						
Installation of public WiFi network infrastructure across 12 City of Hobart retail and urban precincts.	Social and digital equality and service benefits across Hobart to meet the needs of both resident and non-resident ratepayers.						
Free power through a range of GPOs and integrated charging stations.	The use of a smart energy grid (see CEN03) to deliver solar energy stores to the community.						
Agreements with Metro for the upgrade of inner city assets from standard printed flagpole-style signs to pollution-processing LCD digital bus stop totems and connected shelters.	Help drive innovation in Greater Hobart's low-frequency mass transit services within the inner-city precinct.						

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PILLAR 8: GOVERNANCE AND CIVIC INVOLVEMENT

CONNECTED GOVERNMENT

	INITIATIVE	DESCRIPTION	OBJECTIVES
CGO01	Open City Dashboard and Public Data Gallery	The Internet of Things is playing a significant role in the growth of Smart Cities. But the vast amounts of data it produces has highlighted that trust, privacy and security are extremely important to the Hobart way of life. City dashboards that make key information and "at a glance" results readily available to the city's many communities go a long way to both informing and assisting in the protection and integration of people's privacy into every Smart City initiative.	To transparently communicate key data to the community while protecting personal data and preserving individual privacy.
CGO02	Technology Architectural Blueprint	To accelerate the adoption of new technologies, provide meaningful guidance to the Council officers and industry, and be a trusted advisor to elected members, the City of Hobart must not invest in unnecessary capital infrastructure projects. We must instead develop a technical reference architecture for prototyping new technologies to enable full vertical integration of Council's industrial assets and business applications into the standard technology environment.	To control technological diversity through defined standards that promote interoperability for data, applications, and technology.
CGO03	Digital Boardroom	A Smart City replaces traditional hierarchical and divisional views of its operations with a digital backbone that delivers critical information and insights to organisational decision-makers. Whether fighting daily industry and operational inertia, or informing investment cases for discretionary spending or against unnecessary change, city executives must be able to track thousands of things in a real-time, living virtual metropolis – and support them in that process as the City's data continues to grow 5- and 10-fold.	A digital twin of the City of Hobart and its core infrastructure, service and financial structures.
CGO04	Council of Capital City Lord Mayors and Hobart Sister City Program and Study Tour	Smart Cities are not just about cool new technologies. They thrive in collaborative ecosystems, not within a contest of ideas. Hobart has a number of formal national and international relationships. At the core of these varied relationships is the intention to promote understanding. Our international relationships offer a means for our city to recognise and honour a number of our international communities as well as provide opportunities to engage in a variety of activities. Today our friendship city Fuzhou has found ways to collaborate with Ali Baba (Chinese Amazon) while Sister City Yaizu is already using drones for maritime rescue and L'Aquila focusing on solutions to disaster relief.	Identify one of the national CCCLM cities and international Sister Cities to progress formal Smart City collaborative opportunities based on shared or strategic alignments.
CGO05	Smart City Legislation Reviews	Inevitably, technology adoption exceeds the ability of governments to keep pace with legislative and regulatory change. For example, the word 'driver' is a key noun in numerous Transport, Roads and Highways Acts but will eventually not apply, or require reinterpretation as driverless or fully autonomous vehicles work their way into national transportation systems over coming decades. Similarly cash, coin or money has taken on new meanings in the 21st century, decades after some existing laws were last amended. These types of changes are the catalysts for Hobart's chosen approaches to trials and proofs of concept in the Smart City field.	To work with state and national regulators and legislators on the redrafting and amendments of appropriate legal frameworks from privacy to operational technologies.
CGO06	Workforce of the Future Skills Roadmap	Global trends like automation are slowly reshaping the world and within just a few decades what we do in every job will change. What is clear is that Tasmania will not be immune to the effects of globalisation and growth. Flexible gig micro-economies like Airbnb and Uber have already changed the fundamentals of work in Tasmania with significant impact. Understanding the effects of these paradigm shifts on traditional businesses and workforces is paramount.	Ensuring the Council has the skills and labour it needs to meet the future requirements of the city.
CGO07	Remote and Work-from-Home Trials	The City of Hobart will explore ways to work with other Greater Hobart Councils to discuss shared hot-desk facilities where staff from different councils can work from offices around the region. All staff in Greater Hobart could move towards single email and video-conferencing systems, leading to more collaboration and better services for people across the region.	Alternative travel and work locations to help the city grow and thrive.

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OUTPUTS	OUTCOMES	19/20	20/21	21/22	22/23	23/24	PARTNERS
A Connected Hobart Smart City portal that provides general information and quantifiable metrics and data from the Greater Hobart City Deal and the Smart City Framework programs.	Identify and present the priorities of the community and use data as a leverage for change.						
Development of a defined architectural standard for Connected Hobart that promotes multi-use technologies over the development of duplicative or single-use solutions.	Minimise the long-term operating costs of maintaining expertise in, and connectivity between, multiple Smart City processing environments and secure appropriate commercial models.						
An integrated, operational, real-time spatial visualisation of the city including integration of building information modelling (BIM) and precinct information modelling (PIM).	Greater focus on daily priorities and enhanced contextual decision-making capabilities in emergency management situations.						
As a first step, enter into a Statement of Intent to collaborate, and secondly to promote outcomes of local solutions developed by the Hobart community in Hobart City Labs.	Opportunities for entrepreneurial communities to benefit from national and international trade in the digital economy while sharing city-to-city knowledge and learnings.						
Open standards and contemporary legal frameworks.	To protect Hobart consumers, and ensure the ongoing and effective operation of national and global ecosystems and markets.						
A Workforce of the Future Skills Framework report.	Improved governance and operational controls over the future of the Corporation of the City of Hobart.						
Remote-working hot-desk facility outside of Hobart.	A pathway to supporting the inevitability of more mobile workforces including ongoing continuous improvement planning for future traffic management.						

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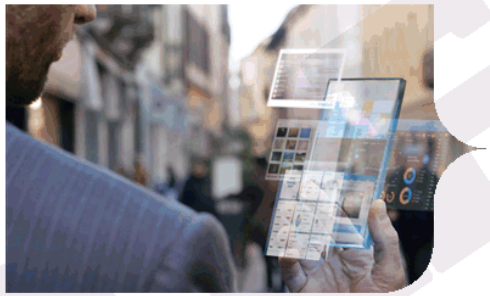
HIGHLIGHTED PROJECTS

DRONE PORT

Autonomous drones can help protect our sense of place by being where we can't, when we can't and telling us more about how the city is operating. This initiative will equip the City of Hobart with the relevant CASA drone accreditations and establish a drone port in Hobart's city centre. The initial aim is to strengthen management of Greater Hobart's biggest risk – bushfire.



AR HERITAGE MAPS

Cities are more than bricks and mortar. They have a history, a culture. Hobart is already embracing augmented reality (AR) technology to tell these stories with the creation of a realistic 3D map that lets you explore Tasmania, all through your mobile device at Mawson Place on Hobart's waterfront. Hobart has many more virtual stories to tell using AR. This initiative will create AR maps and installations, so residents and visitors alike can engage with and create memories of Hobart.

OPEN CITY DASHBOARD

City dashboards make key information and 'at-a-glance' results readily available to the city's many communities. They can provide fascinating information and insights into what's happening in the city, all while protecting people's privacy. This initiative will create a Connected Hobart Smart City portal that provides information, metrics and data from the Greater Hobart City Deal and the Smart City Framework programs. It will help us use data to make the changes that people want to see in their city.

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AUTOMATED VEHICLE TRIALS

Self-driving, autonomous or automated vehicles (AV) are part of the transport infrastructure that will help us steer a course to the digital age. This initiative will establish a Hobart-based AV trial, including a trial precinct and associated electric vehicle infrastructure. It is an exciting opportunity to work with partners to test of the benefits of emerging AV technologies and to provide educational opportunities, for the community and to inform legislative change.

TECH FREE ZONES

Sometimes just being on your own, in a disconnected, natural environment, is all you want or need. This initiative will identify technology-free and quiet zones free of mobile signals, Wi-Fi, satellite and Bluetooth frequencies. It will enhance the experiences of those seeking to interact with or indeed protect traditions, cultures or natural values crucial to Hobart's identity.

ENVIRO AND WEATHER SENSING AND MONITORING

In Hobart, the security and resilience of our city's natural environment is critical to everyone: from understanding the impact of cruise ship bunker fuels, to where people are smoking, identifying litter in open spaces, detecting heat and soil moisture levels in parks, or water quality and levels in fountains and catchments. This initiative will be part of the City of Hobart's new Open City Dashboard, offering environmental data for a range of indicators, increasing awareness and responses to Hobart's and Tasmania's sustainability goals.

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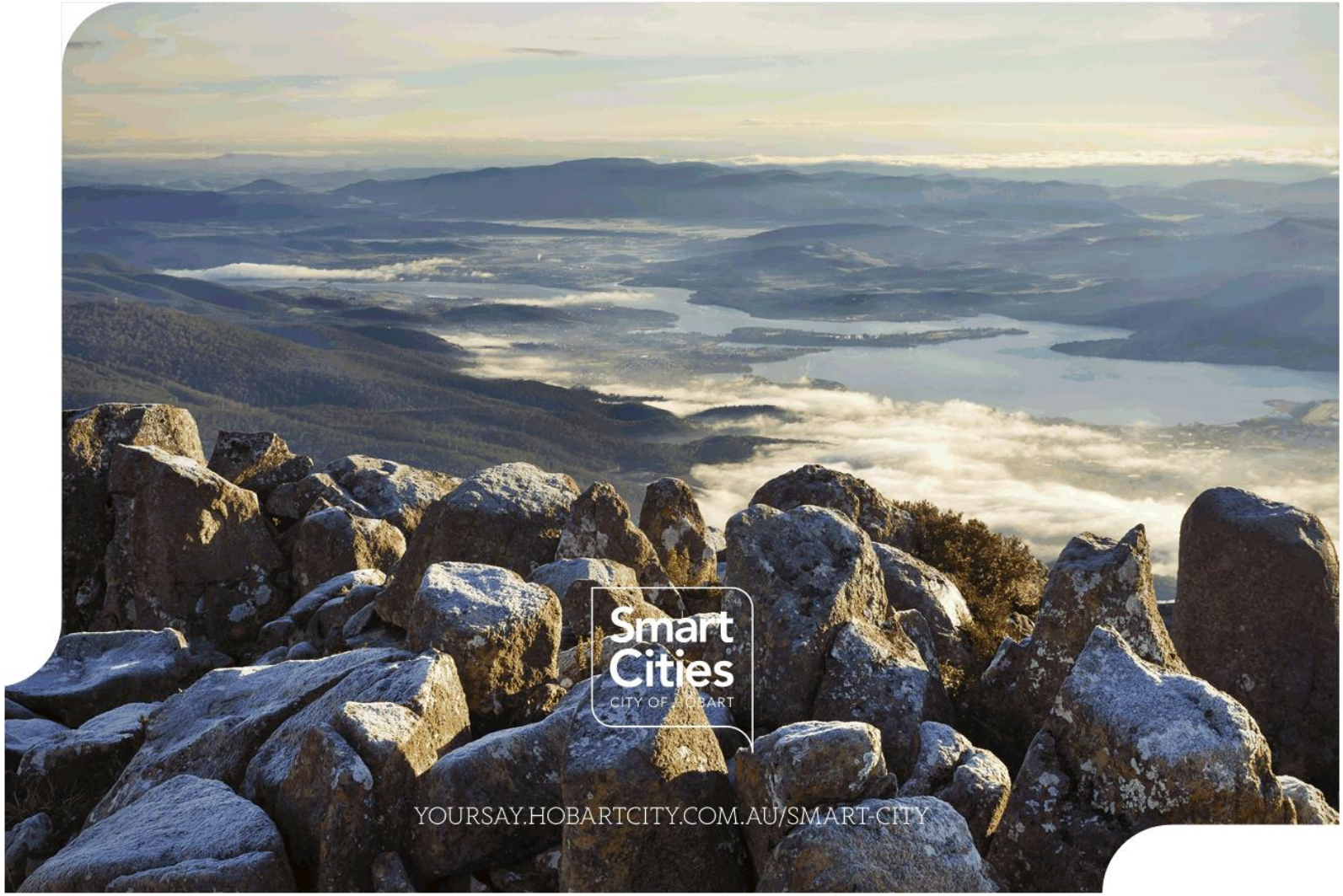
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7. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

7.1 Exploration of New International Relationships

FILE REF: F19/27101

Councillor Sherlock

Motion

"That a report be provided to investigate potential relationships between the City of Hobart and cities in India, Nepal and Fiji."

Rationale:

"As the migrant and refugee community changes and grows in Hobart, the demographics of the city has evolved. Recognising the importance of the city's international relationships in promoting cultural understanding and signalling respect to community members with links to places overseas, it is time to consider building and extending the City's friendship city networks.

India
The 2016 census shows 595 people living in the city were born in India and 911 people have Indian ancestry (parents born in India). This is the third largest represented community in Hobart after the UK and China. Indian students are currently UTAS' second largest international group. The median age in India is 27 and population projections show it is likely to become the most populous country in the world by 2024. This makes it very likely that Indian student numbers in Hobart will continue to grow. Having a relationship with an Indian city would be a positive communication to the current and prospective Indian community that Hobart is a culturally receptive and welcoming place.

Nepal
The community in Hobart is growing and becoming increasingly visible in the city through their activities that include a Nepalese fair and language school. Every day new people are coming to Tasmania and approximately 40% of the Nepali community reside in the Hobart municipality, according to the President of the Nepali Society of Tasmania, Arjun Prasin.

Fiji
People of Fijian and Indo-Fijian heritage in Tasmania have long supported a vision of Tasmania as a culturally and linguistically diverse and harmonious place. It is our understanding that one of the founders of the Ethnic Communities Council (ECC - now known as the Multicultural

Council of Tasmania (MCOT)), was the current President of the Fiji/Australia Association, Donald Ramritu, and other members of the ECC were also from Fiji. This connection to Fiji is reinforced by a number of active community members. A city to city relationship connecting Hobart and Fiji would further build upon the foundations laid by these people and would support further growth of this community.

The City of Hobart has a policy guiding the investigation of new relationships (Attachment A). The following criteria in order of priority must be considered when investigating a new relationship:

i. clear identification of the specific outcomes sought from the relationship;
ii. relevance of the relationship in terms of achieving Council's major goals as outlined in the Strategic Plan;
iii. the value of the relationship in terms of enhancing economic development, business investment, educational and tourism outcomes for Hobart and Tasmania, including specifically support for local businesses and educational institutions;
iv. the value of the relationship in terms of supporting community and cultural linkages;
v. willingness and capacity of the business or local community of interest to support the relationship;
vi. the potential for mutual learning through exchanges and information sharing to facilitate sustainability and continuous improvement in the development of the Council's economic, social and environmental objectives;
vii. the capability of the Council to provide skills and resources to assist in humanitarian and capacity building projects;
viii. Council resources (human and financial) required to sustain the relationship to the satisfaction of both parties; and
ix. evaluation of any political ramifications through consultation with the Department of Foreign Affairs and local communities.

It is proposed that cities in India, Nepal and Fiji are considered against the criteria and a report is brought back to Council highlighting options for potential new relationships".

The General Manager reports:

"In line with the Council's policy in relation to Notices of Motion, I advise that the matter is considered to be within the jurisdiction of the Hobart City Council as it relates to the City of Hobart Policy: Guidelines for Future International Relationships."

Attachment A: City of Hobart Policy: Guidelines for Future International Relationships

City of Hobart

Policy

Title: **Guidelines for Future International Relationships**

Category: **Corporate Governance**

Date Last Adopted: 7 March 2016

1. Objectives

To provide guidance to the Council on the future management of existing sister city relationships and potential international relationships in order to attain cultural, social, economic and educational benefits for the City and its Sister City partners and to pursue strategic international alliances supporting local businesses and institutions in achieving economic, educational and tourism benefits for the City.

2. Background

This policy was developed as a result of an evaluation of the Council's existing sister city relationships and outlines the criteria against which new proposals should be assessed. The policy was amended to create a second stream of 'Strategic Relationships' which would have a more direct economic focus.

3. Policy

That:

1. Council policy for the establishment of new international relationships be based on a three tiered approach of:

   (i) Information exchange.

   (ii) Friendship Agreement or Strategic Relationship Agreement, time limited with clearly defined outcomes and review after three to five years.

   (iii) Sister City relationship following a successful Friendship Memorandum of Understanding or Strategic Relationship Agreement.

2. On receipt of any new request or proposal for an international relationship, or in the event the Council seeks to establish a relationship each request or proposal would be assessed in accordance with the following criteria, in order of priority:

City of HOBART

(i) clear identification of the specific outcomes sought from the relationship;

(ii) relevance of the relationship in terms of achieving Council's major goals as outlined in the Strategic Plan;

(iii) the value of the relationship in terms of enhancing economic development, business investment, educational and tourism outcomes for Hobart and Tasmania, including specifically support for local businesses and educational institutions;

(iv) the value of the relationship in terms of supporting community and cultural linkages;

(v) willingness and capacity of the business or local community of interest to support the relationship;

(vi) the potential for mutual learning through exchanges and information sharing to facilitate sustainability and continuous improvement in the development of the Council's economic, social and environmental objectives;

(vii) the capability of the Council to provide skills and resources to assist in humanitarian and capacity building projects;

(viii) Council resources (human and financial) required to sustain the relationship to the satisfaction of both parties; and

(ix) evaluation of any political ramifications through consultation with the Department of Foreign Affairs and local communities.

4. Legislation, Terminology and References

Responsible Officer:	Director Community Development
Policy first adopted by the Council:	13/3/2001
History	
Amended by Council	16/4/2012
Annual Policy Review	7/3/2016
Next Review Date:	March 2017

8. COMMITTEE ACTION STATUS REPORT

8.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Aldermen.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: EDCC Open Status Report

ECONOMIC DEVELOPMENT AND COMMUNICATIONS COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

Feb 2019

Ref	Meeting	Report / Action	Action Officer	Comments
1	**TERMS AND CONDITIONS FOR USE OF SALAMANCA SQUARE, MATHERS PLACE, COLLINS COURT, WELLINGTON COURT AND ELIZABETH MALL** Council, 9/5/2016, Item 15	That terms and conditions of use be created for Mathers Place, Collins Court, Wellington Court and Salamanca Square in the context of the review of the Highways By-Law and the development of a city activation framework, and that the terms and conditions of use for Elizabeth Mall be also reviewed, for presentation to the Council for endorsement.	Head of Communications	Standard terms and conditions based on the consultant's advice have been trialled in these locations and will be formalised in the next three months.
2	**SUPER SIDEWALK SATURDAY** Council 6/8/2018 Item 14 **CITY CENTRE SUPPORT AND ACTIVATION ARRANGEMENTS** Council, 5/12/2016, Item 12 Council, 8/8/2016, Item 16	A further report be referred back to the Committee providing details on potential projects for the reallocated funds from the Super Sidewalk Saturday 2018 budget allocation.	Head of Communications	As projects are considered the Council will be kept informed.

Ref	Meeting	Report / Action	Action Officer	Comments
3	**NORTH MELBOURNE FOOTBALL CLUB - COMMUNITY ENGAGEMENT PARTNERSHIP REQUEST** Council, 23/1/2017, Item 15	That the Council develop a policy and criteria to enable consistency around the consideration of future requests.	Director Community Life	A policy is under development for requests received seeking community partnerships. It is also intended that the policy will incorporate applications for commercial sponsorships in accordance with the Council's resolution of 22 August 2016 (Closed) in relation to a sponsorship proposal, it is anticipated that the policy will be finalised in mid-2019.
4	**TIMOR-LESTE RELATIONSHIP UPDATE** Council, 7/8/2017, Item 15 Council, 4/12/2017, Item 18 Council, 23/4/2018, Item 18	That: 1. Council resolves to commit to a long term relationship with the village of Balibó in Timor-Leste. 2. Should establishment of a long term relationship with Balibó be supported, a report be brought back to Council identifying potential projects, delivery partners and associated costs. 3. The Council acknowledge the excellent work undertaken by officers in organising the visit to Timor-Leste and preparing the report.	Director Community Life	The Lord Mayor has written to the Chief of the Village and the Sub-District Administrator, telling them of the Council decision and asking whether this is something their community would want. Advice has also been sought from them on how the City might best work with the Balibo community to develop projects. A response was received from the Vice Minister of State Administration (Abilio Jose Caetano) in January warmly welcoming a friendship between Hobart and Balibó and hoping that an MOU can be signed soon. Potential projects are being considered and a report will be brought back to Council in due course.

Ref	Meeting	Report / Action	Action Officer	Comments
5	**SISTER CITY VISIT TO L'AQUILA AND UTAS STUDY TOUR TO FRIEBURG,CAMBRIDGE AND GOING GLOBAL CONFERENCE, LONDON** Council, 2/10/2017, Item 25	To further strengthen the sister-city relationship with L'Aquila, the Council provide in principle approval for the opportunity to sponsor, in conjunction with UTAS and the Abruzzese Association, a young person of Abruzzese descent to have the opportunity to study in L'Aquila for a period of time. (i) A further report be provided detailing how such a proposal could work and the associated cost.	Director Community Life	A senior officer in L'Aquila was contacted by letter to enquire about whether L'Aquila would be interested to support the study proposal in May 2018. This letter was also sent to the Mayor of L'Aquila. The Abruzzese Association followed up the initial request in September 2018. A letter was sent by the Lord Mayor to the Mayor of L'Aquila notifying him of her election. The letter also mentioned the study proposal. This letter was re-sent to the senior officer in L'Aquila in January 2019.
6	**MARKETING GRANTS** Council 4/6/2018 Item 13	That Officers further investigate the application of the Shopfront Improvement Grant Program on a precinct basis with a further report to be provided as soon as practicable.	Director Community Life	Officers are progressing this matter with a report to be written after the 2019 grant round, so that more detail is available for the report.
7	**MEASUREMENT SYSTEM, INTERNATIONAL RELATIONSHIPS** Committee, 21/02/2018, Item 6.1 Council 4/6/2018 Item 15	That the item be deferred to enable further investigation into what other key organisations such as RMIT and ACELG have done in terms of considering the measurement of the value of international relationships in the last 5 years and this be reported back to the Committee. That the Council support the deferral of this project until after the City of Hobart elections	Director Community Life	The project team from RMIT is visiting Hobart at the end of March when detailed discussions can be had about their DFAT funded project showcasing how Australian cities and regions can derive economic, cultural and educational benefits from 'sister city' relationships with China Information will be brought back to committee in April.
8	**CHRISTMAS DECORATIONS 2018** Council, 4/6/2018, Item 14	Officers to investigate and provide a report on how the City's Christmas Decoration Program can align with the City's Zero Waste to Landfill Strategy, including utilising the Art from Trash and other relevant programs when disposing of decorations.	Director Community Life	Officers are progressing this matter.

Ref	Meeting	Report / Action	Action Officer	Comments
9	**KUNANYI/HOBART VISITATION POLICY AND STRATEGY** Council, 4/02/2019, Item 11 Council, 22/10/2018, Item 13	1. The Council agree in principle to develop a tourism strategy for the City of Hobart subject to consultation with the State Government and appropriate tourism stakeholder groups. 2. The scope of the strategy be reported back to the Council.	Director Community Life	Officers are progressing this matter.
10	**FRIENDSHIP CITY VISIT (FUZHOU, CHINA)** Committee, 23/04/2018, Item 6.2	A report be referred back to the Committee on the potential for a Council delegation to Fuzhou and Xi'an at the appropriate time.	Director Community Life	A report on this matter is listed on the agenda.

9. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

Elected Members may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
   (i) offer an argument or opinion; or
   (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Member, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
   (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
   (ii) a written response will be provided to all Elected Members, at the appropriate time.
   (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

10. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Council resolve by absolute majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- commercial information of a confidential nature that if disclosed is likely to prejudice the commercial position of the person who supplied it.
- information provided to the Council on the basis that it be kept confidential.

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Council Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(g)
Item No. 5	Questions Without Notice