

the presenting cities, Fukuoka City, will make a presentation. Fukuoka City has put into operation a system of citizen participation traffic management, and has kindly offered to explain it to us.

## **Presentation** |||||

Mr. Shigetaka Nose

Chief, Transportation Planning Section, Fukuoka City

### **Mr. Shigetaka Nose (FUKUOKA)**

My name is Nose, and I am the Chief of Fukuoka City's Traffic Plan. I'm sure everyone's quite tired out by now, but since this is the last presentation please bear with me for a little longer. I imagine that when walking on the streets or using any of the various forms of transportation since arriving in Fukuoka yesterday, you have received many impressions. I'd be very grateful



to hear any opinions later on. First I'd like to talk about the current traffic conditions and related problems in Fukuoka City and various traffic facilities and equipment that are currently being used, then move on to today's main theme of the present state of dealing with traffic management. I will use slides that correspond to the material that has been distributed to each of you. May I have the first slide, please. Fukuoka City is located in the northern part of the island of Kyushu in southwest Japan. It is circular in shape, with a circumference of about 1,000 kilometers, and, as Mr. Takamine of Naha City mentioned, is about 1,000 kilometers from Tokyo. In terms of travel time, it is about 5 hours by bullet train and over an hour and a half by airplane. As the closest to the Korean Peninsula and the Asian continent, it has the historical background of having developed for centuries as a gateway for continental culture to enter Japan. Today it has a population of about 1.27 million people, and spreads over a land area of about 337 square kilometers, measuring 27.6 kilometers east to west and 31.9 kilometers north to south. The city is formed around the semi-circular Fukuoka plain, which is bounded by Hakata Bay to the north and by Mt. Sefuri, Mt. Sangun, and Mt. Inunaki to the south. Fukuoka City is also a concentration of government, economic, cultural, informational and other city functions, and along with the 22 surrounding cities, towns and villages forms the extended Fukuoka City region with a total population of over two million people. As for traffic conditions to be found in this situation, the Fukuoka City region is built around the Y-shaped core formed by Tenjin and Hakata Station, and the transport network has also developed along this Y-shaped axis. Along this axis run key transportation routes such as railways including the JR Kagoshima Line,

the Nishitetsu Omuta Line, and the municipal subway, and roads such as national routes 3, 201, and 202, the Kyushu Expressway and the City Expressway. Together, these form the support structure for the extended city region. In recent years residential areas have continued to spread into outlying areas, leading to a very sharp increase in the population of areas surrounding the city proper. As a result of the high concentration of all transportation in the city center, traffic congestion and related crowding is chronic in the city core and key access paths. The slide shows the congested condition of traffic in the Tenjin area in the center of the city. For this reason, I think that the optimum transportation system for the future would bring a change from the city-center oriented network to a fan-shaped network designed to fit the structure of the city, with a diverse mix of mass transit modes linked organically into an integrated system. To describe simply the current state of transport facilities, basic lines we are currently following to establish this integrated transportation network are strengthening public transportation systems, systematically upgrading the prime roadway network, improving transportation linkage functions, and enhancing transportation management and operation, along with a host of other measures to improve facilities and transportation management. The slide shows the railway network. As for the strengthening of the public transportation systems, the railway is the most promising transport mode for the city, by virtue of its large transport capacity, speed, safety, and comfort. It is fulfilling a key fundamental role in Fukuoka's transportation network. All told there are about 90 kilometers of track inside the city limits. Average daily railway utilization is about 680,000, continuing a sharp growth trend triggered by the start of first-phase construction on the municipal subway in 1981. Moving on to the municipal subway, as marked by a red dot, the No. 1 line runs 13.1 kilometers from Meinohama on the west to the gateway to the skies, Fukuoka Airport, on the east, and the No. 2 line runs east from Nakasu-Kawabata 4.7 kilometers to Kaizuka, giving the total of 17.8 kilometers of track length which we are operating at present. In addition, the No. 3 line, which will link the unserved areas in the south and west of the city (the area marked with a red dot on the bottom left of the map) to the city center with 12.7 kilometers of new track, is currently under construction. The other major mode of public transportation is buses. As you can see from the slide, the bus lines form a net over the entire city. The total route length is about 562 kilometers, serving some 420,000 passengers daily. The bus service network will be further enhanced to increase efficiency in the future. Next, to get into the systematic upgrading of the prime roadways and explain the circumstances involved, the primary arteries in Fukuoka are marked in yellow, red, blue, and black. The total length of designated city planning roadways within Fukuoka City is 471.3 kilometers, of which some 213.9 kilometers, or 45.4 %, has

been improved ; thus, the current situation is that more than half of the roads have not been improved. We are now promoting the improvement of the remaining city roadways, along with the construction of the City Expressway. The present plan for the City Expressway, marked here in red, calls for a total addition of 36.8 kilometers of road, of which 20.2 kilometers are now in service. The expressway being promoted is marked in blue near the bottom, with 16.2 kilometers of perimeter highway left to be added to complete a circular roadway network. Only 600 meters are now in operation, but our current situation is to proceed with this improvement while developing the fan-shaped primary roadway network which I mentioned earlier. Next I'd like to touch on improvements in transportation linkage functions. To assure maximum effectiveness of the railways, and the maximum utilization of the mass transportation capacity they represent, we are promoting the improvement of station plazas such as this one, the Nishitetsu Ohashi station plaza where a parking lot was built under the elevated tracks to encourage the switch to rail use and reduce the concentration of automobiles in the city center. We have been involved for some time in efforts to increase the capacity of roadways and other facilities in these and other ways, and I think that from now on it will become necessary to continue this sort of aggressive upgrading until the overall standards can be brought to target levels. Next, I'd like to move on to today's main theme, "Transportation Management Measures in Fukuoka City". Traditionally, city transportation improvement policy has concentrated on handling the traffic demand, and has not always sufficiently stressed optimum utilization of existing facilities. For this reason, I think it is very important to promote a variety of transportation management measures to reduce traffic congestion, including channeling traffic to assure that facilities are used to the fullest, dispersal and flattening of traffic load through the establishment of special time zones and regions, and other methods. From this standpoint, I'd like to briefly introduce Fukuoka City's management policies to date. First of all, to mention the measures being put into effect to promote the switch from private automobiles to public transportation, one of the ways we're trying to reduce automobile use, thereby providing relaxation of traffic congestion and an improved environment is by having a " No My Car Day " like the one introduced by Naha City on the 14th of every month. On these days, all drivers are encouraged to use public transportation instead of their own cars as much as possible. Further, we are improving bus-and-ride linkage in an effort to provide a better degree of integration between different transport modes. This slide shows the Fujisaki Bus Terminal, the city's western base, which was built to facilitate bus-to-subway transfer. As you can see from the cross-section, when a bus enters the terminal, passengers then use elevators, escalators and stairs to get to the subway at the bottom to transfer. Methods like

this are being used to reinforce linkage. We are providing measures which give priority to buses and promote a switch from private cars to buses, such as bus-only lanes ; it is a little hard to see, but they are shown by the blue lines. There are 31 stretches of bus-only lanes totaling 71 kilometers, and, shown in red on the right-hand side, 3 stretches of bus priority lanes that total 15 kilometers. In addition to these, we have installed bus-only traffic signals, and introduced 2 stretches totaling 21.1 kilometers of a system which notifies waiting passengers of the approach of a bus to provide increased convenience for passengers. The region between the city center of Tenjin and the south-western area of Fukushige has bus-only lanes and bus-priority traffic signals to control the flow of private automobiles, introduced under the " Public Transport Priority System " since March 1994. Use of this system has resulted in reduced average travel time and an increase in total riders. I believe we heard about this, too, from Naha City , improvements in effective roadway utilization. During the morning and evening rush hours, methods such as lights to prevent entry into specific lanes, variable signs, and the like are being used to provide more lanes in the direction of maximum traffic flow. Reversible lanes have been created over 16.9 kilometers of roadway in five sections to optimize utilization of the existing traffic-handling capability and improve overall roadway use. Next is reduction in illegally parked cars. To remove factors which contribute to congestion we have enacted legislation to prevent illegally parked cars, such as constructing a monitoring system and an intersection voice system in portions of the city center. This monitoring system for illegally parked cars was introduced over 160 meters of roadway near the main Tenjin intersection in April 1991, using video technology to detect cars stopped for over five minutes and automatically broadcast a warning after that time, while simultaneously issuing a notice to the prefectural police traffic center and local police station. The goal of these systems is to prevent illegal parking in advance, and they have proven to be effective in reducing congestion time. Next I'll touch on traffic streamlining and flattening in the Tenjin area. To streamline traffic flow in the city center, the city is grappling with upgrading the Tenjin Region Cooperative Parcel System and overhauling the parking advisory system. The parcel system in Tenjin was one of the first of its type in Japan, and consists of a parcel collection and delivery firm jointly founded by 36 parcel services to provide a reduction in the number of trucks in the city center and ensure more efficient transport. The parking advisory system is designed to increase parking location efficiency and reduce the number of cars searching for open lots ; empty/full information for 17 major lots in the Tenjin region is displayed, reducing congestion through the guidance of cars to open lots. These large signs have been installed at 19 sites in the city.

Finally, to promote flattening of the traffic flow we are encouraging measures to provide for shift-based commuting times for work and school. Every February a target number of 50,000 people are asked to cooperate, both within Fukuoka and in surrounding regions. As I have explained, the measures of traffic management we are currently employing lean towards leadership from the side of the supplier. Although we plan to expand such measures, from now on we want to concentrate our efforts on measures that emphasize the participation of the user. That is, hereafter it will be important to proceed with traffic management while gaining the understanding and cooperation of the residents. With this in mind, resident representatives, academic authorities, transportation industry representatives and government officials, about 20 people in all, met in June 1994 to create the Committee for Improved Traffic Flow in Downtown Fukuoka. This committee is currently considering possible methods of transportation management for the Tenjin region. Based on their recommendations and with emphasis placed on resident consensus, a system of 6 traffic management measures named "Smooth Fukuoka" was implemented on a trial basis during the Universiade Fukuoka Games, from August 23rd to September 3rd, 1995. I'd like to end with a simple introduction of this system. The above-mentioned committee formulated these measures around four main points; holding traffic concentration in check, implementing a transportation system that is both suitable and efficient, and promoting optimum usage of the roadways. Broadly speaking, there are two measures aimed at reducing the concentration of traffic; one is the "No Car Day" mentioned earlier and the other is a campaign to encourage companies to limit of their own accord the private use of company vehicles. A study showed that the use of private and company owned vehicles for commuting is extensive, so the goal is to promote a decline in the amount of traffic through the voluntary switch to the use of public transportation. The third measure is providing traffic information through communications and signs. The Fukuoka Prefectural Police played a pivotal role in providing information about congestion and alternate routes for display on the traffic information signs, which is being used to induce proper dispersal of traffic in the city center. The fourth measure concerns delivery vehicles. There is a great deal of commercial activity in central Fukuoka City, so there are a great number of transport vehicles. Along with flattening the peak times for delivery and promoting the intensification of the Tenjin Region Cooperative Parcel System mentioned earlier, parking meters for the exclusive use by freight vehicles are being installed, the proper use of which, it is hoped, will lighten congestion caused by these vehicles. The fifth measure is reexamining bus routes and the locations of bus stops. There are a great many buses in Fukuoka City, and in an effort to provide smoother traffic flow by eliminating the basic reasons for congestion, we are planning bus routes with as few right

turns as possible and moving bus stops that are too close to intersections. The sixth measure is improving the manners of taxi drivers. The goal is to eliminate causes of congestion such as taxis waiting for passengers outside of designated areas and picking up or dropping off fares too close to intersections. Please take a look at these pictures taken before and during the trial implementation. As for the measures concerning delivery of goods, at present it is very difficult to unload delivery vehicles inside buildings, so the unloading is done on the street. Delivery vehicle-only parking meters have been placed in appropriate spots for unloading, but as you can see from the picture, not only delivery vehicles but rows of private vehicles are parked at them. This picture was taken during a trial program in which the authority of the taxi stand personnel is to encourage proper use of parking meters, i.e., parking freight vehicles precisely between the white lines. By the way, this yellow truck is a delivery vehicle for the Tenjin Region Cooperative Parcel System which I mentioned earlier. Backing up again to the reexamination of bus routes and bus stop locations, because of bus stops close to important intersections in Tenjin, at some times of day buses are strung out nose to tail like this. Constructing bus stops a little further forward, exactly how far forward depending on the route, may be going a bit too far, but, as seen in the next slide, it will contribute to the amelioration of the situation to some extent. This next slide is of the measure for improving taxi driver's manners, and it may be a little hard to see, but on the left hand side there is a taxi stand. Taxis are lined up in a row here, taking up one entire lane. The efforts of the taxi stand personnel have resulted in taxis waiting for passengers using the taxi stands correctly, only four or five taxis at a time and staying within the taxi zone. Briefly stated, these were the results of the management methods that were implemented on a trial basis during the Universiade this year. We are conducting observations of the amount of traffic, the speed of travel, and the degree of congestion before and during this trial implementation. I would have liked to present an analysis of the results today, but unfortunately the analysis is not available yet, so I'm afraid that won't be possible. We hope to make a fresh examination of various aspects of Fukuoka City's traffic management policies based on this analysis, and incorporate the findings into our procedures in the future. In conclusion, transportation management cannot provide major improvement without the participation of residents, and it is essential to refine measures through trial implementations of this type before putting them into effect. To assure that Fukuoka City will remain a safe and comfortable city, we plan to continue to implement transportation management policy through the cooperation of residents and local enterprise.

I spoke very quickly about quite a few different subjects, so I'm afraid it must

have been difficult to follow. As I said at the beginning, I hope to hear the opinions of all of you who came to Fukuoka yesterday or the day before on our traffic. Thank you. (Applause)

## **Discussion** ||||||||||||||||||

### **Chairman**

Thank you Mr. Nose. Your talk covered the conditions and current issues of traffic in Fukuoka City, how you are approaching traffic management policies and how you would like these policies to be. You also talked about the "Smooth Fukuoka Movement" which had as its primary goal the creation of a consensus among the citizens of Fukuoka during the Universiade Fukuoka Games staged in Fukuoka this financial year. Thank you very much. I would like to now enter into the discussion phase of the meeting. If the representative from Ho Chi Minh has any comments he'd like to make, please go ahead.

### **Mr. Ho Quang Toan (HO CHI MINH)**

As you know, up to long long time, our city is under development. Untill now, we have not a serious problem in transportation. But with the increase in the current development, I think that there will be the same problem as other cities has got. We are aware of this matter. We are now in the course of studying the mass development transportation and attending the conference, we have learn a lot of experience and if the experience could help us make us integrated and sustainable development plan for Ho Chi Minh City, I'd like to express my sincere thanks to his excellency, the Mayor of Fukuoka and the people from Fukuoka city authorities for inviting us to attend this conference. It's very useful for us. Thank you.

### **Mr. Hideo Mori (KAGOSHIMA)**

I have a question. In order to reduce illegal parking you established certain parking regulations. Please elaborate on the details of this policy and also, up until now, how effective have the regulations been?

### **Mr. Kiyohiko Mukuno (FUKUOKA)**

Allow me to answer this question. The regulations have been in effect since October 1994. As for the content of this policy, there are 25 part-time employees who, in accordance with these parking regulations take measures to prevent illegal parking. This is carried out four days a week and the 25 employees cover two areas; the Tenjin area and the sub-center known as Nishijin. Regarding effectiveness, we did

a spot survey last year one month after the policy had been implemented and found that in the Tenjin area where there had previously been 336 illegally parked vehicles, the number had fallen to 214. We are hoping to continue to carry out this policy on a priority basis. As I mentioned before, when the policy was carried out experimentally during the Universiade Fukuoka Games we made the system slightly stricter and, according to preliminary analysis, we saw even fewer illegally parked vehicles. That is all.

Mr. Denis Mander (AUCKLAND)

I'm very interested in your "No Car Day" that Fukuoka has, as a number of other cities are doing voluntarily. I'd be real interested to hear how you are monitoring the effectiveness of those schemes, and what actual effect they're having.

Mr. Kiyohiko Mukuno (FUKUOKA)

Firstly, before we put this policy into effect we requested cooperation with the "No Car Day" campaign during the Universiade Fukuoka Games period from 1000 inner city firms with approximately 90 employees or more. We also asked that they establish a traffic policy promoter position to liaise with us on other traffic management policies. Through a survey we also worked with the firms to establish a goal for the Universiade period. The result was that we registered promoters from 400 out of the 1000 firms and also introduced a system of voluntary restraint during Universiade relating to the use of company vehicles that were not being used for the transportation of goods. With regard to the effect this had on the amount of traffic and the extent to which voluntary restraint targets were met, we are currently in the process of assessing the amount of traffic and are also currently carrying out a survey of the firms who registered a traffic policy promoter and the results of this survey are coming in now. We will analyze these results and look at the degree to which registered firms cooperated with our policies. In addition, we are conducting a random survey of those firms who did not register to determine how much they cooperated with traffic management policies. We intend to analyze the extent to which firms' consciousnesses have been raised concerning traffic matters overall, the degree to which they are cooperating with us and the difference in the cooperation level between firms who registered a traffic policy promoter and those that didn't. I hope that this has answered your question.

Mr. Choi Chi-Gook (PUSAN)

I would like to ask two questions. The first concerns the parking space sign system and the second is about the illegal parking cameras. The parking space sign system



is something that we will be introducing in Pusan in the very near future. What I want to know about concerns the fact that although we can manage off-street parking, our observation system does not work for roadside parking. Therefore I would like to know more about the system you have devised here in Japan. Secondly, please tell me how much your illegal parking cameras cost, the cost of the overall management system that is, not just for an individual camera. If it's possible, please also give me the cost to set up one camera site. Thank you.

**Mr. Shigetaka Nose (FUKUOKA)**

I will answer the question about the parking space sign system. In the Tenjin area there are 17 car parking spaces, all of a fairly large size, and the current capacity status is displayed on signs. When a parking lot becomes full, this information is relayed to the prefectural police traffic center and this is then displayed in red on the signs. When drivers see this they avoid going to that parking lot. One aspect of the system that we will have to improve is that as new parking lots are built, our ability to display them on the sign system will eventually disappear. Therefore, what we are now thinking is that the system can be better utilized by changing the system from one where every parking lot is displayed to a system where parking lots are displayed on signs in blocks for each area. We are examining this idea right now. As for the illegal parking cameras, it would have been easier to explain this using the slides I showed you before, but, for example, say you have a car stopping in the bus-only lane or in the left-hand lane. Above the illegally parked car is an observation camera which sends back pictures to the monitors in the prefectural police traffic center. When a car is detected on the monitors a verbal warning is issued to the driver that their vehicle is illegally parked and must be moved immediately. That is all.

**Mr. Masanori Kitamura (KUMAMOTO)**

You answered a question shortly before from the representative from Auckland concerning the "No Car Day" policy during the Universiade period but according to the information you have handed out, you are urging this same type of voluntary restraint on the fourteenth of each month. We are considering implementing the "No My Car Day" policy in Kumamoto and the surrounding municipalities and so we sought out the opinion of the bus companies on this matter. They were of the opinion that, although we can't be exactly sure how many people would swap to public transport on a "No My Car Day", even on rainy days buses are not always at full capacity and so even if we implemented this policy in the entire greater city area, it would be difficult for the bus companies to increase bus numbers.

They are operating with the bare minimum number of buses and so told us it would be impossible for them to accommodate a bus increase.

Also, for people who cooperate with this policy measure, are there any type of incentives concerning fares? On "No My Car Day" traffic flow would be smoother so isn't it the case that those who don't participate receive a greater benefit? These are my questions to you.

**Mr. Kiyohiko Mukuno (FUKUOKA)**

Allow me to clarify what I said concerning this in my speech. I believe I referred to two policies in my speech, the "No My Car Day" policy as well as the "No Car Day" we ran during the period of the Universiade Fukuoka Games. Firstly, let me explain "No My Car Day" which has been set as the fourteenth of each month. This policy came about as a result of the Rome Club meeting held in Fukuoka in 1992 under the theme of Environmental Problems. This project aims to reduce car numbers for environmental reasons and is run by Fukuoka City's Environment Bureau. The "No Car Day" held experimentally during Universiade was different to "No My Car Day" because unlike "No My Car Day" which basically focused on private cars only, this new campaign sought to reduce use of commercial vehicles as well. The new policy we are running is designed to reduce overall vehicle use. With "No My Car Day" all we are basically doing is asking for voluntary restraint so we aren't really offering any incentives. However, last year, a little over a year ago, there was one occasion where in order to make using public transport easier, we sold an all day subway ticket called the ecoticket which we don't usually sell. During the Universiade period we didn't really provide incentives either, although to the 400 companies out of 1000 who registered a traffic promoter, we sent several all day bus tickets to encourage use of buses.

So we haven't gone as far to set up a reward system for those who cooperate with these policies. This is a topic for further research and that is the situation as it stands.

**Mr. Zhang De Ming (GUANGZHOU)**

I would like to ask a question. You have introduced to us three different policies designed to encourage people to switch to public transport. I believe the first was encouraging citizens to minimize their use of private vehicles, the second was the improvement in the linkage of car use as far as suburban areas and by transfer to public transport in the city center and the third was giving public transport vehicles preferential traffic rights. What I would like to know is have these policies decreased private car usage and if so, to what extent? Secondly, specifically in

what way have you used advanced traffic light systems to give buses a preferential run? You needn't go into great detail on this but please give me some idea. Thank you.

**Mr. Shigetaka Nose (FUKUOKA)**

As for the first question, I believe you are asking about the extent to which we have been able to reduce car numbers by encouraging people to switch to public transport as well as through promoting voluntary restraint in the use of private vehicles. As I explained earlier, we surveyed traffic conditions before and after the restraint measures were trialed and then once again after but we still haven't surveyed the extent private vehicles have decreased and I don't think we will reach a conclusion concerning this. We will be able to get a result regarding the degree to which traffic entering the city center has fallen or increased, but beyond this what we want to know is How effective was this measure?, What was the reason for a change in traffic volume?, Was it because of this campaign or was there another cause? etc. Naturally we have surveyed passenger numbers on public transport buses and subways and we are analyzing this policy from all angles but unfortunately we are still in the middle of doing this and so I am unable to give you a result at this point. If there is a chance to do so in the future, I would like to do so. Turning to your second question, I think what you said was that our system of giving buses preference using the traffic light system seems to create a smooth traffic flow and you would like to know more precisely what the details of this system are. It would be easier to explain using slides, but anyway, we only allow buses in the bus-only lanes and so if, for example, a car enters this lane there are warning signs which request regular vehicles to return to the right-hand lane. Next, we have also installed bus lane observation cameras which are directly linked to the traffic center. Television monitors there are scrutinized and verbal warnings to move vehicles are issued. Also, for example, when a bus approaches a traffic light which is about to turn red, sensor cameras prolong the blue light period slightly and specially allow the bus to pass through. Our idea is to get people to swap to public transport through the development of these sort of ideas which allow buses to maintain their punctuality.

**Chairman**

The gentleman from Guangzhou, I am sure there are some aspects of this which are difficult to follow but I request that you ask for more detail on another occasion. Is that all right?

We have run out of time so I would like to bring this presentation to a close.

Thank you very much for your vigorous exchange of opinions. (Applause)

## Meeting Summary

### Chairperson

Thank you. With that, the presentation and discussion part of today's meeting comes to a close. I would now like the Chairman to provide a summary of today's meeting. Thank you Mr. Chairman.

### Chairman

Looking back over the content of the presentations today, in the morning the representative from Guangzhou described the measures being taken to remedy traffic congestion. These measures include the promotion of road construction and development of public transport facilities as well as restraining the increase in vehicle numbers by controlling the issue of number plates, regulating individual transport such as bicycles and regulating trucks by means of their number plates. Next, from Naha we heard that they have no rail transport system in their city and rely solely on buses for large scale transport. Therefore to make buses more attractive they have taken such measures as consolidating car parking spaces to introduce a "park and bus-ride" system, coloring the road surface for bus-only lanes and extending bus-only lanes. The policies of expanding the flex time system and making more effective use of existing roads were also described. In the afternoon from Pusan we heard that, in order to overcome the problem of a low ratio of sealed roads stemming from Pusan's unique geographical conditions, they have a number plate system and a car pool program to regulate passenger cars. It was a very precise presentation of the numerous policies being undertaken to make more effective use of roads. Following this we heard from Singapore where under the theme "Urban Transport Strategy and Management in Singapore", they are constructing an appropriate and efficient road network which incorporates rational land use as well as developing an efficient public transport system. The explanation also included the management of public transport facilities and traffic demand and touched upon the difficulties encountered up until now.

Listening to what has been said, each city has a different historical, geographical, social and economic background but what is very apparent is that all are setting their wisdom to work in order to overcome the traffic problems which exist in their respective circumstances.

Furthermore, I think that it is very significant that we were able to obtain such a lot of information through the discussion flowing from the presentations of the

five cities which all the participating cities contributed to in such a lively and frank way. I imagine that there would be difficulties in attempting to directly transplant some of the measures you have heard about today into your own cities. But nevertheless I am positive you will have received one or two hints that seem applicable and so I sincerely hope that the fruits of today's meeting can be put to work in solving your traffic problems.

In addition, if there are materials that you want or if you would like to discuss certain issues further, I urge you to do so in the reception to be held later. I also sincerely hope that you will use this opportunity to further mutual exchange and develop mutual cooperation.

Finally, I would like to thank the five cities who gave presentations today as well as all of you for the lively discussion. (Applause)

## **Secretary-General's Summary** |||||

### **Chairperson**

Thank you very much. Next we will hear a summary from the Secretary-General of the Asian-Pacific City Summit of the content of the report he will give on today's meeting at the second summit to be held next year in Guangzhou, China.

### **Mr. Itaru Kano (ASIAN-PACIFIC CITY SUMMIT SECRETARY-GENERAL)**

I am Secretary-General Kano. I would like to offer my sincere thanks for being able to stage this very significant Working Level Conference on Transportation Issues with the participation of the city administrators who attended the first Asian-Pacific City Summit. In particular I would like to thank the representatives from five cities who despite busy schedules took the trouble to make presentations. We also had lively debate, with contributions from everyone, not just those who gave presentations, and the discussion flourished so I would like to thank all the participants.

At the Second Asian-Pacific City Summit to be held in Guangzhou, China, next year, I will present a report on the content of today's meeting. As for the details, allow me to take care of this, but in terms of basic content there are three points I would like to report.

Firstly I intend to report that through the presentations of the five cities as well as the lively debate and discussion, mutual understanding was deepened, much information was obtained and that it was a very significant meeting.

The second point is that, as the Mediator mentioned earlier, although different historical backgrounds and so on limit the possibility of immediately applying other cities'

policies, it was recognized that information and certain hints obtained at this meeting could be put to use in each cities' traffic policies in some form.

The third point that I will report is that we all realized that under such circumstances where we are all able to gather and participate in lively exchange, this meeting provides an excellent chance for traffic policy administrators to strengthen mutual ties and to promote mutual exchange and cooperation with the aim of solving traffic problems.

This is a summary of what I intend to report. What do you think? (applause)  
Thank you. Thanks to your great cooperation this meeting has been very fruitful. Speaking on behalf of all those from the secretariat I would like to thank you once again. Thank you very much. (Applause)

### **Chairperson**

On that note I would like to officially close the Working Level Conference on Transportation Issues. Thank you for your enthusiastic input over such a long period. (Applause)