

and a city with a solid social welfare and cultural base where people can live healthy and worth while lives.

At present, we put importance on diffusion of environment-oriented housing units, construction of housing units suitable for the advanced-age, and improvement of the residential environment especially in districts with severe conditions.

Today, I would like to introduce the improvement of living environment in the Kitagata District.

As shown in the slide, the Kitagata district is located almost at the center of Kitakyushu City. It is a large "dowa" district with an area of 31ha and 1,926 housing units. "Dowa" districts are areas where human rights had been infringed for historical and social background reasons. The residential environment hasn't been improved yet, and it is a most important matter which the government should settle.

This district was originally an agricultural village. As the district is located near the city, housing development was promoted along with the expansion of the city center in the 1960s, and the population and the number of housing units increased greatly. Consequently the district is now very crowded with deteriorated wooden houses, and has an inferior residential environment.

Around 1978, construction of Route 322 in the eastern part of the district and the monorail line was begun. Moreover, construction of the urban highway Kitagata-Nishi Line, which runs through the district from east to west, was also started then. There was anxiety among the residents that their lives would be observed by the monorail passengers, or the highway would divide their community. Under these conditions, improvement of the environment of this district becomes a serious problem which needs urgent plans.

We have formed the Issues on Dowa Council, consisting of citizens and knowledgeable persons for this matter. In response to a request from the council, we set up an office in the "dowa" district in 1982 to conduct comprehensive city planning including the improvement of the residential environment, with the understanding and cooperation of the residents.

At the local level, the Kitagata District Environment Improvement Promotion Council was set up, with 21 representatives of local communities from both within and outside the district.

The council acted as a liaison between the residents and the government. The city planning was comprehensively promoted in cooperation of the administrative organization, the council, and a private planner.

We tried to adopt the opinions of the residents as much as possible, and to develop the district while preserving some parts of temples, shrines, farms and housing units. I would like to show concrete numbers for the improvement project. The number of

houses which we bought or removed was 962, constructed remodeled housing units numbered 409, and newly constructed detached houses 220. We constructed 59 roads of approximately 50,000m², and 31 parks and greenery zones of approximately 20,000m² in total. The project period was ten years from 1984 to 1994. Total expenditure was JY28.6 billion.

Now I would like to show some of the newly constructed facilities.

At first, we constructed the Ichiigashi Housing Complex along a major road. Adjoined with shops and a small town hall, it houses 64 families. The high-rise buildings, directly linked with a monorail station, is a symbol of the Kitagata district. Each one of the housing complexes I will introduce now is named for a tree.

The second one is the Kashinoki (Oak) Housing Complex, which houses 50 families. It consists of middle-rise buildings with elevators, designed for aged people. The third floors of the buildings are linked.

The next one is the Nemunoki (Silk Tree) Housing Complex. Located along the urban highway Kitagata-Nishi Line, this complex is a symbol of the western area of the Kitagata district.

This is the Makinoki (Podocarp) Housing Complex for 26 families. The two-storied units are roofed with kawara (tile). The traditional Japanese atmosphere is unique to this apartment complex.

The next one is the Hiiragi (Holly Tree) Housing Complex, which has 36 three-storied buildings. The roofs featuring wings express a bright future for the district.

This is the Yurinoki (Tulip Tree) Housing Complex. The two-storied apartment buildings for only six families match the wooden houses of the surrounding neighborhood.

The Kobushi (Cucumber Tree) Housing Complex is a small complex which houses only six families. It is located at the center of the Kitagata district.

The last, the Mizuki (Dogwood Tree) Housing Complex is the most symbolic complex in the Kitagata Improvement Project. These are remodeled buildings constructed through a cooperative method, where complete discussions were conducted between the government and the residents to make the most of their ideas.

This slide shows detached houses. We prepared 220 blocks for detached houses within the Kitagata district and at two places outside the district. Residents constructed houses to their tastes.

Now I would like to show some of the roads constructed in the project.

This is the Kitagata-Nishi Line with a width of 22m.

This is a pedestrian-oriented road. The many curves prevent cars from traveling too fast.

This is one of the parks which we arranged at the sites of the housing complexes. This is a facility for children.

Public baths are rarely seen in the city these days. To provide a place for communication among the local residents, a large public bath was constructed.

In conclusion, I would like to point out the three features of this project again.

First of all, this project is designed to improve the inferior residential environment of the "dowa" district which continuously caused social distinction. It may be the greatest project in Japan among those related to such an issue.

Secondly, in this project, the local residents participated in all processes from planning through execution.

Thirdly, we put importance on visual design as much as possible.

In May this year, we received the Best Achievement Prize from the Architectural Institute of Japan for the city planning in the Kitagata district.

Thank you very much for your attention. (Applause)

Chairman Motoshima

Thank you for your presentation, Mr. Deguchi.

The concrete example of a residential environment improvement project is a good guide for us.

SHANGHAI |||

Mr. Li Chuntao

Chairman Motoshima

Next we would like to hear from Mr. Li Chuntao, Leading member of Shanghai Municipal Construction Commission.

Mr. Li Chuntao, Leading member of Shanghai Municipal Construction Commission

Good afternoon, ladies and gentlemen, and Mr. Chairman. Today, I would like to make my presentation entitled "Review and Prospects of Shanghai Urban Housing Construction" using slides.

Shanghai is a city with a long history. Since the opening of Shanghai Port in 1843, the city has rapidly developed and its population has dramatically increased. Housing construction is regarded as a very important issue in city planning, and exchanges between Western and Oriental culture have brought a variety of housing styles with diverse features. So far, there are five different types of houses in Shanghai. One of them is the style called "quadrangle" or "inner courtyard" featuring characteristics unique to Shanghai. The next is the "shikumen" style of houses built along the small alleys. The third is a new style of row houses, also built along small alleys. The fourth style is a house with a yard, and the last one is the condominium.

Since the People's Republic of China was formed, the government has promoted not only economic development, but also housing construction to support workers who face poor living conditions such as being homeless, living in insufficient space or living

in shanty-type housing.

Great efforts have been made to improve housing conditions. During the past forty years, the government has mainly constructed houses to be distributed by welfare. However, as the living standard has risen due to economic development, the quality of housing has also been improved.

This is the first new town, built for workers in the 1950s.

This is a two-story house in Lilong, traditional type of housing in Shanghai in which houses are built along a small alley.

The next picture shows three- and four-story houses built in the 1950s, which are made of red bricks and roofed with black bricks.

These are houses of an industrial zone in the suburban area.

These are houses in the old section of the city, remodeled in the 1960s. The lower picture is of the original house, and the upper is the same house after remodeling.

We started construction of high-rise apartments in the late 1970s. These were the first residential high-rise apartments, located in Caoxilu, Shanghai.

In the 1980s, issues regarding housing construction in Shanghai became more serious than before. The government made a plan to build twelve residential areas of large, middle and small size. Housing construction in urban areas had entered in a new stage, and an increasing number of construction projects were underway.

This is a distribution map showing the locations of the twelve areas. Investment by the government in housing construction drastically increased. To actively promote housing construction, a "tripod policy" was adopted as a means of generating capital. Under this policy, construction was funded by three entities, namely the government, corporations and individuals.

The next slide shows a large-scale new town supporting 40 thousand residents in Quyang. This is a part of the new town.

Please look at this slide again. This is a new town featuring high-rise apartments and multi-story houses. Because the buildings are densely built, the architecture offers a relatively monotonous impression and the environment is not very attractive.

The next slide shows another new town, where the environment and atmosphere are superior to those of the previous one.

We have also remodeled "Shikumen" style houses made of wood as a part of the housing renovation project. This is an example of renovating different "Shikumen" type houses.

In the 1990s, housing construction in Shanghai progressed rapidly. The total floor space of annual housing construction reached 4.5 to 6 million square meters. There has also been considerable improvement in the quality of the housing and living environments.

This is the Yanqi new town, which is relatively rich in greenery.

This is a new town of a common style in Zhuyan.

The next slide shows the high-rise apartment area in Tianlin.

This is the surrounding environment of the area. It was built in the past several years, featuring a large greenery zone. It was designed with considerable attention to the ecology.

This house is also designed with consideration for ecology.

This one is also the same style.

There are facilities for children and the aged in the residential area. This can be categorized as a new style of housing. It also offers a superior environment for children.

This is a condominium-style housing. An increasing number of overseas Chinese and foreign businessmen have started living in Shanghai after the reform and the opening of the market, and condominiums were provided as their residences.

This is another condominium.

This is a farmer's house in the suburban area.

This is another farmer's house.

As the economy has grown, housing construction has also been promoted. During the past ten years, housing of 5,000m² total floor space were constructed in Shanghai. The residential space per person also increased from 4.3 to 7.3m², which greatly contributed to an improvement of the living environment. Yet, housing problems still remain as the most important issue for Shanghai, especially housing quantity and the environment. The Shanghai municipal government is now planning to further expand the residential space per person up to 10m² by the end of this century. We also will create a comfortable, safe and convenient community.

This concludes my presentation. Thank you. (Applause)

Chairman Motoshima

Thank you very much, Mr. Li.

Your presentation about your residential policies, including the history, the development processes, and counter plans to achieve goals, was very interesting. The dynamism of the construction project made a great impression on us.

SINGAPORE |||

Mr. Matthias Yao Chih

Chairman Motoshima

Now, we would like to request Mr. Matthias Yao Chih, Snr Parliamentary Secretary, Ministry of National Development, to speak.

Mr. Matthias Yao Chih, Snr Parliamentary Secretary,

Ministry of National Development of Singapore

Thank you very much Mr. Chairman. Good morning ladies and gentlemen.

My focus is on how Singapore manages its public housing program.

Today, about 87% of Singapore's lives in public housing flats built by our Housing and Development Board, or in short HDB. About 90% of these people own the flats they live in.

This was not the case in 1959, when the present government came into power. Singapore then had one of Southeast Asia's largest slum and squatter populations. The colonial government had not been able to provide sufficient housing for the population. Housing conditions were characterized by overcrowding, dilapidation and inadequate infrastructure. In addition to housing problems, Singapore was confronted with severe unemployment, rapidly growing population, a stagnating economy and political instability. The government identified public housing as one of the vital solutions to our problems.

The government's basic intention was to rapidly provide large numbers of basic housing units with proper sanitation. To achieve this objective, the Government put in place several important measures in the 1960s and 1970s which were instrumental in the success of the public housing program. First, a Land Acquisition Act to facilitate compulsory acquisition of land for public housing. Small land parcels, once acquired, were then amalgamated into large parcels for comprehensive housing developments. Two, a resettlement policy to facilitate quick clearance of squatters who are given priority for public housing allocation. Three, Low interest development loans to finance public housing developments. Four, a Home Ownership for the People Scheme was introduced in 1964. Homeowners could use their Central Provident Fund savings for downpayments and monthly installment payment to repay the mortgage financing loans given by HDB.

Between 1960 and 1970, the HDB constructed 110,000 units. This provided housing for about one third of the population in 1970. About 74% of these housing units were rented. By 1990, about 87% of the population lived in public housing units. More than 90% owned their flats, with less than 10% renting.

To optimize the limited land set aside for public housing, HDB had to build upwards. As a result, Singapore today has a density of more than 4,800 persons per square kilometer. This is higher than New York, London or Amsterdam, but lower than the capitals of many developing countries.

The scheme to encourage home ownership has been very successful. Most Singaporeans own the public housing unit they live in. And they need only use about a fifth of their monthly income to pay for their HDB flats. This is well within the limits set by world organizations and comparable to the experience of most advanced countries. I'll talk about the present conditions. The per capita income of Singaporeans has increased more than ten times from 1,330 Singapore Dollars in 1960 to 18,437 Singapore Dollars in 1993. With growing affluence, expectations are higher. The urgent need for a basic housing unit has been replaced with demands for quality living. Public housing must

come with a comprehensive set of facilities to meet the day-to-day demands of the population.

Our housing philosophy has evolved from providing basic shelter to a total living environment with comprehensive facilities. May I refer you now to the screen. This is a typical new estate. Another estate, this is the interior of one of the units, two stories within the flat. Another estate, this is a interior of a market selling fresh meat and vegetables. This is a supermarket. This is a stadium, also a sports stadium. This is a cinema, and a library, factory buildings, a bus depot and a subway station.

As Singaporeans demand better quality public housing, the government responded by increasing the variety of designs through getting the private sector to take part in the design and building of public housing units and selling land for private developers to build residential units on land near HDB's new estates.

To ensure that the 26 public housing estates are kept clean and in good condition, the HDB area offices carry out routine repairs and cyclical maintenance of common properties, provide emergency services, conservancy and cleansing, and landscaping. However, from 1989, the HDB began handing over the estate management functions to Town Councils, which comprise the elected members of parliament and the residents. This allows residents to have a greater say in the running of their estates and gives them a freer hand in the creation of a unique identity for their estates.

In the 1990s and beyond, Singapore will see a fast growing middle class population seeking more sophisticated public housing. And these are the challenges that we will be looking at. Developing of new centers, helping lower income families own their flats, address the needs of aging population, addressing the needs of physically disabled people and the upgrading of the old estates to modern standards.

On the other hand, the lower income groups will continue to need housing within their reach, and as land and labor construction costs increase, the government has to continue to ensure that the common working people can still afford housing. The government will have to continue with its policy of loans through HDB for our public housing developments. Our HDB will have to continue to improve its productivity on delivering the required number of flats on time.

Improving the standard of public housing will continue. Besides improving the quality of designs and the standard of fixtures and finishings, the HDB has also ventured into prefabrication and precasting. In addition, private sector involvement in the future development of HDB towns is expected to increase when regional centers are developed. These regional centers will be self-contained mini-downtowns, with all the facilities found in the city. With regional centers, HDB towns will be transformed into vibrant centers of life that combine the convenience of city living with the coziness of home and family, making in possible for residents to work and live within their own towns.

With the housing needs of the general population well taken care of, the government will focus on specific sectors of the population. One group is the low income families. The government's wish is to give every citizen a stake in the assets of the country. Those staying in rental units are encouraged to purchase rather than rent their flats. One recently introduced measure helps low income families to purchase flats as a discount from the resale market.

Singapore is facing a aging population. The housing needs of the aging have to be addressed. The government provides homes which allow for extended families and implemented policies to encourage family living together. However, the trend is towards the old and young living separately. As such, housing designs will have to be more user-friendly to meet the needs of the aged who wish to live independently.

Another special group is the physically disabled. Singapore has a Code on Barrier-Free Accessibility in Buildings. This code stipulated the minimum requirements in the design of buildings to cater to the needs of the physically disabled. Nevertheless, the needs of those living in the older estates will have to be addressed as the older designs did not cater to their needs.

Most Singaporeans want to upgrade to bigger and better quality flats. As such, flats in older estates are becoming socially obsolete. The government has two choices. The first is to demolish some old blocks and in their place build new buildings based on the latest design standards. The second is for those residents who want to remain in the older estates, because of familiarity and the strong community ties that they have established over the years, the government will upgrade these old estates to bring them closer to the standards of the latest new towns. The upgrading includes improvements to the flat, the block and the surrounding features.

Public housing has contributed much to Singapore's nation-building success. Some factors, which may be unique to Singapore, have contributed to this success.

One factor is the small size of the country. Smallness is a disadvantage in terms of land supply and manpower resources. However, encourages the centralization of authority which favors integration of planning and implementation function. As a result, economic, social and physical policies are well integrated. Priorities for developments for developments are set so that resources are evenly distributed.

Another factor is the stability of the government and the continuity of developmental policies. The present government has been in power since 1959. This allows long term development policies, improving public housing, to enjoy a similar continuity which allows them to fully develop. Continuity also meant that institutions set up to implement the policies can accumulate experience and expertise and develop human, technical and managerial resources to cope with the problems of development. HDB has more than three decades of public housing experience, and has won international awards like the

1990 Sir Robert Matthew Prize for the Improvement of Human Settlements from the Union of International Architects, and the 1991 United Nations World Habitat Award. The challenge ahead is to meet the demands of a new and affluent population, amidst a vibrant and dynamic Asia-Pacific region. The next lap will need a greater creativity and resourcefulness on the part of the government, and those responsible for implementing our public programs. Thank you. (Applause)

Chairman Motoshima

Thank you very much, Mr. Yao. This presentation introduced past problems, current conditions, and future plans for houses in Singapore.

We can well understand the reasons the committee received many international prizes. Now, all scheduled presentations have been completed, and we would like to request Professor Takeshita's comments.

【COMMENTATOR】

Prof. Terukazu Takeshita, Kyusyu University

Thank you very much for so many valuable presentations.

Although the cities have many different geographical, social, historical and economic conditions, we can find a common point for us all.

In the past, it was generally recognized that cities were places for production, not for daily life. Naturally, people didn't put importance on housing construction in city development. In today's presentations, however, we find that housing construction is indispensable for the continuous development of cities. Now we are at a turning point with new understanding about city development.

I would like to make comments on four points.

The first one is how we should settle the housing problem. It includes two aspects: number and quality. In Japan, because of the historical background, we had no choice but to settle the problem of number first, then quality.

Admirably enough, however, some cities such as Shanghai City and Ho Chi Minh City are trying to settle both aspects at the same time, and making good results. As known from the presentation, Shanghai City is converting housing systems, and Ho Chi Minh City is changing the house rent system, as well as constructing new housing units. This fact stimulated us greatly.

The second point is the arrangement of housing units in cities. In the cities which are rapidly increasing in population, new houses have been constructed in suburbs. After the cities have been developed enough, however, various problems occur in city centers, such as too much decrease in population and stagnation in production activities. Therefore restructure of city centers is one of the most important points. From the presentations, I understood that Auckland and Fukuoka have already experienced such

housing problems in the central district and business areas.

As mentioned in the presentation by Shanghai, Ho Chi Minh and Singapore, the new trial, where development of city centers and pollution prevention are promoted at the same level, is very precious data for us.

One of the common features of Asian cities is the city structure. In cities in Europe and the US, central areas and residential areas are divided, with their own respective functions.

On the other hand, the structure of Asian cities is complex with compound functions. The structure has great potential to create attractive city centers. Consequently it depends on our planning whether our cities can be attractive or not.

The third point I noted is participation of citizens. Citizens have been positively involved with the issues which have direct influence on their daily life, such as education, social welfare, and medical care. They, however, have been passive regarding housing problems. I believe citizens have great energy to make improvements, and their cooperation will be a key factor to make housing planning a success.

Nagasaki's City Building Information Center, set up at the local level, is very unique. The report on the Kitagata district by Kitakyushu was very impressive. I suppose the project was a good experience for the government. I'm also very interested in the cooperative program to improve the environment in slums in Ho Chi Minh.

The KIT Project, a world-wide famous project presented from Indonesia yesterday, will be a good guide for us in the future.

The fourth point is how the governments relate with housing problems.

The most important point is the extent to which the governments will have responsibility. Actually some people say that housing should be constructed by citizens themselves, or that basically housing problems will not be settled without effort by the residents. As represented by the word "Singapore Magic," the great result of Singapore's project, introduced in today's presentation, is remarkable in the world.

The notable points in the Singapore case are ; they set environmental improvement through housing construction as the first priority in city planning, and as mentioned in the presentation, the HDB Section conducted the planning representing the government. The representation of Auckland included the word "strategy" many times. It will be important in the processes of housing construction or promoting relative plans by the government.

When setting up concrete goals for housing policies, it is very simple to determine the number of houses to be constructed. People, however, have a variety of needs for houses. Because of this, it seems very difficult to set a concrete goal. I think it is also important to achieve the goal steadily. Taking this point into consideration, the Singapore government certainly achieved their goals for the 1970s, 1980s and 1990s.

The faithful attitude is very reliable and worth appreciating.

As for expenditure, there are many differences among cities depending on the local conditions. There are two types of financial investment: direct investment and indirect investment. In the case of indirect investment, how the government will improve infrastructure is a large topic in city planning. The indirect investment or supporting systems, such as the house rent fare supporting system introduced from Fukuoka, will need further discussion.

Auckland seems to have an opinion that they will not have the initiative for the development of the city. It will be a topic we should discuss, as well as the roles of the citizens and the government.

The final point which I would like to mention here is the role of houses in cities. Beautiful houses create favorable city scenes. In other words, improvement of houses will make the whole city more beautiful. The role of the government is to pursue a potential in design and quality of houses as much as possible, by controlling or inducing improvement projects. Regarding to this point, I was a little disappointed we could not go into details in today's presentation. Auckland's and Singapore's slides were helpful to give hints on this point.

That's what I noted after hearing today's presentations. Thank you for your attention.
(Applause)

Chairman Motoshima

Thank you very much, Professor Takeshita.

We have had presentations from seven cities. Problems of hillside downtowns from Nagasaki, housing construction projects and concrete plans for each type of house from Auckland. Fukuoka presented housing policies and concrete plans of the municipal government and the national government of Japan. Housing policies of Ho Chi Minh, and the residential environment improvement project of the Kitagata district of Kitakyushu. Shanghai reported on the results of housing construction and future plans, and Singapore introduced policies promoted by the Housing and Development Board as well as future issues.

These are the outlines of the presentations from the cities, and I think we had better look at details.

Shanghai is the largest city in the world along with Mexico City. Singapore is a city state with a population of 3 million. Ho Chi Minh with a population of 4.6 million is a new style metropolitan. Although Auckland, Fukuoka and Kitakyushu are similar with populations of just over one million, they have many differences including social structure and environment. Naturally they all have issues and problems particular to them.

At the same time, however, there must be common points among those cities. In this

conference, we would like to find those points and think about goals and concrete plans together. Recognizing this, we would like to carry on with our discussion.

I think we have a common recognition that we have to prepare houses for those who need governmental assistance such as the handicapped, the aged and the ill, so that they can at least continue their daily live. What do you think about such an issue? Take Japan for instance. As presented by Fukuoka City, public houses make up only 6% of the total number, and most people live in their own houses or rental apartment complexes. In Japan, when people on welfare rent an apartment from private companies, they have to pay the same rent as other people. The monetary support they receive for rent is far below the rent of their apartment. For example, even though they live in an apartment with rent of JY70,000 per month, they receive only JY40,000 assistance. It is clear from these cases that housing assistance for those with low income is not sufficient in Japan.

On this issue, I would like to hear the conditions in your cities. I would appreciate it if your presentation will include whether you have plans to improve the residential environment near office areas or elementary and junior high schools, compulsory education in Japan.

How does this sound to you, Professor Takeshita?

OPEN DISCUSSION

Prof. Terukazu Takeshita, Kyusyu University

Now Chairman Motoshima suggested a subject for a discussion: housing policies for the handicapped, low-income, or aged. Moreover, as one of the important points when thinking of residential issues, he pointed out the distance between residential areas and office areas, which are far apart at present.

In addition, I think it is also important when promoting housing construction how the government and private sectors will make a good partnership, or what responsibilities they share respectively, and how the government should prepare stages or opportunities for the citizens to participate in the projects. I would like to raise a question on this point.

Chairman Motoshima

Mr. Deguchi, could you give a presentation first?

Mr. Takashi Deguchi, Deputy Mayor of Kitakyusyu

Thank you for the nomination. I would like to talk about Kitakyushu City, firstly on

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I think we have a common recognition that we have to prepare houses for those who need governmental assistance such as the handicapped, the aged and the ill, so that they can at least continue their daily live. What do you think about such an issue? Take Japan for instance. As presented by Fukuoka City, public houses make up only 6% of the total number, and most people live in their own houses or rental apartment complexes. In Japan, when people on welfare rent an apartment from private companies, they have to pay the same rent as other people. The monetary support they receive for rent is far below the rent of their apartment. For example, even though they live in an apartment with rent of JY70,000 per month, they receive only JY40,000 assistance. It is clear from these cases that housing assistance for those with low income is not sufficient in Japan.

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Mr. Takashi Deguchi, Deputy Mayor of Kitakyusyu

Thank you for the nomination. I would like to talk about Kitakyushu City, firstly on

the points Professor Takeshita raised.

We have thought about the ideal conditions of houses from a range of viewpoints, but today's presentations gave us another one. Mr. Mills, the Mayor of Auckland City, presented that a common house in Auckland has a residential space of 200m² in a site of 800m². I would be very happy if I could live in such a big house in such a blessed environment. Under current conditions in Japan, however, it is a hopeless dream for us. If all the citizens try to bring such a dream into reality, we have to reclaim all the mountains, paddy fields, cultivated fields, and even the seas.

Under such severe conditions, it is the responsibility of the government to suggest a dream which has a potential to come true in our environment and to guarantee it. People in other nations have an impression that although the Japanese have comparatively much money, their houses are cramped and rarely provide conveniences common in other lands. The situation, however, is naturally caused by the environment of our country. Basically the citizens have the responsibility to construct their own houses. In the case where the government supports them, however, it will be important for us to decide what goal in quality we should set, while respecting their opinions and satisfying their wishes as much as possible. As I mentioned before, it is difficult in Japan to pursue large houses, because of our land shortage. We have to make efforts to create a comfortable house superior in quality instead of size. I think this is also true when thinking about the housing problems in large cities. To promote the residential environment improvement project most effectively, it is important for the government to decide which aspect we should focus on.

Next I would like to comment on the point Mr. Motoshima raised. Kitakyushu City has been developing as a large-scaled industrial city, after the establishment in 1901 of the Yawata Iron Works, a governmental steel mill. Naturally the majority of the citizens are laborers, in other words, salaried workers. With a social background like this, the municipal government has positively promoted providing houses of low rent. In the revival period after World War II, firstly private companies constructed a great number of corporate houses. We think they played their role sufficiently. Now it is the government that should provide the majority with houses with low rents. We have a firm system so that those who with low income can live in those houses.

Kitakyushu City has 0.35 million families. The municipal government has constructed 33,000 housing units, approximately 10% of the total number. I know it is not a notable number in the world, but we have made the best effort to meet the citizens' demands in quantity so far. Recently, however, the population shows no increase, rather it shows a slight decrease. So we have come to the conclusion that we are now in the stage to improve quality, not quantity.

When thinking about the quality or structure of houses, we have to take the coming

aged era into consideration and respond to the needs of the local society. The Takesue Housing Complex, already completed, was designed for aged people. So that they can spend their daily life in relief, counselors are stationed in the complexes to support them. Now, I think, is the time to improve the quality or structure of the 33,000 units we have now to match the coming aged society, and houses where three generations can live together are good examples. We will make the best effort for this project. Thank you.

Chairman Motoshima

I suppose Singapore also has those who need governmental assistance, including the handicapped and low-income people. What standard in quality do you have for the houses for them excluding handicapped people? And do you have any house-rent support systems?

**Mr. Matthias Yao Chih, Snr Parliamentary Secretary,
Ministry of National Development of Singapore**

Maybe I'll share some information about how we deal with lower income families. First of all, the lower income families can rent our apartments from the public housing estates. But we think that we would like to encourage them to buy their units, because our experience is that those who own their units take care of their estates, and their apartment blocks much better than those who simply rent their apartments, and may or may not live in those apartments for a very long time.

So first, we have a program to encourage and allow tenants of rental flats to buy the flat that they live in. These flats are fairly small, maybe 50m², but for some, that is all they can afford, and we wish that they buy these flats. So a program has been started. For those who are a little better off, they may wish to buy a bigger unit, maybe 80m², 100m². If such families with low income wish to buy such a flat elsewhere maybe it's not what they're renting, but elsewhere. They can go in front of the queue, compared to a newlywed couple who have to register and wait for the flat to come. So the low income family that is able to buy one of the small flats can get priority. For such a family, we have made the payment for the flat much easier than people with high income. For example, when one wants to book for a flat, one has to pay the first payment of 20%. But for such low income families, we reduce the first payment to 10%. And when they repay the loan, for them, we also have a program where they start by paying smaller amounts, and in later years, when their income improves, they can pay the larger amount. And of course the total repayment will still be the same, compared to other families. But we try to spread their repayment in a much easier way.

We built small flats of 70, 80m² in the past, 1960s and 70s. We no longer build such flats. We are starting off at about 120m² as the basic flat nowadays. But these are not affordable to some of these families. They still want to buy a flat of 80m². So what do we do? Instead of building more flats of such sizes in concentrated blocks, which will mean again that low income families will all come to these blocks, and it becomes a low income area again.

We solve this problem by the government's buying or the housing authority buys from existing flat owners at the market price. What the owner wishes to sell it, and then we reduce the price by 25, 30%, and sell to the low income family at our price, which is a subsidized price. To the government, to the housing authority, the cost is the same, because to build a flat and sell it to the low income family, we will be subsidizing at about the same rate. So instead of going through the trouble by building more flats and concentrating low income families in such areas again, we just buy from open market, put up a subsidy, and sell it at low price. So these families actually move into better income areas. Mr. Chairman also asked whether there are programs with regard to schools with health cares and other issues. I would just like to explain that for say an older person who is already retired, he has no income, no children, no dependents, the state welfare given to him, he is able to, if he has to rent a flat from the housing authority, the rent is no more than 15 or 20% of the welfare he receives. If a family has children there is additional school subsidies for such families. If he has to be hospitalized, or he needs health care, there are also special subsidies for low income families.

But Professor Takeshita mentioned a very important point, which is transport cost. For low income family, transport cost forms a very high proportion of expenditure from the household. And therefore, as I explained yesterday in the other session, we try to plan our zones such that one can find a job easily, within one or two kilometers in a simple service sector job, and hopefully, this reduces the need to commute, so that such low income families can spend more on the education of the children, which is something that we want to encourage.

Thank you very much.

Chairman Motoshima

Thank you very much. Any requests for points we should discuss in this session? Mr. Mills, would you make some comments?

Mr. Les Mills, Mayor of Auckland

Thank you Mr. Chairman. It's a very complex set of questions you've posed, and I would like to make a comment or two. And perhaps in making that comment, I can

take you back historically into New Zealand's past, to look at why Auckland is as it is.

I think you've got to go back to the fact that only 1,500 years ago, which in terms of many of the cities represented here is not long time, nobody lived in New Zealand. There wasn't anybody there at all. In succeeding centuries, there were waves of Polynesian migration. There were then waves of various forms of European migration. There have then been Asian migration. There's been further, quite significant, Polynesian migration. So what we've got in New Zealand is really a country of people who came from somewhere else. And I think that there's perhaps a tendency for people who come from other places, and who actually move thousands of miles to a strange and distant country to be very independent. I personally think that out of that independence, perhaps grew a determination to own what is the most basic thing of all to people, and that is their home, a place where they can protect and bring up their families.

So we have that strange phenomenon of a moderately sized land of approximately, let's say the size of Japan, with only even now, 3.6 million people in it. The city of one million people that has had the opportunity to spread out, and like other cities, perhaps haven't had that opportunity to take their rural land, the land that normally would have to have been protected for growing food, and utilize it for housing, because there is plenty of other land available, and still is for the growing of food, and for the growing of timber, which of course, has also been cheap, and forms the basis of house construction.

So we have that ability. I go back to my grandfather's, and he was a house builder, just in a small way, and he build houses in the suburbs of Auckland, where the land cost was only 10% of the actual housing cost in the early part of this century.

So that there has been that phenomenon, we have had a luxury that few cities have had. Notwithstanding that, New Zealand has gone through various depressions. Two of the worst being in the 1880s, and then in the 1930s. So that we faced, like many cities, homeless people and slums. But because of the ability to spread, the solutions were rather easy. And perhaps the city itself hasn't had to face great difficulties until this last generation, when I guess we have faced the problem of how we lead to redevelop the inner city, where people have fled to the suburbs, and how we integrate the old and the young and the disabled, and of course look after the people who are unable to provide for themselves.

Now again, we don't have a very great wealthy class in New Zealand. We maybe only have 2 or 3% of our population who are particularly wealthy. We don't have a particularly poor class of people, perhaps only 10% who suffer in that way seriously, and you could say, caught in a poverty trap. The majority of Aucklanders are relatively middle class people. So I guess it's been a little bit easy for us. However, the government, central

government, does provide not quite the same way as Singapore, but does provide for housing for the disadvantaged, and they have endeavored in the past to hold the cost of that housing by way of rental to approximately 25 to 30% of the person's income. If the person was unemployed, it would be 25% of that person's unemployment benefit that the person or the family received from the government.

Lately however, and very similar to Singapore, there has been a great encouragement to purchase homes, and the government, central government has tended to provide either residential accommodation supplement, or funding to allow people to purchase the homes. The city really only has a responsibility in a major way for the elderly who are disadvantaged, and we do provide subsidized accommodation to our disadvantaged elderly to people who are handicapped in various ways.

But all in all, all of that form of subsidized housing doesn't account for more than 9% of our total country's housing stock. So I guess that we have not had to face the sort of problems that right now, so many of you face.

In terms of dealing with some of the other questions you raised, Mr. Chairman, of how do people get from where they live to where they work, the transport problems, we do face that problem, and it is quite a serious problem for us because our routing systems are becoming congested, not of course like the larger cities, but we face the problems of public transport systems, and how we will tackle those, and that's a problem of today, and because a lot of our housing stock was built some 60 to 100 years ago, and has been tended toward being refurbished, perhaps a half of our city still has combined sewer and storm water systems. Now perhaps you might say that that's not too bad, and I guess it isn't, but from the viewpoint our populace, whose expectation of what they should and shouldn't have risen very dramatically over the last 60 or 70 years.

They are now demanding that this is dealt with, and we have in our 20 year vision of the city, a very detailed household plan, the major expense that we face is an expense of some billion Dollars New Zealand, to deal with the separation of sewers, and it's our single biggest problem within our city, so we that don't give the situation where really untreated material finds its way into our urban waterways.

So, Mr. Chairman, that's a bit of an historical comment. And I don't know if it's helpful, but I hope it is.

Chairman Motoshima

Thank you very much.

It seems that the former public apartment complexes in Japan have less than five stories, and are not equipped with elevators. Recently, however, I often see high-rises newly constructed. It must be connected to the land shortage. I suppose the residents

of public houses also need parking spaces. Mr. Li, could you tell us your policies for parking spaces adjoining public houses as well as future plans? Do you have any legal restriction on this matter?

Mr. Li Chuntao, Leading Member of Shanghai Municipal Construction Committee

Thank you, Mr. Chairman.

In Shanghai, the shortage of land is one of the biggest problems. The city has a total area of 6,340km², and the urban area occupies approximately 700km².

During the past several years, high-rise apartments have been built in the central part of the city. Driven by the rapid reform and the open market policy, construction of condominiums and houses have especially increased. A while ago, the Chairman asked if there is a problem regarding parking spaces for high-rise apartments in Shanghai. This issue has recently emerged as a problem, however, there have been no major countermeasures taken yet. We are aware that this problem must be solved as soon as possible.

Apartments and residential areas for businessmen from overseas have been always built with sufficient parking spaces. For some apartments, the number of parking spaces corresponds to the number of rooms, at the instruction of the government. However, the government has just began taking measures to solve the problems of parking. I think the parking issue will become a serious and important matter for the transportation system as the economy and society of Shanghai further develop in the near future. Emphasizing only the "dynamic" traffic problem, namely the problems of moving traffic, will raise even bigger problems for the entire transportation system. The "static" traffic problem, which is parking, must be solved at the same time. We will be more actively involved in solving this problem by building parking areas, following the examples and experiences of other cities in the Asian-Pacific region.

Especially in the central part of the city, construction of parking areas must be promoted more actively. Several years ago, we learned a lesson when selling an apartment in a certain residential area. Although parking was provided from the beginning, the number of cars increased owing to economic development, which led to a shortage of parking space. This was a big problem in the management of the residential area, too.

Even though China is still one of the industrializing countries and its economy has not fully developed, the present situation shows its rapid growth. Under the present circumstances, providing sufficient parking should be regarded as the most important issue in housing site construction, especially in Shanghai.

Taking this opportunity, I would like to talk about the reform of the housing system in Shanghai. In China, housing has been distributed as a part of the welfare system for the past forty years. Housing construction must be accelerated to meet constantly

increasing demand. There are, however, limitations in doing this, particularly with respect to budget. Therefore, the central government is gradually proceeding with the commercialization of housing. The Shanghai municipal government also has encouraged individual citizens to purchase housing while taking several measures as follow.

First, inspired by the case of Singapore, we set up a public financing system to ensure the budget for housing construction three years ago. This enables us to raise funds for wide-spread housing construction.

Second, we build houses for low-income people, which are sold at very low prices, namely at cost. For example, we built 100,000 houses in 1994, covering an area of 7 million square meters in total. 5 million square meters of these were designated as official price houses, and were sold at a very low price. This was one of the solutions for the housing problem for the low-income group.

The third measure is a moderate increase of rent. Of course, this must be done in a gradual manner, but it is a very important step to realize commercialization of housing. The fourth measure is selling old houses to the residents. Instead of becoming the owner of their own house, the residents will be responsible for maintenance costs which used to be paid by the government. This method benefits the residents, since they are able to acquire the real estate, their own house, at a very favorable price.

Using this method, we will promote commercialization of housing and will raise funding for new housing construction projects. This is also a reform of housing system. We think it is the responsibility of the government to solve housing problems in urban areas.

As Professor Takeshita pointed out, housing problems are very complicated issues. It is an inclusive problem related not only to living, but also to the entire society and economy. Solution of the housing problem is crucial for the municipal government, which contributes to the lives of the residents. We should not merely increase the rate of housing construction, but also take new measures to improve the housing system. Switching from the conventional one-sided distribution system to the pay-for-use system, we will gradually change the system to allow our residents to own their houses. I firmly believe that this reform is the key to the solution of the housing problem. Of course, we will also emphasize improvement of housing conditions for low-income people. A part of our tax income will be spent on this issue.

The above is our plan. Thank you very much.

Chairman Motoshima

Thank you very much, Mr. Li.

By the way, Mr. Vo Viet Thanh, we know that the ambassador of the U.S. called Ho Chi Minh "City of Honda" in the past. We also hear Ho Chi Minh was very crowded

with two million motorcycles made in Japan running through the town. A long time has passed since then, and the situation may have changed. I suppose, however, plans to counter the parking space problems for cars and motorcycles will be required in the future. Could you tell us your present and future plans?

Mr. Vo Viet Thanh, Vice Chairman of Ho Chi Minh

I am sure that the questions that you have is a problem of major concern to the Administration of Ho Chi Minh City, and we have to find solutions to solve it as soon as possible.

The city in the past was planned to accommodate about two million people, but now, the population of the city has grown to more than five million people, and therefore the infrastructure, and all facilities are overwhelmed by the overpopulation.

And in this situation, the overpopulation was caused by different factors, and one of these factors is the aftermath of the long year war, and therefore the people from the countryside, they migrated to the center of the city, and the second reason is that because of unbalanced economic development, therefore, people from other provinces, they also migrate to our city.

And based on experience of other cities in solving the traffic jam, we see that we have to carry out the following lines. We are trying to recreate the public transit system. For example, we tried to provide big busses, as well as mini-busses for public transit system. And certain kinds of trucks are allowed to enter the city at certain a period of time during the whole day. And at the same time, we also have to restrict obsolete trucking facilities to get into the center of the city, as well as implement other measures. However, these are measures that we do not consider as basic measures that we have to take right now.

Because we are losing at the long term Master Plan of the city, renovation, and how to provide a efficient and sufficient transit network for the whole city. And because, as you know, our city roads and streets are relatively narrow, and therefore we try to restrict the concrete building along these roads, so in the future we can expand our roads. And at the same time, we are also trying to expand right not other routes that are about to allow us to do so.

And in order to further our development, we have to combine the public transit system not only within the city, but at the same time in the suburbs. And we have to focus on parts, or crossroads that often cause traffic jams by widening these existing crossroads to decrease the traffic density.

And within the urbanized quarters of Ho Chi Minh City, we are putting restrictions of expansion of this area. And therefore we are trying the residents living in the very center of the city to move out of the city to the satellite townlets we are going

to set up around the city, but in order to encourage these people to move out, we have also to provide them with other facilities such as the shopping center, as well as good public transit system, as well as efficient and adequate road network. And in these satellite townlets, we are trying to set up other social facilities, such as schools for children, hospitals, as well as industrial plans to cut down the commuting time between home and work.

And at the same time we are taking the experience of other city, we also appropriate sufficient land for parking lots. And if our budget allows, we would like to set up a basement parking lot. And at the same time, we also have to think about appropriation of land for greenery. And we have taken all these problems into consideration in putting them into our Master Plan.

And therefore, one of our administration responsibility is to carry out strictly all the regulations so in order all people will follow our Master Plan guidelines in order to stop timely spontaneous development by individual citizens without taking into consideration the common interest of the whole population. But in order to get cooperation from the public, we considering to carry out certain educational programs with all of the public support on our Master Plan of renovating the city.

These are our first initial experience in redeveloping our city.

Thank you for your attention.

Chairman Motoshima

Thank you very much, Mr. Vo.

Now we don't have much time left, but I would like to ask some questions to Fukuoka City.

I understand that housing policies in Japan have mainly focused on support for low-income people. Recently, however, public houses for aged people or middle-class people have also prepared with some entry standards, for example, Class I and Class II. Do you think your system can support all the people who really need governmental assistance?

Suefuji, Deputy Mayor of Fukuoka

There are two types of public houses in Japan: Class I and Class II. The Class II houses are prepared for those with low-income. In the case of Fukuoka City, the ratio of Class I houses to Class II houses is 3 to 7. It means that 70% of the total number is prepared for the lowest-income people. In the current conditions, however, there are many people left who are waiting for entry into Class II houses. To meet the demand, we have to construct more Class II houses. Because of land and monetary problems, the lands we can prepare for those houses are located considerably far from the city center. On the other hand, most of the people wish to live near the city center. This

is the point which we are currently concerned with.

There are some people in Japan who don't have a fixed address. They might be called "homeless people" in other countries. The current housing systems of Japan cannot support them sufficiently. We think, however, it depends on their will to fix an address, in other words, we are not sure that they really want to have a house. Therefore we had better think about that issue apart from the number of the houses we should provide.

Chairman Motoshima

Thank you very much, Mr. Suefuji. Let me ask one more question. Do you have an accurate number of the "homeless people" in Fukuoka?

Suefuji, Deputy Mayor of Fukuoka

The people who seem not to have a home can be seen in the city center, around JR Hakata Station and Tenjin. We do not see large groups as seen in larger cities like Tokyo or Osaka, but there must be hundreds of such people in Fukuoka. We have requested or instructed them to fix an address, but they seem to love casualness without a fixed address, and our effort has not shown notable results yet.

Chairman Motoshima

Thank you very much, Mr. Suefuji.

We have 15 minutes left. Any requests to discuss in this precious opportunity?

Mr. Mills, we are so different. Shanghai is the largest city in the world, and on the other hand Nagasaki is a city with a population of 0.45 million. What do you think we can set as a common goal of the housing policies? Could you make a comment in two minutes?

Mr. Les Mills, Mayor of Auckland

Thank you Mr. Chairman. I was going to actually ask a question. And I've only got two minutes. But it was interesting in looking at Fukuoka that their low rent housing for people with an annual income of 4 to 4.9 million yen equates in New Zealand Dollars to an income of 80,000 Dollars at the topping, which is double our average income. So we need to examine the perspective in which we put housing, because some where there is either the figures are wrong, or I don't understand what's going on quite here.

The other thing, I think, in terms of your question very quickly, our greatest problem is how we deal with urban consolidation, how we deal with the renewal of the inner cities, and the roading transport, and the relationship to work in urban consolidation,

I guess, is our greatest problem.

I was going to as if I had a chance, and perhaps two minutes, or at lunch time, we would very much like to hear from Singapore, because we greatly admire their master plan, and what they've done about the preparation of their plan not in a legalistic way, but really issue identification and strategy development, how they go about reviewing it, what consultative processes they have, who has a say in it, and how they actually identify those strategic issues. So, Mr. Chairman, that's about my two minutes.

Chairman Motoshima

Mr. Matthias Yao Chih, Could you talk about that?

**Mr. Matthias Yao Chih, Snr Parliamentary Secretary,
Ministry of National Development of Singapore**

Maybe I'll use the two minutes to touch upon an important point which Professor Takeshita also brought up concerning design. I think in our discussions we looked at the macro-aspects of city planning and housing planning.

In Singapore, we begin to focus our attention also for the design aspects for the individual family. For example, in the past, when people had to work longer hours, and the men were out of the apartment most of the time, and the ladies were managing the home, the kitchen is a very important area. And it has to be bright. It has to be full of sunlight. Big enough, because when the family comes home, they eat together. That's the most important area.

Of late, people work fewer hours. The cost of electric lighting is not a big issue. They wish to entertain more. So, perhaps the living area and the bedroom area becomes more important. And the younger ladies perhaps don't cook as much as their mothers did. So these are also the micro-aspects that we are looking at in the public housing area.

Thank you very much.

Chairman Motoshima

Could you comment on the image which all of us can set as a goal? I think even public houses can express their own characteristics, for example, entrance doors. Take the high-rise apartments in Shanghai for instance. A unit may be not so large, but the resident can express himself at the door by arranging it. It would be nice for both visitors and the residents. So I would like to suggest to make a variety of houses. Mr. Li, could you introduce your ideas?

Mr. Li Chuntao, Leading Member of Shanghai Municipal Construction Committee

As the chairman mentioned earlier, Shanghai has a large population of approximately 13 million in total. The population in urban area reaches about 8 million. As mentioned in the presentation, housing is a serious issue in our city. Although the situation has been greatly improved during the past several years, diverse housing problems have also emerged. As the living standard rises, demands for housing are diversifying. We need to meet such demands by providing a variety of housing styles. As the chairman mentioned before, we need to design houses of various styles and grades, in order to meet the demands of all kinds of residents such as artists and athletes.

We have been focusing on houses for low-income residents in our past housing construction projects. The average floor space was 50m² in the 1980s, and we hope to ensure more than 60m² per house in future projects. We will also provide houses with various floor spaces such as 100, 150 and 200m², depending on walks of life. A variety of architecture styles are also required.

Construction of houses with diverse styles and commercialization of housing are necessary steps to solving housing problems, and as such are the main themes we will pursue in the future. We also need to pay attention to the arrangement of rooms to meet the demands of various kinds of residents. In Chinese houses of the 1970s, there was no living room to serve as a common space for family, but only bedrooms, just like the situation in Singapore. In the 1980s, as the living standard was raised, the need for a common space was recognized and a living room started to be included in housing plans. In addition, the floor space of the living room has been increased. The floor space of the kitchen and bathroom has also gradually been expanded as well. In some larger houses, living rooms and bedrooms are designed to occupy almost the same floor space. In some houses with three or four rooms, the floor space of the living room is as large as 40m².

I think we need to consider the housing problems as an integral part of the social and economic problems.

Thank you.

Chairman Motoshima

Thank you very much, Mr. Li.

Luckily enough, he pointed out the matter of quality. Mr. Deguchi, could you comment in two minutes on the matter of quantity and quality, as well as the question of participation of the citizens?

Mr. Takashi Deguchi, Deputy Mayor of Kitakyusyu

I would like to make suggestions on the two points, firstly on the matter of participation

of the citizens.

The current conditions of our society have been formed over a long time. In the intermediate process, many incidents happened to cause a variety of problems regarding the housing environment which remain even now. We have to try to settle these problems while taking the opinions and wishes of the citizens as much as possible. I suppose this situation is true to all the cities in the world. We need to consider how we can work together with the citizens, or reflect their wishes on the housing projects in the future. Secondly I would like to talk about the matter of quality. We had many statements about quality in this session, but quality is a very subjective matter. I think, however, there is one thing we have to remember in promoting housing projects. We are citizens of the Earth, a delicate, small planet in the great cosmos. It is our responsibility to preserve the planet for the future. Natural resources are limited, and we should not waste them. I think environmental preservation can be promoted on two stages. One of them is to utilize common materials in the design process of houses, instead of rare, limited ones. The other is to try to save energy while living in the houses, such as electricity, water and gas. I believe we should consider this point in future projects. These are the suggestions from Kitakyushu City. Thank you.

Chairman Motoshima

Time is almost out, so I am very sorry for Fukuoka City, but we have to request Mr. Vo Viet Thanh to make the last comment. Mr. Vo Viet Thanh, could you tell us your concrete housing plans, especially regarding quantity, in relation with parking spaces, parks and schools for the residents?

Mr. Vo Viet Thanh, Vice Chairman of Ho Chi Minh

Ho Chi Minh City now has about 800,000 households. And there are about 60,000 households that cannot afford to buy house. And these people, they live along the canals in shanties, or in makeshift slums in densely populated areas in Ho Chi Minh City. And they have lived in that way for about half century. And therefore, our priority is how to provide decent houses for these poor people.

But how can we finance these projects? And we have to carry out the following. And first of all, the administration appropriate land for housing the poor. And for housing the low income bracket. And in order to have enough money to provide housing for the poor and the low income, we have to charge the richer income people the higher rate.

These people, they can design the house themselves. Based on the overall comprehensive Master Plan. And the money appropriated by selling houses to the richer income people, we use to house the poor. And we try to build low story houses for the poor. And

these low story will accommodate not only the needy, but the low income people as well.

Because the habit of our city citizens, in fact they would like to live in low story houses. And therefore, we use the first floor and the second floor with flats in these floors to sell to the richer. And we reduce the price of flats on the third and fourth floor for the poorer.

And because the floor area for the poor is quite limited, it's just about ten to 15m², and by the time they rent or buy a flat, they have to pay a certain amount from land usage, and we will set up a tax the rental from the land usage already. And by in doing so, the rich, as well as the poor, they can afford to buy or rent a flat provided by the administration, or by the government.

And in over three recent years, we have provided more and more houses for the needy. And thanks to this policy of housing combining the participation of the all people of all walks of life, including the rich and the poor, we can provide more and more houses for everybody. At the same time, not worry much about our budget constraints. And we are trying our best efforts to move people out of slums the canals, as well as makeshift slums in the very center of the city. And these reclaimed areas will be used for greenery, and other social welfare activities. And at the some time, we also appropriate enough land for clean industries to provide jobs for the surrounding inhabitants.

These are projects that we are carrying out to provide decent, sufficient houses for our people.

Thank you.

Chairman Motoshima

Thank you very much, Mr. Vo Viet Thanh. Now, we would like to end the discussion. In conclusion, I would like to confirm your opinions. Could you raise your hand if you think we had better hold this summit successively in the future, not considering the interval?

[Show of hands]

Chairman Motoshima

All of the cities have agreed with having summits successively. Thank you very much for your cooperation. Now, we would like to request Professor Takeshita to make the last comment.

[COMMENTATOR]

Prof. Terukazu Takeshita, Kyusyu University

Thank you for your precious opinions. I had a great impression especially on two points. The first one concerns ownership of houses. Until today, we had discussed the housing problems considering public houses and privately owned ones separately. Today's presentations from Shanghai, Ho Chi Minh and Singapore, however, showed us an advanced concept very clearly. I think the words "commercializing housing" by Shanghai means that a house is a space to be utilized, not to be owned by certain fixed people. This is very instructive for us in Japan, where we have no experience to sell public houses to the citizens.

The other point concerns the matter of traffic and houses. In the past, we had discussed improvement plans of public transportation systems such as roads and subways. In today's discussion, however, we focused on living in city centers, or places and systems the government can provide for the citizens there. If more people live in city centers, the traffic problems will be considerably settled. At the same time, it was also suggested to decrease traffic by creating sub-city centers with residential areas in suburbs as seen in Singapore, or improving the residential environment as with in the cases of Shanghai and Ho Chi Minh.

As discussed in the latter part of the session, the capability of the government will be examined more severely in the future. One of the reasons is the goals of residential policies are getting more complex to cover the wide range of citizens' needs. Moreover, it is a great issue for all of us to decide what we should set as a goal and how we will achieve it.

The first question from Mr. Motoshima was very important for me: how we can support those who need governmental support, such as the handicapped, advanced-aged, and low-income people. To tell the truth, I didn't expect this question. I think, however, it was a very good start to the discussion by stating clearly that the matter of houses should be considered based on tenderness.

It has been decided to hold the Summit successively in the future, and I would like to make a suggestion to give homework to the cities.

Compared with cities in Europe and the U.S., the cities in Asia are still healthy. One evidence of this is sound family relationships. As indicated in the presentation from Ho Chi Minh, a house is the core of a family. What houses we should provide for the citizens to support the sound growth of children and families is an important point when thinking about housing projects.

How much energy we require for a daily life? How much greenery, or how much enjoyment we need for a comfortable life? We have to create our own lifestyle, not imitations of the ones in Europe and the U.S. What is the ideal house when considering our future

lifestyle and comfortable environment for the sound growth of families? I would like to suggest this issue as the homework. I'm sure that the next summit will be more fruitful through exchanging your experiences on this theme.

Thank you very much for your attention.

【CHAIRMAN'S COMMENTS】

Chairman Motoshima

Thank you very much, Professor Takeshita. I think the discussion was truly valuable. In the Consolidatory Session to be held this afternoon, I will make a report on the contents of our session. I am thinking to mention two major points: the session was active with your cooperation and lively, valuable opinions to settle housing problems; and to settle city problems including housing ones requires mutual understanding and cooperation among cities. Also, we have come to the conclusion that we should hold this summit continuously in the future. As for the details, I would like to request you to leave it to me. Could you agree with it?

(Applause)

Thank you very much. Now I would like to close Subsession 2, City and Housing. Finally, I would like to express my full appreciation for your active opinions and cooperation. Thank you very much.

(Applause)