

PLENARY SESSION

Chairperson

Now we would like to begin the conference. First of all, I would like to brief you on the schedule. In regard to today's plenary session, we will receive a keynote report from the United Nations. During the morning, following the report, there will be seven case announcements to be made by the participating cities. After lunch, another seven announcements will be made and after a coffee break another seven cities will make their announcements.

Today, we have asked Professor Hayashi from the Kyusyu International University and Associate Professor Koga from the Kurume University to act as commentators.

Therefore, after every seven cities make their announcements, they will comment on the announcements made. On the next day the 24th, during the morning, the participants will hold discussions separating into three subsessions, namely Subsession 1 "City and Transportation," Subsession 2 "City and Housing" and Subsession 3 "City and Environment /Public Health." In the afternoon, after carrying out a consolidatory session summarizing the plenary session and the subsessions, a joint declaration adoption meeting to complete this Summit will take place. After the announcement of joint declaration, plans are set to hold a closing ceremony. Furthermore, the day after tomorrow on the 25th an administrative tour will be held, so we hope by all means you would participate.

Next, in regard to appointing a chairman for the plenary session, we would like for Mayor Kuwahara of Fukuoka City to chair the session.

Chairman Kuwahara

Acting as the chairman for this session, I appreciate your cooperation.

The United Nations, as you know, is presently proceeding with various projects to promote the development of the Asian-Pacific region through ESCAP, and is also working to solve urban problems mainly through the Department for Development Support and Management Services (DDSMS).

Mr. Mikio Tajima of DDSMS is with us today to give a keynote report on the programs and policies of DDSMS regarding development and urban problems in the Asian-Pacific region.

I would like you to refer to the program for his background.

Mr. Tajima, would you please begin your report?

KEYNOTE REPORT

THE ROLES OF THE CITIES

IN THE NEWLY EMERGING WORLD ORDER |||||

Mr. Mikio Tajima, Director, Division of Economic Policy and Social Development
Department for Development Support and Management Services, United Nations

Distinguished Mayor of Fukuoka, His Excellency Mr. Kuwahara, participating mayors and representatives, the President of Asian Development Bank, His Excellency Mr. Sato and ladies and gentlemen. I am particularly grateful to Mr. Sato from the Asian Development Bank for his most stimulating comprehensive and far-sight keynote address this morning which certainly sets the right tone for this important ACPS.

First, It is a great honour to have the opportunity to deliver this keynote report on behalf of the Department of Development Support and Management Services (DDSMS) of the United Nations, as a co-sponsor of the Asian-Pacific City Summit organized by the Fukuoka City Government.

As you are well aware, international society today is strongly characterized by global economic activities which have been developing rapidly. During the thirty-year period from 1960 to 1990, the total volume of international trade has multiplied fivefold, whereas World Gross Product, has risen only threefold. This fact clearly indicates the extent to which the quantity of trade has enormously increased. It is clear that the ending of the cold war has accelerated this trend in our region. At the same time, however, efforts to establish a new regional economic community in Asia have been stimulated by the formation of regional economic blocs such as the European Union (EU), the North American Free Trade Agreement (NAFTA) as well as the Asia-Pacific Economic Council (APEC).

These trends towards forming regional economic blocs are considered, by some, to be protective trade measures to guard nation-based industries against the participation of transnational corporations in each and every region, which may be inevitable with the unification of the world market. The formation of regional economic blocs also indicates the search for a new world order to pave the way for prosperous coexistence. Such economic blocs can prevent disorderly and excessive competition among enterprises. In accordance with the trends to establish economic blocs as shown by Western countries, Prime Minister Mahathir of Malaysia has advocated the establishment of a new economic collaborative system, the East Asian Economic Council (EAEC), which would include not only ASEAN countries but China, Korea, and Japan as well. As you may well know, this proposal was agreed upon at the Ministerial Meeting of the Ministers of Foreign Affairs from ASEAN countries in 1993 but has received a mixed reception outside

the Asia-Pacific region.

It would be easy to imagine how Western countries would view the unification of the countries of Asia and the Pacific which make up almost half of the world's population, since the rate of economic progress of the Asian and Pacific region has been remarkable since 1980.

According to the statistics of the International Monetary Fund (IMF), the annual GDP growth rate over the last 6 years for the Asian region was 6.4%, which far exceeds the 2.1% of Latin and South America, 2.4% of Africa, 4.5% of the Middle East as well as the 4.7% average rate of all developing countries. Furthermore, the future prospects of China where an open market policy has been vigorously pursued are immeasurable. Thus, there is great possibility that an economic community far beyond the scale of that of Europe and America in size will come into existence, once the concept of EAEC is realized and the Asian and Pacific nations form one economic bloc. Despite the reservations held by some Western countries in respect to this trend, however, the Asian-Pacific unification will ultimately grow into a major driving force in the future and is reflective of the direction to a new world order encompassing powerful regional trading blocs.

This brings one to the main theme of this Summit, namely the role of the city in the new emerging world order.

To be particularly emphasized, at this point, is that the central core at the basis of this economic community is "city linkage." According to United Nations estimates, by the year 2025, 80% of the world's population will be urban residents. Even at present, the urban population exceeds 40% of the total population. In this context, it can be predicted that economic activities will be developed centred on cities and that the direct linkage of city to city will play a bigger role in proportion to that of nation to nation. From this viewpoint, I believe that this conference has great foresight in terms of its objectives which are aimed at information exchange and network making among mega-cities, rather than among nations.

It can therefore be summarized that cities will henceforth be the base of almost every form of human activity. With this clear conceptual framework in mind and with a view to first promoting the linkages among cities transcending national borders and second to assess the function cities as a propelling force in establishing a regional economic bloc in the Asian and Pacific region, we are gathered at this Summit to exchange our frank opinions and hold discussion on future collaborative relationships.

In assessing the role of cities in the process of regional economic integration, we must bear in mind the fact that many cities, in particular those in some Asian developing countries today, do not possess internal structures that can enable them to make the progressive leap towards international collaboration. One example of such inadequate

conditions of cities in developing countries can be found in the acute shortage of social infrastructure which has been caused by overly rapid urban growth.

Another example is the deficiency of urban mass transport systems due to delays in road construction, in addition to the increasing number of cars which have resulted in chronic traffic congestion in almost all cities of developing countries. The resulting urban inefficiency is a threat to economic growth itself.

Delays in providing reticulated water supply systems mean a shortage of fire-fighting water sources which, along with deficiencies in comprehensive fire-fighting capability, may give rise to a major fire at any moment in urban areas of developing countries, where there is a high density of highrise buildings or residential areas. Deficient sewage disposal systems have caused the pollution of rivers, lakes and seas, which seriously threaten regional ecological environmental systems.

Needless to say, the United Nations has an important role to play in dealing with these urban issues. Our Department DDSMS considers providing technical support towards resolving such problems as a key part of its mandate. The United Nations Centre for Regional Development (UNCRD) in Nagoya, one of our project offices, which is worldily known is operating as a bridge for direct interaction between cities through its involvement in research, training programmes, and technical support. We view the UNCRD as a major powerhouse of ideas, initiatives and technical support for solving pressing urban problems.

In addition, in the Asian Pacific region, the Economic and Social Commission for Asian and the Pacific (ESCAP) continues to implement a variety of projects and the United Nations Development Programme (UNDP) offices in the respective countries offer financial support to a number of urban projects concerned with improving urban systems and management.

However, one of the most effective ways of solving existing problems is by technology transfer from city to city by the direct communication between those at the working level. This is especially true after all because all our experiences and knowledge have been acquired from cities of developed countries. I believe it is our task to provide opportunities for communication between cities in developing countries and promote those activities.

This conference in itself is one such opportunity. I sincerely hope that it will be used to greatest advantage so as to promote active communication at the administrative level towards solving urgent urban problems. As such the conference goes a step further than the conventional interaction between sister cities which are primarily concerned with promoting friendly relations.

Now switching to Japanese. Finally, aside from domestic administrative problems of each respective city, I would like to raise a number of points which should be pursued

further in the long term in view of the relationship among cities.

The first point requiring consideration is rectifying the disparities between major dynamic cities and their surrounding regions. It has long been recognized that concentrating investment on cities leading to rapid urban growth widens the disparities between them and their peripheral regions. In order to prevent the repetition of the same mistake, it is desirable for us to bring together ideas and wisdom which can spread the benefits of development as much as possible towards the peripheral regions.

The second point concerns how international labour migration should be coped with which will inevitable occur with the establishment of economic blocs transcending national borders. Of course, it goes without saying that some form of international agreements on labour migration must be developed. What I would especially like to emphasize here is the need to establish such agreements at the regional level. A possible solution would be to establish direct exchange among governmental or private sectors in regions sending or receiving labourers.

The third point deals with the establishment of business information networks. The location of businesses abroad in the past was called the "convoy system" in which large businesses served as the main body for growth and production ...surrounded by medium- and small-sized businesses that were its supply subcontractors. Newly Industrializing Economies (NIEs) such as Thailand, Malaysia, and Indonesia were able to achieve rapid economic growth in this way. However, the repercussions of this form of development included (a) limiting the wealth to only the affluent class and (b) increasing wage differentials between the affluent and the general population. Economic cooperation in future should also involve the extension of economic activities through the expansion of direct dealings between small- and medium-sized businesses and not, as in the past, mainly between large and small scale industries. This interaction can be facilitated by the encouragement of business information networks which allow small business managers to communicate the trade more efficiently. From the regional development point of view, it would be interesting to examine how such a network makes an impact on income increase at the local community level.

Last but not least, the fourth point focuses on the concept of sustainable development which is a common concern among us. Since the Earth Summit held in Rio de Janeiro, Brazil in 1992, this concept has been translated into the framework of action for managing every human activity on the earth in the spirit of coexistence between all human beings. Urban activities are no exception. If urban areas continue as in the past, to be the location of mass-production, mass-consumption, and mass-waste, there will be little hope for sustainable urban growth particularly in view of future urban population increase.

What is required of us is a revolution in the pattern of urban life itself. The way

population is approximately 2.08 million. In terms of our economy, the gross product of the city amounted to US \$ 53.5 billion in 1991. Various projects over US \$ 1 billion are currently under way in the downtown area and around the waterfront. Fukuoka is developing into one of the greatest cities in Japan, with integrated administrative, economic, cultural and informational urban functions.

While I regard continuous urban development as preferable, I believe that we should control urban expansion and suppress excessive increases in population and business activities. In my opinion, cities should be not only energetic, but also relaxing and comfortable to live in. In order to make our city both energetic and comfortable, we have prepared a master plan incorporating the opinions of citizens, are studying current situations and problems thoroughly, and are developing policies based on future prospects. For instance, we have determined a desirable population increase rate based on several factors such as water supply, land use, road construction, housing supply, refuse treatment, and sewerage systems. In this way, our basic concept of urban development gives priority to providing citizens with essential facilities and services so that they can enjoy a rich, rewarding and comfortable life.

Next, I would like to explain the direction of urban development in our city. Fukuoka aims to develop into a "Sea Gateway to Asia."

I believe that we should develop our city, making full use of its inherent natural, geographical, historical, traditional, and cultural characteristics. Geographically, Fukuoka is located much closer to other Asian cities than Tokyo. It is 200km from Pusan, 900km from Shanghai, 2,000km from Hong Kong, and 3,700km from Bangkok.

Historically, Fukuoka has long been a gateway to the Asian continent and has enjoyed close cultural and economic relations with other Asian countries. At present, the city is directly connected with many cities in this region via air and sea routes.

This is why we call Fukuoka "the closest city in Japan to the continent." To achieve the objective of developing the city into a "Sea-Gateway to Asia," the city is actively promoting the creation of an Asian "multi-port" which comprises the five "ports": airport, seaport, land port, teleport, and culture port.

To improve airport facilities, we are constructing a terminal exclusively for international flights on the west side of Fukuoka Airport. We have also gotten various Asian-Pacific and other international airlines to open up routes to Fukuoka. In 1986, when I became mayor, Fukuoka was connected via seven airlines to only four overseas cities: Pusan, Seoul, Taipei, and Hong Kong. Today, it is connected via 26 airlines to 20 cities. In future, we plan to construct a new round-the-clock airport. Fukuoka's seaport is called Hakata Seaport, and has a long history. To enhance the functions of Hakata Port, we have several projects to improve container terminals for foreign trade, including the Kashii Park Port and Island City Project. We also try to attract ocean liners.

Although there were no overseas lines 13 years ago, we now have 10 lines mostly for freighters, including a round-the-world line, Bangkok line, and Korean line. In November 1993, the Shanghai line was opened, and in June 1994, the Qingdao line was also established.

Land port development involves augmenting land traffic functions such as railways, expressways, and subways. Projects for improving a broad area traffic network include linking several expressways (West Kyushu Expressway, Urban Expressway, and Kyushu Jukan Expressway) via the Outer Fukuoka Beltway, as well as the already completed extension of a subway line to Fukuoka Airport (completed in March 1993). I expect that these projects will do much to invigorate Kyushu.

For improving teleport functions, we plan to enhance the telecommunications transmitting and receiving capability of the city so that Fukuoka can communicate with other Asian-Pacific cities directly, rather than via Tokyo or Osaka.

The establishment of a culture port involves the idea of creating a hub for cultural exchanges in this region. In this context, we plan to establish the Fukuoka Asian Culture Award, and hold Asian Month Campaigns consisting of events such as Asia Focus, Fukuoka Movie Festival, and Asian Art Exhibition. We also plan to establish an Asian-Pacific Center to promote research on this district and to construct a new library which incorporates the Asian Film Center.

Based on the geographical and historical proximity to the Asian Continent, we are eager to develop Fukuoka into an international city particularly oriented to Asia.

I have explained the basic concept and direction of the development of Fukuoka. In the city living environment, the basic requirements of a safe and comfortable city include providing reliable water sources, efficient urban infrastructures such as sewage systems and traffic networks, adequate refuse treatment, pollution prevention, enhancement of the city environment and so forth.

To explain how Fukuoka has been improving its city living environment, I will now touch on the topics of a reliable water supply, urban traffic facilities, housing, sewerage systems, and solid waste treatment, as these are the themes of the sub-sessions.

Securing a reliable water supply has been a challenge in Fukuoka since there are no large rivers or other significant water sources in the city. In 1978, we experienced the worst shortage of water in Japan's history, when our water supply was restricted 10 months. Based on this bitter experience, the city began developing water sources in neighboring districts and piping water from remote areas, as well as promoting water conservation. Immediately before the water shortage in 1978, the volume of water used by one citizen per day was 363 liters. In 1993, this volume decreased to 331 liters. Taking into consideration several factors, such as the diffusion of flush toilets, changes in lifestyle, and an increase in the number of buildings, the effect of water conservation

is greater than the small apparent difference between these two figures.

Next, urban traffic facilities are an important part of the infrastructure which supports various activities of citizens: commuting to office and school, leisure, business etc. During the past 10 years, the number of automobiles has increased by approximately 57%. On the other hand, the total area of roads has increased by only 39%. The construction of roads and railway networks has not kept pace with rapid urbanization. As a measure to combat this problem, the city is planning to enhance the functions of subways and other public transport systems, improve expressways and other trunk roads, as well as improve streets and alleys for local residents.

Housing in Fukuoka became adequate in terms of quantity in 1973, when the number of houses (292,000) exceeded the number of households (285,000). However, in terms of quality, it is far from sufficient and needs improvement together with the improvement of local neighborhood areas. Construction of a wide variety of houses should be promoted to satisfy the diversified demands of citizens, resulting from changes in social and economic situations, including diversification of values, changes in lifestyles, an increase in average income, and the aging of the population. In response to the demand for owning rather than renting, the city is expanding its home loan program.

Sewerage systems are vitally important infrastructure facilities. Today, 94.7% of all households are connected to sewerage systems as the result of systematic sewerage extension programs. In addition to continuing the sewerage extension program, the city promotes high level treatment to eliminate phosphorous in order to maintain water quality.

Solid waste in the city has increased by 48% during the past 10 years, while the population has increased by only 12% during the same period. In other words, the increase in waste is four times the rate of the increase in population. To cope with this trend, the city has prepared a 10 year program to construct new incineration plants and remodel existing ones, and to construct crushing centers for incombustible refuse. According to the program, all combustibles will be incinerated and incombustibles will be crushed and disposed of at landfill sites. At the same time, the city tries to reduce solid waste by encouraging citizens to participate in refuse reduction campaigns.

So far I have explained the various objectives and projects of our city. Underlying the efforts to fulfill our goals is my sincere wish to create a pleasant living environment and to ensure citizens' vitality.

According to the results of a survey conducted in 1994, 92.5% of those surveyed said that Fukuoka was a comfortable city to live in, and 92.8% answered that they wanted to continue to live in Fukuoka. I think those results indicate that our policies are well accepted by our citizens.

As I mentioned, Fukuoka is steadily attaining its goals by carrying out a variety of

programs. However, in addition to our efforts to fulfill our goals, we want to learn from the experiences of other cities and to build long term relationships with other cities through inter-city exchanges in the Asian-Pacific region. Today, international relationships are being strengthened not just between nations but between cities and towns. I firmly believe that this summit, where the representatives of cities in this region meet face to face and exchange views and opinions, will contribute greatly to the further development of this region.

Thank you for your kind attention. (Applause)

AUCKLAND ||||||||||||||||||

Mr. Les Mills

Chairman Kuwahara

Next, I would like to ask Mr. Les Mills, Mayor of Auckland City to present his report.

Mr. Les Mills, Mayor of Auckland

Mr. Mayor of Fukuoka city, distinguished guests, ladies and gentlemen, thank you very much for inviting me to speak at this very important summit. I would like to express my gratitude to you all. Thank you.

At the outset, I would like to express my deep appreciation to the City of Fukuoka for taking the initiative in this Summit and for inviting Auckland to participate.

I believe the Summit is important for two main reasons. Firstly, I consider the Asian-Pacific area to be the greatest area of growth and development in the world over the next few decades. Secondly, and related to this, I believe it is important that we meet together as a region and share our cultures, our problems, our understandings and our hopes for our cities, our countries and our region.

In this paper I wish to share with you the development strategy and opportunities for Auckland and outline how we are encouraging this growth and development in a way which respects and enhances Auckland's unique environment.

Auckland is the largest city in New Zealand. It is the prime New Zealand city in terms of population, business, trade, education and transport. It reflects and embodies many of the qualities of New Zealand in terms of a young nation, a clean green image, a stable political and economic scene and a land of great opportunity in terms of investment and lifestyle.

Auckland is blessed with a unique and very special environment. The city is built around two major harbors, with access to both the east and west coast of New Zealand. These harbors provide significant benefit to the city in terms of the maritime beauty of Auckland, the recreational opportunities the harbor and beaches provide, and the location for New Zealand's largest port.

The city is the gateway to the Hauraki Gulf, a large sheltered body of water with

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The city is the gateway to the Hauraki Gulf, a large sheltered body of water with

some 50 islands, which again provide a significant opportunity for tourism and for recreation.

Auckland is built on some 67 dormant volcanoes. This gives the city a unique landform and character of volcanic cones and lake filled craters.

Auckland is also a city of parks, with large urban areas devoted to park land.

The combination of the harbors and gulf, the volcanic landform and the open space gives Auckland a special and unique environment which we as a city are careful to preserve and enhance as development takes place.

Auckland has a population of just under 1 million people. There is a steady growth rate of approximately 3% per annum and a balanced age structure within the population. Auckland is a multi-cultural city. Whilst the majority of the population are European, we are also the largest Polynesian city in the world. We are also enjoying a significant growth in the Asian population of Auckland.

The multi-cultural nature of the city and the diversity of cultures and traditions this brings contributes to the vitality and interest of Auckland.

The challenge for my Council is to retain Auckland's unique environment, whilst at the same time providing for our people in terms of the lifestyle they enjoy, the quality of the environment in which they live, their economic and social well-being and maximizing development opportunities.

The Council has approached the task of achieving this harmony between the environment and development in a number of ways. The Council took advantage of recent major reforms in planning legislation in New Zealand to introduce a more clearly focused and flexible planning approach designed to achieve environmental protection while encouraging economic growth and social aspirations. This was combined with a reorganization of local government which saw fewer more streamlined local councils with clearer accountabilities. By development of a Strategic Plan, arrived at after extensive public consultation which set clear objectives and a future development strategy for the City's environmental, social and economic needs. This Strategic Plan was carefully costed and programmed and provides the blueprint for leading Auckland into the 21st Century and beyond.

One of Council's major policy thrusts was to protect and enhance our unique and highly regarded natural environment. Auckland is a maritime city. We call ourselves the "CITY OF SAILS." The harbors and beaches are a major recreational resource and tourist attraction for this city. Maintaining the qualities of this natural environment is important to us in issues like water quality and air quality. We pay particular attention to ensure we get appropriate development around our coastal areas. Strategies are in place to ensure much of the coast is left in its natural state, while some parts of the coastline are opened up and developed for public use. We are in the middle

of a major development project to open up our Downtown Waterfront to the public, with an emphasis on entertainment, recreation, retailing and tourism.

Our volcanic cones, natural bush and streams are also important environmental areas. The Council has adopted strategies and techniques to protect these areas for present and future generations.

Auckland is a great place to live. We have the advantage of comparatively low residential densities. Our suburbs are spacious, with typically low rise, modern, detached housing with private open space for each house.

The style and character of housing varies greatly from wooden heritage bungalows of the colonial era, modern detached single family homes, suburban townhouse development and inner city apartment buildings. We are fortunate there is ample opportunity for people to buy into a residential market offering a home which suits their own lifestyle aspirations. The residential areas are supported by an extensive and strong network of community facilities, with good parks and open space, with extensive provision for schools, libraries and community and recreation buildings. Our strategic plan seeks to maintain and enhance these community assets.

Auckland is the economic powerhouse of New Zealand. It is the growth area and the major location of industry and business, with approximately half the New Zealand jobs and half the output of manufacturing. Auckland is also the center of commerce in New Zealand, with a large and prosperous Central Business District. Having the largest population base, it is also the retail hub for New Zealand, with a range of modern, regional and sub-regional shopping centers.

Auckland has New Zealand's largest port and airport. We are a major distribution center for New Zealand and trade is an important aspect of the life of this city. New Zealand's economy is now clearly improving and Auckland has many good investment opportunities. We have policies in place through our strategic plan to promote Auckland's international competitiveness. These strategies include for establishment of Enterprise Auckland (a Council Business Unit designed to encourage and assist new business establishing in Auckland), upgraded infrastructure to ensure high levels of servicing for business, and a reduction of regulation and control on business activity.

Auckland is a major tourist destination in its own right. It is also the gateway to the many other tourist attractions and opportunities throughout New Zealand. Our unique environment and "clean green image" means there are many interesting places to see and explore right on Auckland's doorstep. The city is blessed with a range of good tourist accommodation and a good system of transport linkages for tourists to move around the city and to other destinations within New Zealand. Our strategies are designed to ensure that tourist development is in harmony with our environment, and that growth and poor development does not threaten the very qualities which

make Auckland so attractive to tourists.

The city is increasingly conscious of the importance of quality education and health facilities. Auckland has a highly educated population and the continued importance of education is recognized. Auckland has one University, and two Polytechnics, with two new University Campuses under construction within the Auckland area. Auckland also has an extensive network of quality medical facilities. Increasingly, we are recognizing the opportunities in offering educational and health facilities for people outside of Auckland and indeed New Zealand. The City's planning strategies provide opportunities for new initiatives and development.

In conclusion, Auckland has developed a strategy designed to achieve harmony between urban development and the human living environment. We are determined to enhance and build on our unique environment, while providing wide opportunities for different lifestyles and for economic development.

I thank you very much for listening to this presentaion. Thank you. Domo Arigato Gozaimashita. (Applause)

Chairman Kuwahara

Thank you very much for your presentation covering many diverse subjects including the conditions of the location, the unique environment, local society, economy, tourism, education and public health of Auckland City.

I think it is very important to improve the quality of the citizens' lives and utilize development opportunities to the maximum, while preserving the unique environment of Auckland City.

BANGKOK |||

Prof. Krisda Arunvongse

Chairman Kuwahara

Next, I would like to ask Prof. Krisda Arunvongse, Governor of Bangkok City to present his report.

Prof. Krisda Arunvongse, Governor of Bangkok

Ohayo Gozaimasu. My greetings and appreciation to Mayor Keiichi Kuwahara of Fukuoka city, my greetings to colleagues, administrators of local administration of the Asian-Pacific cities.

The problems of Bangkok is numerous, as many of the colleagues have already heard or read. We have trouble with our traffic, we have trouble about the air pollution, and the resolve of the traffic congestion. We have problems about the waste water, in the canals and in the river. We have problems about garbage dump that has been left there for more than 20 years.

But on the other hand, Thailand has a great economic boom in the past five or six

years. You may recall an article on Bangkok by David Brand, stated that the gross domestic product in 1994 is estimated to increase by 7.8% to 8.2%. Last year, the gross development product grew by 8%, and in the past year where we had some trouble in 1992, the growth rate was 7.4%. The inflation rate has been kept low and will raise to 4% at most this year. Exports are expected to jump by 16% in this year, in view by 11.5% in last year, and our national reserves stand at 25 billion. You may ask why I am talking about the national figure. Because Bangkok is the primary city in Thailand, and we are responsible of 55% of gross national product of the country, and we are responsible for 70% of the revenue of the government. So what happens in Thailand reflects greatly on what is happening in Bangkok. Thailand's fifth year plan on the seventh fifth year plan, which will run through 1996, call for the country to serve as trade investment and financial center. One important step to which this was the recent establishment of the Bangkok International Banking Facilities, in brief we call BIBF, and official banking facility which will allow international banking business to be conducted in Thailand and a favorable tax and regulatory provision. The BIBF is regarded as the climax of figures of financial liberalization.

It is now about time to begin the slideshow, not that show really. A slide of the condition of Bangkok. This is a map of the Bangkok Municipality, the Metropolitan Bangkok. It has 1,500km², divided into 38 separate districts, with district officer assigned by the governor of Bangkok, which is the only governorship position in the country that is elected by the people. The other 74 provincial governors are appointed by the Ministry of Interior.

This shows the headquarter of the Bangkok Municipality where all the decision making about serving the people in their basic needs are conducted. Bangkok is different from other cities that you are familiar with in that the authority that usually belongs to the city has been reserved to the central authority because all the central authority, the police, the communication, and all that are located in Bangkok. Therefore, they take care of their authority in Bangkok. Also in concurrent with the Bangkok Municipal Administration.

The picture you see on the screen is the example of the headquarter of one of the 38 districts administration unit that we have. Other things that we want to show you is the rapid economic growth that result in an enormous increase in building and real estate value. Increased 10 times in the suburb of Bangkok. Maybe 100 times in the past five years. And buildings are sprouting everywhere. Those of us who has been to Bangkok more than six or seven years ago would go to Bangkok now and be surprised at the degree of fiscal development of the city. And due to this vast increase in development which is centered in only 10% of Bangkok area, which is in the center of Bangkok comprising 150km². The rest of Bangkok, another 1200km² are

mostly, what you call it, dormitory town where people buy housing estate and drive into the center of Bangkok every morning and drive out every afternoon, resulting in tremendous traffic congestion that we have at the moment.

The traffic congestion that you see on the screen there is a usual thing. I was jealous when I saw the picture of the street in Auckland just a moment ago, and that happened in Bangkok only when a Thai boxer is fighting for world championship. That would only happen on that occasion. Normally we have like you saw there.

The result of, this construction result in pollution around the construction site itself, which we are regulating more stringently, for it has been left to build as you please, but now the municipal regulation that has been past just a year ago restrict the construction that is cumbersome to the neighbors like you saw in the picture over there.

We now come to the slum area. This is one of the better slum houses. We see some green area, we have much worse case, but I didn't take the picture to show to you. The slum area, we have 1,200 slums altogether, comprising 100 thousand families and a population of 1.2 million living in slum. This are the people who mostly came from up-country where they think and they feel to try their luck in Bangkok would give them a better income then they were up-country, in spite of the living condition in the slum which is not anywhere in comparison to their life up-country.

These are the street vendors that are means of small entrapenureal people. Come from up-country, they don't have any place to sell, they don't have means to earn their living. They start using public area, along sidewalk and the road to sell their goods at a slightly lower cost than other facilities, resulting in the town that is somewhat irregular in the street looks.

We are trying very hard to set up schools to educate them in trade, in making jewelry, in typing, in repairing electronic, in all that so they will have other means of earning higher income, not having to use the public space to earn their living the way they do now.

People of Bangkok are mostly Buddhist, but we are very tolerant culture, where mostly mosques and Christian church are among the Buddhist temple, and we get together very, very well. We have have absolutely no religious conflict or traditional conflict of whatever origin of the people in Bangkok have been.

We have a traffic condition that I want to emphasize again. It is a bumper to bumper traffic because of the fact that we a car increase an average of 250 thousand cars a year, and another 200 thousand two cycle motor cycle a year, which average out to be a daily increase of approximately 700 cars a day, not counting the motorcycle. If you want to pretend traffic congestion not to have to get worse, you will have to build a two lane road 3.5km every 24 hours, which is an impossibility. So we are aiming at a rapid transit system and the other thing that would be more convenient

to travel than using cars.

We come to the canals that are polluted, that we now have signed contract to have waste water treatment for 50% of the 1.2 million m³ a day of waste water being produced. In about three to four years time, 50% of the canals will be clean, and in about a year time, we will sign up another 25%, but has been allowed by the government, and our budget has been arranged, so we will be left with the 25% which I have no doubt it will be eliminated, the waste water problem. Bad canal and river will be eliminated because it would be very funny city to have 75% of the canals clean and 25% dirty. The budget will definitely be allowed in the next budget in a year by the government.

We have a park there, this is the Liberty Park, which was created by King Rhama VI 80 years ago, and for 70 years, no new park has been built, in the past 10 years, 10 more parks has been added to the system.

Would you try to rush the slides please, because I heard the first bell already.

This is the picture of the health of the facility, this is a hospital in commemoration of His Majesty, The King 60th birth year anniversary.

This is the hospital that BMA is running, and this is the one of the schools where we have to handle, we handle 427 primary schools in the city, with a quarter of a million students.

The other project that we are launching, and we will use three of our 38 districts as a pilot area is Healthy City Project. These are the methodology that we will follow, which has been elaborated in the text that I have in the big book there so I don't have to go into each of these items.

As for the NGO, you have already realized importance of the city management, with the NGO cooperation I go around seeing the people, I go around giving incentive for other NGO to help, I go down painting graffiti off the wall to set an example, and in conclusion, I would say that even though we have many of the problems you have just heard, and you, most of us realize, I think that most of the problems will be resolved. A mass transit system will be in place. The first line will be completed within three years time, the following lines will be going as I have confidence that the realization by the government and the private sector that Bangkok is the main economic machine of Thailand. It has been kept well oiled with proper budget to eliminate its problem in order to realize the 8% increase in economic growth that the government anticipates, so I think that Bangkok will have a great hope to face the 21st Century, with confidence that it will be a place where living conditions will be acceptable. Domo Arigato Gozaimashita. (Applause)

Chairman Kuwahara

Governor Arunvongse thank you very much for your speech on traffic congestion and environmental pollution. We place great trust in the considerable efforts you are devoting to these problems as we head towards the 21th century.

GUANGZHOU |||||

Mr. Li Ziliu

Chairman Kuwahara

Next, I would like to ask Mr. Li Ziliu, Mayor of Guangzhou City to make his presentation.

Mr. Li Ziliu, Mayor of Guangzhou

It is my pleasure to have the opportunity to consider the problems of city construction together with the representatives other cities. Taking this opportunity, I would like to present my personal views on the issue of "urban living space."

The issue of housing and space in the city is one of the problems attracting worldwide attention and interest. According to the statistics of U.N. Human Dwelling Centre, approximately one billion people, or a quarter of the total global population, are facing serious housing problems including housing shortage and a poor living environment. 30% of the people in industrializing countries, on the average, are living in slums or shanties where the fundamental facilities for living are incomplete. Even in industrialized countries, where high-class residential areas offer a pleasant living environment and a variety of recreation service facilities, many slums still exist. These problems were originally caused by unfair distribution of social profits and also insufficient government funding for the provision of sufficient housing. The low or middle income classes are the prime sufferers from the present unbalanced system.

In order to secure a fair and stable society, as well as to maintain the function and order of the city, the government must improve the poor living environment of the low and middle income classes, providing them with the necessary housing and space. This will ensure sound and orderly city development and a stable society. As the leaders of municipal government, we should regard it as our own duty to provide satisfactory housing conditions and environment for citizens.

I think the following two things are necessary for improvement of housing and environment in the city. First of all, sufficient housing areas together with life service utilities of a minimum quality and quantity should be supplied. The government should set up fair and efficient housing development plans, and encourage the parties concerned to initiate housing construction. At the same time, some kind of preferential treatment policy or measure should be adopted for the low and middle income classes to ensure them necessary housing.

Second, residential space providing for the physical functions and mental characteristics

of the modern material civilization should be created while solving existing housing problems. We should pursue rationalization of both housing itself and surrounding areas in every aspect such as safety, convenience, sanitary conditions, comfort and appearance. To realize this, city design plans need to be examined and reviewed many times from the viewpoints of the social, psychological and ecological environment, in order to remove undesirable factors such as boredom, loneliness, and causes of underpopulation. Through various projects such as expansion of greenery and construction of parks featuring unique characteristics in the Lingnan district, we are providing our citizens with places for activities and exchanges, and creating sunny, warmhearted environment.

Guangzhou City has emphasized these points in its city planning, which has gradually shown good results. Some difficulties and problems, however, still exist. Improvement of housing and space environment in urban areas is the most important issue to address as Guangzhou City, with a population of five million in the central district, will grow to be a modern international metropolis.

Setting the goal at commercialization of housing, we are actively promoting a settlement policy and are providing houses at reasonable price. We will proceed with the improvement and development of a comfortable, convenient, stable and beautiful living environment featuring our unique characteristics. Projects to improve living conditions in the big cities should be made in accordance not only with international trends of development, but also based on the unique conditions and features of each city. Guangzhou should take its own path while learning from the experiences of other advanced regions in China and other countries. In other words, we need to take countermeasures to keep the city from being either overpopulated or underpopulated. Because of its long history of 2,800 years, Guangzhou is densely populated, and especially in the old sections of the city buildings stand close together. Therefore, we have adopted a development approach which stresses construction of high-rise buildings with high-capacity to secure extra space. Using this method, extra space has been newly created in addition to providing sufficient housing space for people in the area. We have also promoted projects to improve traffic and greenery in the environment.

For example, on Dongfeng Road, which passes through Guangzhou, we have newly built multilevel crossings and removed all traffic lights. In addition, traffic regulations and control systems were improved and exhaustive safety education provided. By controlling traffic by time zone, type of vehicle and direction, traffic conditions have been greatly improved.

Regarding the environment surrounding residential areas, the number of parks has been increased from 36 to 107 based on 15-year city planning. For new sections of the city, development plans combining concentration and decentralization have been adopted. We are intensively enhancing development in some areas to save land while promoting

decentralization based on carefully designed plans to create a desirable living environment. After the example of the experiences of Singapore and Hong Kong, these city plans were modified to match actual conditions in Guangzhou.

This concludes the outline of the city projects we have been working on. Thank you very much. (Applause)

Chairman Kuwahara

Thank you for your report entitled "Housing and Space in Cities" explaining your efforts to create excellent housing conditions and living environment for citizens. I quite agree with your opinion that we must make cities neither overpopulated nor under populated.

HO CHI MINH |||

Mr. Vo Viet Thanh

Chairman Kuwahara

Next, I would like to ask Mr. Vo Viet Thanh, Vice Chairman of Ho Chi Minh City to present his report.

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

On behalf of the HCMC People's Committee, I would like to convey my warmest greetings to all the representatives of Asian-Pacific cities present at this summit. I would also like to thank the leadership of Fukuoka City and the Summit Organizing Committee for facilitating our participation in this important summit and creating this opportunity for us to exchange views and experiences with representatives from other cities in the Asian-Pacific region.

Ladies and Gentlemen, and now, on behalf of our advice chairman, our interpreter will read the speech in English, because of the limited time available at the summit.

Mr. Pham Xuan Hoang An, Press Officer-Interpreter

Ho Chi Minh City is an important center if culture, science, technology, and business in Vietnam. It has a population of more than 5 million inhabitants and enjoys a favorable geographic location in the middle of Southeast Asia.

In recent years, thanks to the government's policy of economic reform HCMC's economy has grow quickly and maintained stable. Economic growth in HCMC has averaged 11% per year over the last four years. In 1993 total output of the city increased by 12.5% over 1992 (while nation-wide growth was 8%). In the first six months of 1994, total output of HCMC outpaced the first six months of production last year by 14%. As a center of economic growth for the country, the city's gross industrial output and export volumes make up 30% of the total for the entire nation.

The number of foreign investment projects in HCMC has been increasing rapidly in recent years. Foreign investment in Ho Chi Minh City, alone, now accounts for 34 to