

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 of 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 grown 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

35 % of total foreign investment in Vietnam. In 1993, approximately US\$ 1 billion in foreign investment capital was licensed in Ho Chi Minh City. To date there are 312 foreign investment projects in HCMC with a total investment capital of US\$ 3.2 billion.

Notwithstanding these initial successes, we will have to overcome a great many obstacles to ensure sustainable economic development, protecting the environment while at the same time raising living standards of our people.

In many large cities in the Asia-Pacific region, economic growth has led to a rapid increase in urban population due to migration from less developed rural areas. This process, in turn, complicates infrastructure, social and environmental problems in the cities and makes further progress in urban living standards more difficult to accomplish. Our city is presently experiencing that same difficulty, as we are experiencing more and more migration from the countryside as people come in search of opportunity. However the situation in HCMC is exacerbated by Vietnam's low income levels, and on the part of the government, limited financial resources and inadequate management skills.

As a newcomer among developing urban areas, we highly value the experiences of Asian-Pacific urban areas that have preceded us in the process of development. We are very interested in studying steps your cities have taken, to understand both the successes and the failures. It is our wish to have closer cooperation with your cities in the exchange of practical knowledge in order to find solutions to common urban problems.

In light of the limited time available at this summit, let me inform you briefly about some current issues in HCMC and some of the proposed solutions that we have raised in order to overcome some of the adverse consequences of urbanization and raise living standards.

After years of research, our city has drawn up the "Master Plan for Urban Development : 2010." The plan, which has been approved by the government, will comprehensively direct and manage the city's development through the year 2010.

The master plan outlines a series of major rehabilitation and development projects as follows :

One : Quickly develop the city's infrastructure, in particular the mass transit system, water supply, sewer system, electricity, and housing facilities for the population. We hope to finance these projects by tapping all potential sources of capital, including private investment. Of course given the limited capital available, these investment projects should be tackled in relative proportion to other investment targets.

Two : Traffic jams and a worsening environmental situation have resulted from small scale production sites being established in what had been private residences in densely

populated neighborhoods. These workshops are gradually expanding in terms of scale and diversification. Existing infrastructure will not be able to accommodate them in their present locations without further worsening of the traffic and environmental situation in these neighborhoods.

The master plan calls for the creation of zoning regulations that will direct investment to new, labor-intensive industrial centers in rural areas and at the same time restrict investment in production facilities in zoned residential areas in order to prevent serious urban environmental pollution.

Three: Carry out a long term program of relocating populations to rural and uncrowded suburban areas, where preferential land use rights, housing, and job security will be granted. Investment will be channeled primarily into rural roads, water and power supply in order to gradually move productive capacity from urban areas to the countryside.

Four: Revitalize older urban areas, beginning with poorer neighborhoods and neighborhoods with environmental problems, along the following general lines :

Construct low-story homes to replace high rise slums that occupy sizable land area, thus reducing population density leaving more space for greenery and better public services.

Provide densely populated areas with better infrastructure, particularly mass transit systems, water supply, and sewer systems. Since the government can only provide a portion of the necessary financing for the above mentioned projects, the majority of financing will have to come from local contributions and private investors.

Five: Quickly develop new and modern municipalities to reduce the population density in existing cities and avoid overinvestment there, which is bearing more and more heavily on the infrastructure that hardly keeps up with the demands. Therefore, investors should be encouraged to focus on sparsely inhabited areas defined in the Master Plan.

Six: Urban housing. Overall, housing development is slow compared to actual needs. Investment rate, however, has dramatically increase in the last four years thanks to the policy of encouraging people to ameliorate their own dwellings and invest in building new residential quarters in line with the Master Plan.

As to land use, priority is given to the building of houses for the poor to rent or buy by installment, along with gradual eradication of the neighborhoods unfit for living. Higher-income groups are charged more for housing to allow for subsidization of housing for the poor. This will contribute to bring differing income groups together in the same new neighborhoods.

Ladies and Gentlemen, our city is booming with construction and expansion. We have been able to achieve a lot in spite of scores of difficulties. I hope you would share with us your valuable experience in urban development not only at this summit but also in future cooperation.

fiscally independent with its own revenue. The remit of the Council was also made very wide ranging from hawker control and public hygiene to the provision of leisure and cultural facilities. Many public facilities have been provided :

This is a picture of a central library in Calhoun Peninsula.

Here, for example is another picture of the interior of another library, a children's corner.

Of a variety of cultural facilities. These are the Museum of Art. Cultural Center.

Here we have a typical medium sized market complex.

Offering fresh fruit and vegetables and a wide range of daily needs.

Here is a typical example of an indoor games hall, which are very numerous all over the city.

Many environmental spots were inherited from Hong Kong's past. And these were addressed by laws in the early 1980s. A balance, however, had to be struck between environmental improvement on the one hand and maintaining our economical competitiveness on the other. Despite this much indeed has been accomplished.

Another favorable condition has come to us in the last decade, and continues to the present, namely, the economic reforms of China including the establishment of Special Economic Zones within China, one of which, Shenzhen, is on Hong Kong's doorstep. These events in China have provided opportunities for Hong Kong's capital. Hong Kong today is essentially a post-industrial economy and a more environment friendly economy. The territory has reinforced its role as a financial center, and of growing importance, as a service center for investment in and trade with China. Tourism with our millions of annual visitors is obviously of growing importance in the future.

Basic needs of everyone in Hong Kong are certainly being met and it is timely that we move beyond these basics. Much environmental improvement must take place and Hong Kong's broader needs must be met. A better educated and increasingly middle class and middle aged population are demanding that they should be met. This graph shows clearly the changing age profile of our population. The quality of life is being rapidly improved but there are dangers ahead. Prime real estate values now may outpace those of Tokyo. This graph shows the alarming increase in office rentals. There are also more and more demands for Government expenditure in social services. Yet any move away from our existing law tax regime we now enjoy must prove to be detrimental to our economy. Expectations are growing, sometimes unrealistic ones. This developing scenario and how we handle it is a major challenge of the present.

Come June the 30th, 1997 Hong Kong will cease to be a British Colony and rejoin China as a special economic region. This picture taken in 1984 probably needs no introduction. At that time, the property and stock markets was expected to slow down, but did not happen. Quite the contrary they have risen to new heights. Certainly

it has been a disturbing time for us in Hong Kong. Events have been taking place and Hong Kong people have had little influence over this process. This has been frustrating. However, the promised "One Country Two Systems" and the economic developments within China and in Hong Kong have restored confidence. We have now psychologically adjusted to the change of sovereignty in 1997 and we are prepared for it and prepared to move beyond it.

Thank you all for your attention. (Applause)

Chairman Kuwahara

Thank you Dr. Leung, for your presentation describing the process followed to solve various urban problems while keeping pace with the development of the economy as well as future subjects for further improvement.

I firmly believe that Hong Kong will further develop and prosper after its return to China in 1997.

IPOH ||||||||||||||||||

Dato' Ismail Bin Shah Bodin

Chairman Kuwahara

Now, I would like to ask Dato' Ismail Bin Shah Bodin, Mayor of Ipoh City, to give his presentation.

Dato' Ismail Bin Shah Bodin, Mayor of Ipoh

Mr. Kuwahara, Mayor of Fukuoka, thank you.

Ipoh stands out as one of the fastest growing cities in Malaysia. The population growth rate is at about 3.19% per annum for the years 1991 to 1994. The population growth is brought about by rapid urbanization coupled with rapid economic growth which increase the demand for housing, commercial establishments and infrastructure, among other things.

Rapid urbanization, if uncontrolled and unplanned for will only bring problems to the city. The negative impact of this include ad-hoc development, squatter settlements, traffic congestions and pollution, not to mention social problems. These will in turn, decrease the quality of life for its citizenry.

However, continuous development is critical to ensure the welfare of the citizens. Any development will have an adverse impact on things mentioned, such as the environment, traffic conditions, values if there is no proper planning and management. Hence, there is the important need to balance between development and living environment.

Ipoh the capital of the State of Perak in Malaysia, is situated in the Kinta Valley which was once the richest single tin field in the world. It lies on a limestone bed, overlooked by the Kledang Mountain to the west and the Titiwangsa Range to the east. Three major rivers, Kinta, Pari and Pinji pass through Ipoh, with the Kinta cutting

right through the heart of the city.

The city is located in Peninsular Malaysia at about 101 degree East and 4 degrees North. It lies halfway between two major cities, Penang and Kuala Lumpur. It is a thriving city of 460 thousand people with an area of 171km². Over the last 14 years, that is from 1980 to 1994, the average annual rate of population growth is 2.9 %. Meanwhile the economy-base of the city is dependent on commercial and industrial activities. It also serves as the metropolis for larger environs.

In the last two decades, Ipoh has been experiencing an increase in population accompanied by an encouraging economic development. The City's population has almost doubled from 269 thousand in 1970 to 460 thousand in 1994. Meanwhile, the employment sector has recorded an increase at 2.5 % per year whereby the labor force has an increase at 4.66 % per annum.

In terms of land use, Ipoh still has an abundance of ex-mining land followed by housing, institution, agriculture, industry and commercial. The population density for housing areas are 1 to 19 persons per acre and for the area close to industry is from 20 to 40 persons per acre.

The commercial activities are mostly concentrated in the city center where all the facilities and services are. However, in order to decentralize some of the activities, a few sub-centers have been developed around the city center. Industrial land are mostly located at the city fringe with an area of 2400 acres.

Not forgetting the recreational facilities, Ipoh also is providing an area of 661.44 acres of open space in and around the city. In addition to that, there are also open spaces in the housing area which are required to be provided by the developer at a rate of 10 % per acre.

Ipoh has a crucial role to play in the state economic development. Because of its economic functions and continued population growth, it is important to improve the planning and management of the city. In line with the National Development Policy (NDP) of the Second Outline Perspective Plan, 1991 to 2000, therefore the future development of the city will focus on five main strategies, namely :

Planning for optimal land use : With population increasing, the design of settlement will have to focus on land-intensive projects via high-rise construction for settlements, commercial and office facilities and also taking into account urban traffic management and flow system to avoid adding congestion to specific locales and environmental degradation. Moreover, sufficient open space like parks and recreational areas will be provided to ensure quality and better urban living environment. In addition, since polluting industries create environmental hazards, they will be relocated, or required to have effective pollution control facilities and improved premises.

Providing adequate urban services : Priority are given to the provision of safe water,

efficient sanitation and sewerage system as well as efficient solid waste management and disposal system. The State Government has also agreed to provide an incinerator to replace the current waste disposal system. Provision of recreational facilities and parks will be upgraded to ensure better urban living quality.

Planning urban design as a whole: In order to ensure a beautiful city with a pleasant and conducive environment, there will be guidelines on overall design concept on the relationship of scale, material, column or texture of the building. Building can no longer be seen in isolation as they must form part of the fabric of the city-connecting and responding to each other in ways that maintain continuity and character.

Fourth, to increase investment in the manufacturing sectors and creating more job opportunities: Upon completion of the North-South highway the traveling distance from Ipoh City to other major industrial cities such as Penang and Kuala Lumpur are shortened. Therefore, it is able to attract more investors to set up business. Furthermore, Ipoh City can offer cheap labor with the existence of technological training centers such as Industrial Training Center, Mara Institute of Technology and University of Science Malaysia. Ipoh is also well equipped with facilities such as industrial estates, an inland port, an airport and railway lines which are the essential factors for industrial development. In addition to this, the state government has planned to build a port whereby the location is within 45 minute drive from Ipoh City.

The rapid development of the manufacturing sector will create more job opportunities to the local people thus increasing the per capita income.

Fifth, to encourage the social responsibilities and public awareness: The public plays an important role toward ensuring a safe and comfortable living environment in the city. Social responsibilities and public awareness can be achieved through civic awareness program and campaign on the importance of maintaining the natural environment.

The Ipoh City Council has even launched the "We Care" campaign early this year with the objective to encourage cooperation between the public and the local authority in creating a better living environment. Programs are also being carried out in primary and secondary schools to educate the youngsters on the importance of environmental awareness.

In conclusion, proper and strategic planning and management will produce an excellent city with a better regard for the environment and quality of life.

This means a better living environment, social amenities, infrastructure, transportation from one place to another, communications, and of course, standards of living for its citizenry. With good planning and management, plus high creativity, innovativeness and vision of its leaders, the goal to make Ipoh the best city in the country will materialize in the not too distant future. (Applause)

Chairman Kuwahara

Dato' Ismail Bin Shah Bodin, thank you for your presentation on city planning and improvement of city management to strike a balance between development and preserving the living environment. I agree that strategic, effective planning and management by focusing on the quality of life and an attractive environment will make an attractive city. This concludes the presentations for the morning session. Now, I would like to ask Associate Professor Koga and Professor Hayashi for their comments on the reports of these seven cities.

Associate Professor Koga, please go ahead.

【COMMENTATOR】

Associate Prof. Yukihiisa Koga, Kurume University

Since I only have five minutes to comment on the serious and difficult problems of various cities, please pardon me if I speak too fast or confuse you.

The ultimate goal of city planning is, as Mayor Kuwahara mentioned earlier, to improve the quality of the citizens' lives. Laying a foundation for a comfortable life with quality is the most important objective towards which an administration must aim. All of the cities have been seeking ways to achieve this objective. Listening to the presentations each mayor has just made, the common subject seems to be how to keep a balance between economic growth and environmental conservation. In other words, how to pursue sustainable development, I would say. Those urban problems are apparently caused by an inflow of people to urban areas from rural areas.

Now, I would like to talk a little bit about the efforts each city has made to solve the problems.

The main problem Fukuoka City has been facing is the living environment, such as water supply, transportation and housing. The city has striven to improve the quality of its citizens' lives, and to serve as an Asian "multi-port." I look forward to seeing further development in the future.

Auckland, one of the cities blessed with favorable conditions, has been working on city planning focusing on its unique environment. The mayor's presentation revealed the city's efforts to harmonize the living environment with development.

In Bangkok City, many serious urban problems, as well as problems regarding the living environment and sanitary conditions, have been caused due to the rapid development. Focusing on these problems, the city has worked on improving the health and sanitation system in cooperation with the citizens. The administration is greatly expected to take a leadership position to improve the involvement and cooperation of citizens in these issues.

In the case of Guangzhou City, it was mentioned that the population explosion has

led to heavy traffic congestion. Under the theme "development of the three elements' city, housing and environment," the city has implemented a variety of policies and projects. They are also aiming to make an attractive, warmhearted city and I am looking forward to witnessing their achievements.

In Ho Chi Minh City, the "Master Plan for Urban Development : 2010" has been introduced to focus on the serious housing problem. I hope they will be able to realize their city planning in harmony with rural areas as scheduled.

The housing problem, which requires drastic changes and environmental improvement, also seems to be serious in Hong Kong. I look forward to seeing their further development and harmony between the environment and tourism.

Ipoh City has been proceeding with its inclusive city planning to solve such serious problems as infrastructure, environment and over development.

The city has put emphasis on improvement of citizens' lives and preservation of the environment at the same time, and is striving to make strategic plans. I expect much of their successful results.

Ultimately, nothing is more important than achieving harmony between economic activities and the living environment of citizens in order to solve urban problems. Under present conditions, providing a satisfying living environment always leads to the destruction of the natural environment. As more people move into urban areas from rural districts, the risk of that will be higher. Urban problems are directly connected with the inflow of population from rural areas to urban areas, and it is very difficult to vitalize rural districts while ensuring economic growth through development of the cities. I would say it is a "trade-off" relationship. When a city flourishes and grows economically, people flow into the city, which leads to depopulation of rural districts. On the other hand, a phenomena called the hollowing out effect can occur through efforts to stop population inflows, namely by vitalizing rural districts. With this phenomena, the economy becomes stagnant. Considering these facts, I think the most important issue for government is to keep a balance between rural districts and cities while developing.

There are two things required to solve urban problems. First of all, we need to complete the infrastructure in order to ensure healthy economic activities and to provide a quality living environment. Another thing is to create an environment which prevents the population from flowing into urban areas from rural areas.

In order to realize this, policies for vitalizing local districts to make them attractive for everybody as well as for creating affluent local districts will be needed. These can hardly be handled by one city. It is impossible to carry out those plans without the cooperation of the rural districts, the city and the national government. I think closer cooperative relations between these three entities, namely local, city and national government, will be needed in the near future. Fundamentally, creating an attractive

city or rural district for everybody is the most important point. I think this is the ultimate requirement to ensure substantial development. (Applause)

Chairman Kuwahara

Thank you very much, Associate Professor Koga.

Next, I would like to ask Professor Hayashi for his comments.

【COMMENTATOR】

Prof. Kazunobu Hayashi, Kyusyu International University

Since I am assigned a very difficult job, summarizing the presentations about the seven cities each with a different background in five minutes, it is very hard to cover all of the cities. Before I begin, I ask for your understanding in case I skip something important or miss some good points. I may give my opinions on various cases from a slightly personal point of view.

It was interesting that the seven cities selected to give presentations in the morning session have been showing remarkable progress.

Now, the Asian-Pacific region is recognized for having the fastest economic growth in the world. Starting with countries that have a very low income level as a result of damages caused by war or colonization, all of the countries in the region have been showing remarkable growth. There are, however, various new problems emerging such as concentrated population in urban areas, destruction of the natural environment and traffic congestion. The representatives of the seven cities have just made presentations on their city planning and efforts to solve those urban problems. They both interested and inspired me.

I hope that the cities sharing similar problems will learn from each other and make new city plans, like the mayor of Guangzhou City mentioned in his speech that he would like to learn from the cases of Singapore and Hong Kong. I look forward to having more active discussion on the three selected subjects, in the subsessions.

Now, let me give my comments on the seven cities starting with Fukuoka.

Fukuoka is actively promoting closer fellowship with Asian countries, aiming to become a key city of exchange with Asia, retaining intimate links with the sea. The entire city is in the midst of the Asian Month festivities, and this summit has been held as a part of the festival. I was deeply impressed to see various new projects underway in Fukuoka, utilizing its geographical advantage of being closest to the major cities of Asia. Fukuoka, however, has many urban problems just like other cities. I am afraid it might be offensive to mention this in front of the mayor, but the city is especially suffering a serious water shortage.

The participation of Auckland City greatly contributed to extending the scale of this

summit, from Asia to the Asian-Pacific region, which will successfully lead to next year's APEC. In the city plans of Auckland which were introduced in the presentation, the harmony between economic development and the natural environment is well established. They seem ideal to us. When I visited Auckland City, I was impressed with the beautiful cityscape. I think other cities can learn a lot from their city plans. Since Auckland will be in Subsession 2, I expect that more technical subjects will be discussed later. Bangkok City is recognized for its remarkable economic development in Asian countries active as Asian NIES. It is also one of the biggest international cities in which many international organizations are located. Other than the destruction of the environment, the city's most serious problem is its transportation system. I understand this, as I have experienced the heavy traffic congestion in Bangkok. It took an enormous length of time to get from the airport to downtown. I think Bangkok is participating in Subsession 1 to learn from other cities' experiences and find effective solutions. I hope there will be an active exchange at the session, bringing fruitful results.

Guangzhou City is actively promoting various plans. The vast area covering Shenzhen to Hong Kong as well as Guangzhou, is scheduled to be unified as one economic zone. Considering the fact that the population of the city is now swelling, a city development plan is needed immediately.

Regarding Ho Chi Minh City, investment from overseas has actively made the city, which accounts for 34 % to 35 % of the whole country. Driven by the withdrawal of economic sanctions by the U.S.A., Viet Nam will draw the world's attention as the hottest place for investment. This will definitely lead to the rapid growth of the city. In addition, the city was extensively damaged by the war and too rapid a recovery might cause serious issues in the future. With this background, I had great interest in the mayor's presentation about the "Master Plan of City Projects toward 2010."

Hong Kong has been playing an important role as the center of finance and information in Asia. By returning to China in the near future, the city will bear a more important role in that country. This, however, will cause some problems such as population concentration and inflow. Population inflow inside the country, different from the current issue of refugees will cause some serious problems. Also, construction of the new Hong Kong Airport will require new policies and plans in order to serve as another hub of international transportation in Asia.

I had a great interest in the presentation of Ipoh City. Their planning for optimal land use, namely the better use of living space and industrial space, shows a good example of city planning that a metropolis in rural areas may have.

Since each city will participate in a subsession group focusing on the issues they are facing, I hope there will be active discussions covering technical matters. With fruitful results, this summit will be a great success, not merely a "festival event."

Thank you for your attention. (Applause)

Chairman Kuwahara

Thank you very much, Associate Professor Koga and Professor Hayashi.

The presentations made by representatives of the United Nations and seven cities were very inspiring and stimulating. We also appreciated the significant comments by Professor Koga and Professor Hayashi.

We learned that each city is striving to bring harmony between city development and the living environment by utilizing their unique characteristics, and are actively promoting the vitalization of their cities in cooperation with citizens and other organizations. I was greatly inspired by many important remarks, such as: technique should be transferred from city to city; we should share understanding and hope under the recognition that the Asian-Pacific region is one unit; we should build a network to learn from other districts facing the same problems; we should learn from others' experiences; and that we should put emphasis on the experiences of cities in the Asian-Pacific region to maintain a closer relationship and exchange practical knowledge. I feel a strong need for strengthening the relations between cities in the Asian-Pacific region.

This is the end of the morning session. We will meet again at 1:30. Thank you very much for your cooperation.

..... LUNCH

Chairman Kuwahara

Now, we will resume the afternoon session. I would like to ask the Mayor of West Jakarta, Mr. H. Sutardjianto to give his presentation.

JAKARTA |||

Mr. H. Sutardjianto

Mr. H. Sutardjianto, Mayor of West Jakarta

Good afternoon ladies and gentlemen. First of all, I would like to express my sincere gratitude to have opportunity to present information about Jakarta. I also would like to convey the regard from Jakarta to Fukuoka people, and all of you. At this time, I'd like to present one of current issue, in my country, which is about Kampung Improvement Program of DKI Jakarta.

Jakarta is capital city of Indonesia, with more than 8 million people at night, and about 10 million people during the day. Like other developing countries, there are still slum areas within the city, inadequate housing and environmental condition. There has been a two phases of the Kampung Improvement Program, KIP since 1969. Environmental

Thank you for your attention. (Applause)

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conditions in many low income areas have been improved at low per-capita costs through investment and footpaths, drainage, water supply, school and health centers. But including land tenure and housing improvement, KIP a community based Kampung development program, a government's policy which has been implemented mostly in big cities in Indonesia, is the answer of the growing recognition of the need to involve the people themselves in the activities of local development.

KIP also answer the question on the problem of how to manage effectively the interface between the traditional top-down formal structure, and so called bottom-up informal activities. Jakarta has already in the third stages of the program. In the first and the second stages, the programs were emphasize on the infrastructure physical development. I recognize that KIP has problem and operation and maintenance, meaning that at need community involvement and participation, and the process of development.

Now I'd like to follow up interest for cases on the new program, and KIP components have been returned to emphasize a strong community base on an approach to urban upgrading and profit assistance to small businesses, and KIP areas through what we call 'Tri Bina Program'. Three development program, social development, economic development and physical development.

Kampung Improvement Program includes poverty alleviation, environmental improvement, community development, small schools credit implementation, small labor contracts. One, poverty alleviation: poverty is situation of complete shortages, bred by various pursuing conditions upon life. Which is actually not misses by the poor, but it is only unavoidable, something beyond their own strength. To cope with this problem, we need a policy commitment and organization and activities which enable convey property and backwardness eliminating poverty. We don't want to treat the poor as a mere object, but should call them a subject in the development because how poor they are, it does not mean that they don't have anything. Yet they have something, even a little capacity. KIP Project is one of the government strategies, and effort to alleviate poverty, especially in the urban poor Kampung.

Two, environmental improvement: Basically Kampung Improvement Program is a program of improvement the environmental condition in slum areas. Through the development and improvement of water and sanitation facilities, health and hygiene, education, school, footpaths, drainage, and solid waste collection, to work the objectives of clean and healthy Kampung.

Three, community participation: As mentioned above, KIP project is a community based project, which mean that KIP approach has formal intensive community participation in all stages of project activities. DKI Jakarta implement KIP in three stages as follows. Stage one, organization stage. Introduction of participatory concept of KIP and orientation training. Establishment of specific community groups. Identification of physical and

social service program needed. Establish the network between projects relating again and the community. Stage two, stabilization stage. Institutional and capacity building for community organization, learning and program implementation, skill training and community development. Strengthening the communication system for the purpose of modifying the implemented activities. Stage three, turnover stage. Transfer of activities and responsibilities and managing the social economic surfaces, including the simple physical works. Evaluation of community organization ability and managing the development of building, development intruding, the maintenance of public facilities. Follow up training to strengthen the management of the organization. The realization of community self-reliance. Four, small scale credit. Small scale credit program was implemented in KIP project targets areas as revolving funds. This credit will given to the communities to the groups, and to be repaid within three to five months, and the repayment will be revolved to another beneficiaries. Five, small labor contract. Small physical works, such as footpaths, small drainage and public toilets will be executed and implemented by the community themselves. A specific community group "Collap" has a contractor to their Kampung development. Orientation of KIP project are very important. The communities should be prepared to understand the program. The object is to gain the community acceptance to support for Kampung improvement program, to enhance the community participation, to increase the sense of responsibility, to establish positive opinion on KIP, to create the unit concept to formulate the problem and community needs. This, the targets.

Orientation campaign, the result of the orientation campaign is an agreement on planning, on the formation of memorandum of understanding, and should be signed by the representative of the community and the local government.

Multifaceted campaign. This multifaceted campaign will result memorandum of agreement. It is an agreement between the community and the government. KIP program components, components is physical construction. One, drinking clear water. Program activities in waterculture, public hydrants, water terminal. Components: sanitation program activities, public toilet, bathroom, and wash bases, cell toilets and the urinates, separate. Solid wastes, garbage cans, garbage carts. Building, multipurpose building, social facilities, program activities, social sector improvement, greening public garden, sport facilities, family development support. Seven, environmental security. Program Activities: fire hydrant, fire houses. Components: roads. Program Activities: physical roads, footpaths, food dikes, piers. B, plan liberation. C, community economic development. Expertise to education. Program activities, economic education. Three, product marketing economic development, and D, community social development at parties. Two, education, social education, social development. Three, orientation campaign program orientation. Four, multifaceted campaign factor orientation. Five, community health. Program activities,

community health center head clinic. Notes, program activities could be changed following definition and local potential of the sub-local district. Plan targeted by Mohamed Usli Tamlin III.

Thank you very much. (Applause)

Chairman Kuwahara

Thank you very much, Mayor Sutardjianto of West Jakarta.

He talked about the Kampung Improvement Program that promotes economic development through fostering human resources and creating employment opportunities. The program also planned to improve the environment. I hope the improvement program will bear successful results through the support and active cooperation of local society.

KAGOSHIMA |||||

Mr. Yoshinori Akasaki

Chairman Kuwahara

Next, I would like to ask Mr. Yoshinori Akasaki, Mayor of Kagoshima City, to make his presentation.

Mr. Yoshinori Akasaki, Mayor of Kagoshima

My name is Yoshinori Akasaki, Mayor of Kagoshima. I would like to introduce Kagoshima's city development plans. First I will review the city's historical background and then talk about the manner in which it has developed to today.

Kagoshima City has a population of 540,000. It is located at the southern tip of Kyushu, approximately 300 km south of Fukuoka and is easily accessible within 4 hours by train or bus. Being the prefectural capital, Kagoshima serves as the political, economic, and cultural center of southern Kyushu. The city is exposed to ample southern sunlight and is called the "Naples of the Orient" because of its beauty. Located across the city, in the center of Kinko Bay, is Mt. Sakurajima, an active volcano. Blessed with volcanic ground, the city possesses many hot springs. Kagoshima City, having become an international tourist destination, draws over 8 million visitors a year.

Throughout history, Kagoshima, the southern gateway to Japan, flourished through trade. In the 16th century, Christianity was first introduced to Japan via Kagoshima by Francis Xavier. In addition, Kagoshima maintained a long history of cultural interaction with China, South East Asia, and the West. Through this experience, Kagoshima acquired a perceptive attitude towards the future. The Meiji Restoration, which created modern Japan, was accomplished by many talented leaders from Kagoshima.

Kagoshima City was established in 14th century when Lord Shimazu chose the present location as his stronghold. It was only in the first half of the 17th century, however, that the area was formally shaped into a castle town. The Kotsuki River running through the central part of the city was improved and the city was laid out according to a

formal plan. A portion of Kagoshima's present central structure was manifested at this time.

Kagoshima City had been destroyed three times; once during the British-Satsuma War in 1863, once during the Seinan War in 1877, and the third time during the Second World War in the 1940's. On each occasion our predecessors have reconstructed the city from the ruins. After 93% of the city was burned during the Second World War, a large reconstruction project encompassing a 1000 hectare area was completed despite the poverty and suffering of the Post-War era.

With the flight of citizens during the Second World War, the city's population had dwindled to 84,000. During the next 50 years, however, the population has continued to grow and today Kagoshima boasts a population of 540,000. Looking back at the progress of the Post-War era, the first 15 years till 1960 were spent laying out the city's present foundation through a reconstruction project.

During the 1970's large residential districts were built to accommodate the growing population. In addition, the seaside industrial area was developed.

In 1980 Kagoshima joined the list of cities with populations over 500,000. Between 1975 and 1985, the city strove to provide municipal facilities suitable for a city of its size. Also during this time the Green Storm Project was introduced in an attempt to regain the plant life lost during the war.

Since 1985, Kagoshima City has continued to promote city development projects, focusing on the city's identity, amenities and healthy life of the citizens.

I believe that Kagoshima's current attraction lies in its unique characteristics which are rooted in its history and nature. People have begun to demand not only efficiency, but also comfort and an attractive living environment. Thus, more amenities have become necessary.

In order to answer the above demands, we engaged in the cultivation of the city's scenery. For example, the area surrounding the remains of Lord Shimazu's Tsurumaru Castle has been designated the "History Zone" and cultural and historic facilities have been concentrated there. Through the Scenic Preservation Zoning Initiative, the height of buildings are restricted to 20m in this zone. We also build the so called "History and Culture Road" along the zone. This road is uniquely facilitated with gas lantern street lights, commemorating the first use of gas lamps as introduced by the 28th Lord of Satsuma, Nariakira Shimazu, and a small stream filled with colorful carps. Kagoshima is also one of the few cities in Japan which operates streetcars. We installed central poles along the streets to conserve the beauty of both the streetcars and the scenery. While many tourist cities in Japan tend to emphasize daytime attractions, we have attempted to make Kagoshima's night as attractive as its day. Through the "Bright Town" project the city now features unique street lights on different streets,

and illuminates statues and buildings. These efforts turned the entire city into a brighter and safer area at night, very much to the liking of visitors.

One area that will increase the amenities of Kagoshima is the utilization of the shoreline. Kagoshima has continually flourished by taking advantage of the sea. The sea routes to the Amami islands, Okinawa, and South East Asia have long been used for people and culture exchanges. Even now, such international cruisers as the Queen Elizabeth II dock in Kagoshima.

Kagoshima features 30km of shoreline running north/south along Kinko Bay, a quiet inlet. Up to now this shoreline has been utilized for industrial expansion. However, we feel that this area needs to be developed as a space which provides various forms of enjoyment and relaxation.

Currently, Kagoshima City is reconstructing the Bay Harbor. All shipping lines originating from Kagoshima have been consolidated to the 650 year old Kagoshima Main Harbor. A Kagoshima Trade Center focusing on business with South East Asia, and an Aquarium, a new tourist attraction, are part of the redevelopment project of this harbor.

Furthermore, we plan to construct a 67 hectare artificial island off the shore of central Kagoshima. This new city will be equipped with a dock for international cruise lines, an international class marina, an international convention center, and a hotel. The above constructions hope to heighten Kagoshima's trade and interaction capabilities, preparing us for the challenges of the 21st century by opening the sea-routes, and establishing a network with the world as the southern gateway to Japan.

With the maturation of society, Japan's total population is expected to reach its peak in 2011. Since we cannot expect a substantial increase in our residing population, we consider it important to create a city which attracts people from afar and thrives on interaction. With the world economy becoming increasingly interdependent, city development through cultural and economic reciprocity demands a wide international perspective. Aside from our sister city exchanges with Naples, Italy, Perth, Australia, Miami, U.S.A., and Chansha, China, we have friendship ties with Chonju, Korea. Doctors and engineers from Chansha and city employees from Chonju have come to study in Kagoshima. In order to expand our international network centered around Asia, we have recruited qualified foreigners, who have lived in Kagoshima, as Distinguished Friends of Kagoshima to serve as an intermediary to and from their respective countries. In addition, we plan to send city hall employees to South East Asian nations to conduct research for new exchange possibilities.

Besides great natural attractions, Kagoshima also features a 700 year history of prosperity as the castle town of Lord Shimazu. Many historic resources still exist for people to contemplate the past. In order to utilize these favorable conditions, and emphasize the city's atmosphere as a stage where people can meet, relax and have a good time,

robots. A major car manufacturer is also in operation in the area adjacent to the city. Although Kitakyushu City was organized as a city only 31 years ago, which makes it a very young city, its public facilities and welfare services are fully operational, consistent with the highest levels in the country. A satisfactory living environment has been offered to its citizens.

However, the rapid economic development in the past decades has caused unpredictable drastic changes in the structure of the city. Kitakyushu City, which has greatly depended on the basic materials manufacturing industry such as iron and steel, is now at a transition point. Under current circumstances, the "Kitakyushu Renaissance Project," the city master plan, was developed to solve various issues such as conversion of the industrial structure and building an efficient transportation network, as well as to create an attractive city for the 21st Century. The main concept is to create the "International Technology Waterfront City-full of greenery and friendship." In other words, we are aiming to revitalize the city as a metropolis featuring creative industries and research activities which will play an important role in the international economy. Ensuring a comfortable, quality living environment is also one of our objectives. About 400 projects were underway on a budget of JY 820 billion in the first implementation plan. The second implementation plan was initiated this year, with 558 projects and a budget of JY 1 trillion. I would like to give a brief explanation on some of our projects according to the theme of this summit.

Facing some traffic problems such as gridlock, accidents and pollution, the city has actively conducted projects to improve its transportation network.

In the areas along major roads, the population has rapidly increased due to the development of residential areas. The city has adopted an urban monorail system, the first in Japan, to relieve the heavy traffic congestion in that area. Besides being an energy saving system, the urban monorail system provides solid, efficient use of the roads. Opened in 1985, the line extends over 8.7km. Construction costs were JY 68.1 billion.

The construction of public parking areas as well as centralized car-park guiding systems are underway to remove illegally parked vehicles in the downtown area and to ensure smooth, safe traffic flow for the citizens.

As Kitakyushu has developed as an industrial city, it has created many environmental problems such as air and water pollution. After long efforts supported by the corporate community and citizens, we have almost overcome these problems. Here, a photograph of the sky above the city in 1960s is shown on the screen. As you can see, it is completely covered with clouds and smoke. However, it is clear now as seen in this photograph. The next picture shows the Bay of Dokai and industrial zones placed in the center of the city in 1960. It was badly contaminated. Now, the condition of water has been improved as seen in this picture. The ocean and river have been revived to a good

condition for fish and living organisms.

After overcoming such serious pollution problems, Kitakyushu City has been involved in various environmental-friendly projects.

Aiming to be an environmental-friendly, recycle-oriented city, Kitakyushu City initiated separated collection of garbage to recycle cans and bottles last July. In order to obtain citizens' understanding and cooperation which helps this project to proceed smoothly, a campaign for citizens was organized. During this campaign, 270 staff members, 30 % of the city officials, visited 2,700 districts to explain the objectives of this project and to ask for cooperation.

The recycling center was constructed to process the collected bottles and cans. As seen in this picture, the center attracts attention not only as a waste recycling plant but also as a work place providing employment opportunity for handicapped people.

Utilizing its industrial technique and experience in solving pollution problems, the city established the Kitakyushu International Techno-Cooperative Association, "KITA," in 1980 in cooperation with the public and private sectors to promote international cooperation. In cooperation with more than 200 companies of various fields, universities and research institutes, we have invited trainees from overseas. By this March, the number have reached about 1,100 trainees from 69 countries. Our efforts to preserve the natural environment have been highly regarded in the international society, and were awarded the "Global 500" from UNEP (United Nations Environment Programme) in 1990 and "Local Government Honors" from the Secretariat of Earth Summit in 1992.

As a result of the large-scale restructuring of industry in the city, that cannot be seen in any other cities, vast idle lands were produced. Utilizing these lands, we are conducting various projects to improve the living environment in urban areas and creating charming and delightful features in the city.

This picture shows a residential area newly constructed at the old Wakamatsu switchyard of the former National Railway which had been used for loading coal from the Chikuho Mines. Featuring public facilities such as roads, parks and avenues utilizing its waterfront nature, the area offers a quality, pleasant living environment.

We have also promoted construction of "housing in harmony with the environment" considering the natural environment as well as convenience and favorable conditions for senior citizens. With about 500 houses, the area features a multi-purpose sports facility for senior citizens. We have also worked on town vitalization projects involving residents to improve poor living conditions in a densely built up area of old wooden houses. This project will be reported on at tomorrow's sub session.

We have made efforts to make the cityscape more attractive, replacing Kitakyushu's former image as an industrial city covered with soot and smoke.

The coastline of Kitakyushu extends over 200km, and is mostly occupied by factories

and port facilities. To restore the beautiful coastline to offer a more attractive industrial landscape, we established the "Color Renaissance Project" based on color coordination which is easily conducted with a fruitful results. As seen in this picture, the plants have been colored under the three main themes of "character, charm and harmony." Based on the theme, the policy of landscape, image color and standards are determined for every district.

These are a part of the projects that Kitakyushu City has been conducting to solve various problems caused in the course of its development as an industrial city and to ensure a comfortable living environment for its citizens. The development of Kitakyushu City greatly depends upon close exchanges with the countries of the Asian-Pacific region. We are actively involved in projects to enhance closer relationship with the Asian-Pacific region. I would like to introduce some of these projects.

Kitakyushu City was designated as one of Foreign Access Zones, FAZ, in March 1990. Its geographical advantages being a link between the main island of Japan and Kyushu have made the city a hub of domestic transportation where railways, highways and automobile ferries converge. Kitakyushu Port, is linked with 282 ports in 71 countries, and is ranked sixth for the volume of the foreign cargo it handles. Owing to these advantages, the city was selected as one of FAZ.

We are now promoting the construction of the Asia Pacific Import Mart to serve as a base of world trade, especially the import business. This facility will cover a 113,000 km² area and will be completed in 1998. Last but not least, the construction of a new offshore airport is also underway, and will be completed by the year of 2005. This airport is expected to operate 24 hours, which will help us to exchange and trade directly with the worldwide market. In addition to its high industrial technologies and excellent work force, Kitakyushu City owns abundant industrial waters and vast idle lands available at reasonable cost. I firmly believe Kitakyushu City will be a good partner to those in various fields such as business and training. I heartily welcome your visit if you are interested in our city. Thank you very much for your attention.
(Applause)

Chairman Kuwahara

Thank you very much, Mr. Deguchi. His presentation introduced a brief outline of Kitakyushu City together with various projects to create a quality living environment. I expect the city will actively enhance projects for exchange with the Asian-Pacific region.