



of Saga, different from what may be found in Tokyo or Fukuoka. We will not deviate from our goal of creating a town full of hope and comfort for all.

Once again, it is the sound of a banner. This time, however, it is not the sound heard in Saga at dawn during late autumn. Rather, it is the sound heralding the dawn of a new era of cooperation and friendship between the Asian Pacific nations.

In 1997, Saga will once again host the World Hot Air Balloon Championship, and I would like to invite everyone to that event. We would like to welcome all of you. We eagerly await your visit.

Thank you very much. (Applause)

**Chairman Kuwahara**

Thank you, Mayor Nishimura.

His talk covered the movement to create Saga City as an individual and unique city, in cooperation with the residents.

I agree heartily with their vision of a city that combines assistance and convenience for the less mobile or privileged members of society with ease of living for all.

**SHANGHAI** |||

**Mr. Xia Keqiang**

**Chairman Kuwahara**

Next I would like to ask Vice Mayor Xia Keqiang of Shanghai City to speak.

**Mr. Xia Keqiang, Vice Mayor of Shanghai**

Good afternoon, ladies and gentlemen, and Mayor Kuwahara. It is a great honor to attend this summit today. On behalf of the Shanghai Municipal People's Government, I would like to offer my sincere congratulations to all of the people involved with this summit. Now I would like to make my presentation entitled "Shanghai on Its March towards the 21st Century Is Developing Its Economy in Coordination with Environment," using slides.

Located in the central part of the east coast along the Pacific Ocean, which is the end of the Eurasian Continent, Shanghai plays an important role in China as the largest center of commerce and industry. With a total population of 12.94 million, the city covers an area of 6,340km<sup>2</sup>, which includes a 792km<sup>2</sup> urbanized region. Since the 1990s, Shanghai's economy has been making rapid and sound progress. Gross production data for the city in recent years is shown on the left side of this slide. As you can see, the average growth rate is over 10% recently. In 1993 gross production reached 150.9 billion yuan, representing an increase of 14.9% over the previous year. The figure on the right side shows that the ratio of tertiary industry has increased from 24% to 38% in the past 10 years.

Next, pictures of tertiary industry will be shown. This is the shopping center on Nanjing

the world." I believe we are now at a historic turning point as the center of the world is shifting from the pan-Atlantic region to the Asia-Pacific region. Asian countries developed rapidly in succession in the 1970s and 80s. Japan led the way, followed by the NIES (Newly Industrializing Economies) countries and, in the 80s, the ASEAN (Association of Southeast Asian Nations) began rapid development. Increases in wages and the unfavorable exchange rate in Japan, sent investors looking elsewhere in the Asia-Pacific region. Now, the Asia-Pacific region is certainly leading the globe as a "world economic growth area." Therefore, I firmly believe that the 21st century will be the age of the Asia-Pacific region. Thus, not only economic, but also cultural and human relations must continue to strengthen among the countries of the dynamic Asia-Pacific region.

Next, allow me to speak more specifically about urban development. Postwar development of Oita City is, in my opinion, typical of Japan's rapid growth after World War II. In 1964, Oita was chosen by the Japanese government as a site for the construction of a new industrial development zone. Since that time, Oita has progressed rapidly and has been cited as role model among the 15 other new industrial cities in Japan. During the 1960s, Japan recovered from the devastation of the War and began rapid growth. Oita was a small rural city before its designation as a new industrial city, but after this designation, Oita grew rapidly. I would like to point out that the secret of Japan's rapid economic growth which amazed the world is due to such programs as "The New Industrial City," "The Pacific Coast Industrial Belt" and "the Enlargement of the Four Major Industrial Districts," programs along with a high savings rate and the Japanese system of management. These are the rapid economic growth policies which are known as the "Double Income Plan." Thus, aggressive private-sector investment and heavy industrialization were encouraged. Oita City met the conditions for designation as a New Industrial City because of its abundant water and labor resources and because the city had previously reclaimed shallow coastline which now provides an excellent harbor for huge tankers.

Japan has always been obliged to rely heavily on foreign trade as a result of a poor supply of natural resources. The Japanese obtain foreign currency by importing basic materials and exporting manufactured goods. Under such circumstances, heavy industries such as steel and petrochemical industries have prospered in Oita. Consequently, population growth has been steady, urban development has expanded rapidly and commercial and financial infrastructure has advanced by leaps and bounds. Statistically, Oita has seen its population double, its industrial output grow by 34 times and its municipal budget increase by 29 times over the last 30 years.

On the other hand, along with the incredible growth of our city, we have encountered many of the seemingly inevitable problems that accompany rapid urban development

such as air and water pollution, destruction of the environment caused by development of land for agriculture and housing, traffic congestion as the result of rapid increase in population and a shortage of schools and other public facilities. Our city has grappled with these problems one by one and has made gradual progress. Thus it can be said that Oita is a rather typical example of a city which has experienced high economic growth since the War and has had some degree of success.

Next, I would like to talk about the harmony between economic growth and the human living environment. In the "Earth Summit," held in 1992, the participants shared such environmental concerns as global warming, depletion of the ozone layer and deforestation. In Japan, pollution of many types has become a serious problem: air pollution from nitrogen oxides, water pollution from sewage and an increasing amount of garbage in our landfills. Overburdening nature with such pollutants disrupts the ecological order. In order to restore the natural environment globally, we must begin by making efforts to preserve our immediate living environment. Each of us should change our way of living to lessen our individual impact of the environment. In Oita City, we have begun by reaching pollution control agreements with industries in our area. We regulate sulfur oxide emissions to reduce acid rain, limit specified freon gas emissions to reduce destruction of the ozone layer, and strive to reduce carbon dioxide released into the air by implementing energy-saving measures in order to slow global warming.

In Oita, we produce a great amount of garbage every day. Disposing of this waste has become a serious problem and we need to reduce and recycle. Regarding lumber, Japan imports 75% of its lumber consumed every year and 20% of these imports are from Asian countries. This lumber is necessary to produce paper, housing, furniture and so on. We cannot live without these products. However, forests play an important role in supplying oxygen, retaining water and helping to prevent natural disasters. Therefore, we must stop deforestation by promoting reforestation programs, using lumber more efficiently and recycling wood products.

The recycling movement started 18 years ago in Oita City, and now there are about 600 citizen's recycling groups. They cooperate with the city government to promote use of composting and collection of recyclable waste. In Oita, a milk carton recycling factory recycles cartons from all over western Japan into paper. As a small city, alone we cannot have a great impact on the state of the global environment. However, by working to preserve the regional environment, I believe we can make a meaningful contribution towards helping to preserve the environment of this region and of the world.

In addition, to enhance the immediate living environment of ordinary citizens, our city needs attractive and useful public facilities. In an effort to beautify our city, over the past two years we have remodeled shopping streets in the center of our city.



Moon Hwa, Mayor of Pusan City, Korea.

I'm pleased to talk to you about urban-development and the harmonious living space for human settlement together with the Mayors present. Especially I'd like to whole-heartedly thank the Honourable Mayor of Fukuoka for preparing this meeting. In the process of reorganisation of new international economic order which is called World Trade Organization (WTO) by the settlement of Uruguay Round (UR), multilateral trade talks, globalisation and regionalism simultaneously are generated in the world economy. In the last two decades, world economy has experienced not only a great transformation after the oil shock of 1970's but also fundamental change in production, resource utilisation and accumulation of wealth. As a result of these transformations the worldwide mutual dependence has increased and regional economic block has emerged, and those will influence socially and economically the present and future life of people in everywhere. The central axis in the world economy is shifting from the Atlantic region to the Asia-Pacific region between the second half of 1980's and the first half of 1990's. The ratio of the Asia-Pacific region's total GNP to the world GNP increased 41% in 1980 to 50% in 1990. The share of the Asia-Pacific regions' trade in the amount of world trade also increased rapidly from 29% to 38% during the 1980s. This trend seems to be continued in 1990's, and the region will progress as a great growth axis in the world economy in the 21C. Moreover, the dynamism of Asia-Pacific economy has been seen in the rapid economic growth in the same area for the last 20 years. The most interesting thing is that pivot cities in this region promote the speed of economic growth. Now, competitions among block economies and nations are changing to the new competition and cooperation system among cities. I think that the key issue of this summit talk is not the linkage between nations but the connection among cities in the Asia-Pacific region. In the near future, cities in the Asia-Pacific region will lead the world economy. Instead of the existing comparative advantage in the economy theory, they also will become business partners with equality and close relations rather than competitive business partners. The cooperation of the Asia-Pacific region in the era of economic block requires the building of network and cooperation among cities. It will generate a new and big megalopolis corridor in the 21C. From this point of view, this summit talk has a considerable significance. The City of Pusan also has the honour to attend this meeting. The City of Pusan which is located at the rim of the southeast of Korean Peninsula is the second largest city and the largest harbour with 4 millions population in the world. Pusan is harmonised with mountains, rivers, and sea. It also has abundant historical heritages and resources of tour and fishery. Since that the Pusan Port was opened in 1876, it has experienced many development stages. Recently, it takes charge of the central port for international trade in the northeast Asia. The Pusan Port deals with 95% of an annual domestic container cargo. It ranks

the fifth among worldwide trade ports. Especially the role of Pusan port becomes more important in the upcoming Asia-Pacific Era in the 21C. In particular, the City of Pusan is the gate city of the Korean peninsula. We can expect that it plays a great role as the gate city which connects the Pacific ocean with the Eurasian continent.

On the other hand, it has also experienced several urban problems such as transportation, housing, other environmental pollutions like any other big city for the period of rapid development and growth. In order to solve these kinds of urban problems, we must make an effort to promote the new urban growth which can achieve the harmony between environment and development. But I cannot go into details here today. So far, the development in Pusan has mainly been achieved in areas which are urban centre and its northeast part. Now, we expect the future progress of Pusan through the West-Pusan Nakdong riverside area development, that area will be the most desirable urban area for the 21st century. A new international airport and a new harbour are planned in the West-Pusan area that has the great development potentiality. An industry complex, tour-leisure town and residential area will be constructed in water front area, which is built by means of the reclamation of foreshore. A comfortable residential area which is harmonised with the river, mountain, and foreshore will be constructed. And that a harmonious urban progress will be achieved. Circular roads networks including 10 harbor roads now under construction and comprehensive traffic networks will be completed by 2000 to solve the transportation problems in Pusan Metropolitan area fundamentally. The City of Pusan will be grown up to the stronghold city in the era of Pacific Ocean as a base area of Korean Peninsula for the 21st century through the location of the information industry complex for internationalisation and information network building. The City of Pusan also implements its metropolitan area development policy in order to promote the development of its peripheral cities. It intends to obtain the balanced development of those areas through the construction of new town and the building of industry complex in the peripheral area. Especially, if Kyong-Bu (Seoul-Pusan) High Speed Rail in 2002 will be completed, Pusan will play a great role in terms of transportation network in the east Asia area as well as the Korean Peninsula. The city of Pusan announced the "First Year of Pusan Internationalisation" this year, considering the role of Pusan as the base city of the Pacific area in the upcoming Asia-Pacific era. Now, we have declared that Pusan City is open to the world, and in the spirit of globalisation, Pusannites are endeavouring to make their city an attractive and international one with a particular ambition to build Pusan World Trade Centre.

We are also planning to build Pusan International Composite Exhibition Hall which consist of various exhibition, International Conference Room, International Event Hall and various convenient facilities in the Suyeong Area. Through these efforts, Pusan City will be up-to-date in trade suitable for the northeast economic era in the 21C

by constructing the Pusan World Trade Centre together with the Pusan International Composite Exhibition Hall. Furthermore, all the citizens of Pusan are trying their best to attract the 14th Asian Games in 2002 and hope to hold the various international events of the world as well as those of the Asia-Pacific region.

And I really appreciate the opening of Urban Summit Talk, preparing the era of Asian-Pacific Ocean. I also hope that the Urban Summit Talk will progress as a mutually beneficial opportunity for the participating Asian cities, based upon the cooperation and competition every year. The City of Pusan which is oriented toward a global city in the 21st century will do its best to promote the cooperative development of the Asia-Pacific region.

Thank you so much. (Applause)

**Chairman Kuwahara**

Thank you, Mayor Chung.

The presentation covered trends in the development of Pusan City, and key projects designed to facilitate the continued growth and development of the city oriented toward the Asian-Pacific region.

I join the other members in wishing you every success in promoting your powerful vision of Pusan as a key city in the Pacific Era and a leading city in Korea.

**SAGA** |||

**Mr. Masatoshi Nishimura**

**Chairman Kuwahara**

Now I would like to ask Mayor Masatoshi Nishimura of Saga City to speak.

**Mr. Masatoshi Nishimura, Mayor of Saga**

Thank you very much for your introduction. My name is Nishimura, the Mayor of Saga city. The participants from Asia-Pacific regions, and also the cities of the eight Japanese cities, I'd like to thank all of you for giving me this opportunity to speak. Taking this opportunity, I'd like to express my special thanks to Mayor Kuwahara of the Fukuoka city, and the city of Fukuoka.

Now I'd like to introduce city of Saga to you. I do not want to be very formal. I want you to enjoy my presentation. So, I'd like you to look at the slides instead of the paper. Where is Saga located? Saga is located in central Kyushu, along the coast of the Ariake Sea, and surrounded by the three neighboring prefectures Fukuoka, Kumamoto, and Nagasaki. Located approximately 20 minutes away by car from Saga City, the Saga Airport is currently under construction. Presently, it takes 2 hours to Seoul, 4.5 hours to Hong Kong, and 7.5 hours to Singapore from Saga. This is a map of Saga. When the elementary school children in the area saw this picture, they said that they liked Saga because its shape resembled that of a very familiar character. What figure

would that be? It's quite obvious. It is the world famous Godzilla. Due to the children's claim that Saga City is shaped like the movie monster Godzilla, a project called "the Godzilla's Ecdysis" is working to improve Saga's image. It seems that in the new version of the Godzilla movie, Godzilla is going to land on the island of Kyusyu and demolish the city of Fukuoka.

Until about 2,000 years ago, the land which now constitutes the Saga Plain lay beneath the sea. Since then, natural forces, as well as human land reclamation efforts, have brought about the creation of the vast, fertile plain. The Ariake Sea, which borders the plain has the greatest difference between high tide and low tide in all of Japan, reaching 6 meters at the greatest points. The Saga Plain lies only 0-3 meters above sea level, and the flatness of the ground causes severe problems with drainage. Located on the Saga Plain, Saga is a city that understands well the hardships and the joys of living on the lowland. To meet the challenges of potential disasters, Saga University has established the Institute of Lowland Technology, the first of its kind in all of Japan. The center aims to advance technical and personnel exchanges between Saga and other areas in Asia which suffer from similar problems.

The foundation for the present day Saga was laid during the 17th century, when it prospered as the castle town of the Nabeshima clan. Thanks to the technical skills of our predecessors, Saga possessed a unique waterway system networked with creeks. Even now numerous creeks and rivers flow throughout the city, and approximately 2,000km of waterways exist within the city.

Water --so pure and clean that its source mystified the people-- "flowed in the front of the house, back of the house, and in the garden," reticulating the entire city. Therefore, the people of this city have always lived with the awareness of the water. Yet, the adoption of the modern living style brought with it changes in people's attitudes towards the water. The rivers quickly became polluted. The resultant foul odors drifted throughout the city, and the once clear streams came to resemble ditches. However, in the recent years, the rivers have slowly returned to their former beauty thanks to the expansion of the sewage system.

One thing to remember is the love that the citizens of Saga have for the rivers. What began as a small citizens' volunteer project in 1975, the River Clean-Up Campaign has grown to a bi-annual event in which a great number of the citizens eagerly participate. The high level of citizen participation has not only made the rivers cleaner, but signifies the determination on the part of the citizens to build a community which protects for its resources.

Now I would like to introduce several events held in the city of Saga. One of those is the festival, based on the legend of Kappa, or imaginary animal called Kappa. In the spring, when the cherry blossoms bloom, there is a marathon race held along river.

In summer, a lot of children enjoy canoeing. In Saga, there are rivers where children can swim, even in the center of the city.

The city authorities appreciate the love the citizenry bears for the environment and seeks to provide living conditions filled with comfort and amenities. To fulfill that goal, we are currently undertaking various projects aimed at preserving the water and greenery, and networking with them.

Every year, an international event takes place in one such recreational area near the Kase River.

I'm sure that you thought that there was something wrong with the projector, but what sound was it? Saga is greeted at dawn with this sound every late autumn. It was the sound of the burner of the balloon. Every year during autumn and winter, many colorful balloons can be seen floating over the spacious Saga Plain, especially during the last 10 days of November, when the annual Saga International Balloon Fiesta takes place. Over 100 hot air balloons crewed by some 800 competitors, of whom 200 are from abroad, participate in this festival. In addition, 900,000 spectators gather each year to watch this truly international event, which the citizens of Saga support with wholehearted zeal and cooperation. This event first took place in 1980, and during its 13 year history, Saga was able to host the 1989 Hot Air Balloon World Championship, the first time ever it was held in Asia.

Furthermore, this event has been the source of grassroots internationalization efforts on the part of the citizens, who have been often praised by the foreign participants for their warmth and generosity.

The relationship between some balloonists in Japan and the United States at the festival grew into the relationship between city and city. Agreement was reached on a sister city compact with Warren County and the city of Glens Falls in New York States, and we have escalated our exchanges.

It has become customary for people of Saga to look up to the sky during the fall season. The balloons have given us another reason to take a break from the frenzied pace of modern living and appreciate the beauty around us.

In a recent survey, Saga was judged as the city with the best living conditions in all of Kyushu. Keeping in mind the city's goal of creating a "City Full of Character and Vibrancy for People," this survey may have judged positively the city's efforts at expanding the infrastructure and manufacturing base.

Yet, beyond that, we understand that the time of merely building things for the sake of building them is over. We understand that only people who are comfortable and content can build comfortable and content things, and it is our duty to improve the living environs for the people.

The city authorities and the citizens are working together to seek for the identity

Road, which is always bustling with people.

This is the Shanghai Stock Exchange, which attained total transactions of over 500 billion yuan last year.

This is the Domestic Futures Exchange, where last year's transactions also exceeded 500 billion yuan.

Along both the Yangtze River and the ocean, Shanghai has served as a port city featuring well-developed transportation facilities. Connected with over 400 ports both in China and overseas, the amount of cargo handled at this port reached 1.76 hundred million tons in 1993.

This is the container port. The next picture is the port of Waigaoqiao.

Shanghai has two railroad lines and four national highways, which are linked with other railroad lines and roads spanning all parts of China.

This is the Hongqiao International Airport, which connects to the major cities of the world. Shanghai is also recognized as a leading industrial city in China. Various major industries including iron and steel, petrochemicals, automobiles, electric power generation, computers, home appliances, aerospace, communications, cotton spinning, microelectronics and biotechnology have attained large-scale operation or are rapidly developing.

City planning in Shanghai is also making a rapid progress. As shown in the slide a minute ago, investment in the infrastructure has drastically increased in the past several years. The total amount of investment in 1993 reached 1.9 billion yuan, which was equal to the total investment made in the decade of the 1980s. Several big construction projects have been completed in recent years, such as the Yangpu Bridge, the Nanpu Bridge and a multi-level crossing bridge.

This is the Yuejiang Tunnel, constructed underneath the Yangtze River.

This is the first subway opened in Shanghai.

This is an elevated road.

This is a highway.

Building and expanding the communication network is listed as the most important item of our improvement projects for the infrastructure. This is a statistical chart showing the increase in telephone circuits. By 1993, the capacity of the telephone exchange had already exceeded 500 thousand circuits. The city is also making efforts to improve the environment together with economic development. We are determined to implement economic growth, city planning and environmental improvement simultaneously. Basically, no expansion or construction of plants is approved in the central part of the city to preserve the environment. Construction of new plants can not be initiated without examining the design and other items, and a full environmental assessment.

Projects possibly causing pollution are obligated to take measures to prevent problems in every stage of the design of products, production and operation. Projects without

effective pollution prevention or treatment systems are not approved. The municipal and provincial governments have organized the exclusive authority for preserving and supervising the environment. Under the theme of "Public Pollution Prevention and Treatment Program," government and public sectors are working together to preserve the environment. The government adjusts the industrial structure, industrial product structure and also the location of plants. Plants which may cause pollution are being moved from the urban area. Based on comprehensive plans, we have made every effort to improve the environment—new regulations have been introduced to control the amounts of waste generated, and recycle industrial waste. Since 1990, we have followed our fundamental policy of "increasing industrial production, but not pollution," which has been quite successful. Expansion of industrial pollution has been strictly controlled.

This slide shows the purification system for drinking water in the upper reaches of the Huangpu River. It also shows the purification process for drinking water and waste water treatment facility on the Yangtze River. These are solutions for the problem of pollution of the water supply in Shanghai. This is a relay pumping system for drinking water on the Huangpu River. This is the waste water treatment process in Shanghai, and this is a waste disposal site.

Shanghai has also put emphasis on expansion of the greenery zone during the past few years. These are forest parks, greenery zones and botanical gardens which have been already built. This is a park called "Daguanyuan."

This is a gas plant which was built to relieve the air pollution caused by coal-fired generation.

We always give the first priority to the living conditions of our citizens. In the mid-1980s, 63 large residential zones were built or expanded. This is a distribution map of the residential zones. Housing covering approximately 40 million m<sup>2</sup> of floor space was constructed during the past 10 years. 6.1 million m<sup>2</sup> of housing was constructed last year, and 7 million m<sup>2</sup> will be constructed this year.

These two slides show the high-rise and mid-rise apartment areas in Shanghai. Housing construction in Shanghai will be discussed in detail later at the sub-session.

The first stage of development of a large area in Pudong New Town has been completed earlier than scheduled. The small-scale development area in Puxi, which was designated some time ago, is also progressing.

This figure shows the location of the seven development areas approved by the national government.

This is the free trade zone of Waigaoqiao in Pudong. At present, development of the area covering 2km<sup>2</sup> has been completed. The factory of JVC can be seen at the lower corner of this picture.

This is the Jinqiao export and processing zone in Pudong. 200 projects have been approved

for entry so far this year, and construction of 100 projects is underway. Within this year, 30 factories will start full operation.

This is the Zhangjiang high-tech park in Pudong, which is already in operation.

This is a picture of the buildings in the finance and trading zone in Lujiazui, Pudong. Construction of 50 buildings has already started. 5 buildings will be completed within this year and will be available for use.

This is the China Airline economic technology development zone in Puxi, which is essentially complete.

This is the high-tech zone in Caohuiqu, which mainly involves development of microelectronics, meters and instruments.

This is the Hongqiao development zone, where the fundamental structure has been almost completed.

As a result of our efforts in the past 10 years, Shanghai has not only developed, but also improved its ecological environment to a certain level. There are, however, various problems remaining unsolved, which have accumulated over a long period of time. Some projects are far from being satisfactorily achieved, due to poor citizen awareness of environmental issues. There are many further efforts required.

We are currently facing three serious problems in the development of Shanghai. First, the old section of the city is rapidly aging. In the old section of the city, some 3 million m<sup>2</sup> of housing is antiquated, and require immediate renovation and repair. The second problem is insufficient infrastructure. The present incomplete infrastructure is unable to cope with the rapid urbanization of the city. Especially, traffic congestion in the city has been getting serious.

Third, we have to solve environmental problems. Pollution has been under control over the past several years, but the complete removal of pollution is a crucial mission. We also need to improve the living environment for a considerable number of people.

At present, Shanghai is implementing its city development strategy with an eye on the 21st century.

In this slide, the red line indicates our strategic goals. Our basic goal has been defined as promoting Shanghai to serve as the center of international economy, finance and trade, and also developing Pudong into an international and multifunctional modern district which meets the world's highest standards. Under these basic themes, we are actively proceeding with city construction. Shanghai, as a center of the global economy, needs to further improve the five fundamental functions which are collection and distribution, management, service, production and creation.

This is a perspective drawing of our total concept. We are planning to construct a complex city consisting of an urban district, satellite cities, local cities and small cities in suburban areas by readjusting the arrangement of cities. We will improve and strengthen

the city functions necessary for an urbanized international city by constructing the business district, commercial district, and downtown district in the urban area.

This shows an estimate of economic development planned to be achieved by the year 2000.

Furthermore, we need to establish the integrated infrastructure essential for a modern international city. First of all, we need to build a convenient, efficient and safe transportation network. Second, we must keep the industrial waste water from the urban area from flowing directly into the river by holding the waste water in the east, west and south regions. In addition, the construction of a large-scale waste water treatment plant at the end of the process will enable us to solve the water pollution problem thoroughly. We will also enhance recovery and recycling of harmful gas and improve the industrial fuel system to minimize air pollution. We will set up a waste handling system for collection, recycling, landfill and incineration, and will also emphasize expansion of the greenery zone. The slide shows the expansion plan for the greenery zones.

Aiming to improve the quality of education, employment, society, exchange and the living environment of the residents, we focus on our citizens when carrying out administrative activities. We will construct a city equipped with public service facilities which are physically and mentally satisfactory, provide sufficient employment opportunity, ensure public peace, and offer convenient transportation and a beautiful environment. In addition to economic development, we should create an environment to facilitate the interaction of nature and human beings in the city.

This slide shows a model of the Lujiazui finance and trading zone in Pudong New Town, which is now under construction.

The development trend of the world economy indicates the arrival of the Asian-Pacific era. We face many common problems as the economy of the Asian-Pacific region develops. Now, we must learn from each other in order to improve ourselves. I sincerely hope that this summit will help us to promote development harmonizing economy, society and the environment. In conclusion, I would like to offer my congratulations to the success of this summit. Thank you very much. (Applause)

#### **Chairman Kuwahara**

Thank you, Vice Mayor Xia.

We have heard a presentation on the economic growth of Shanghai City within the policies of revolution and increasing freedom, and their efforts to create a city better related to the environment.

As the key city for the Chang Jiang River region, their active efforts to realize a harmony between economic development and the living environment are splendid.

Mr. Matthias Yao Chih

Chairman Kuwahara

Next I would like to ask for a presentation by Matthias Yao Chih, Snr Parliamentary Secretary, Ministry of National Development of Singapore.

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

Good afternoon, ladies and gentlemen.

Your Excellency Mr. Keiichi Kuwahara, Mayor of Fukuoka, your Excellencies the Mayors of Asian-Pacific cities, and heads of delegation, ladies and gentlemen, we meet in a time of good fortune. Our countries are enjoying good economic growth. This growth gives us the opportunity and the resources to accelerate the development of our cities to provide better living and working conditions for our populations. At the same time, economic success exerts pressure for more urbanization, leading to greater congestion, pollution and conflict of demands between the needs for living and working spaces. The balance between economic development and environmental development will become a key political and social issue for all of us.

Singapore therefore values highly the opportunity of participating in this Summit and learning from the success of our distinguished friends in the region. My delegation and I would like to congratulate you, Mr. Keiichi Kuwahara, for your timely initiative in calling for this Summit and for the excellent arrangements. We also thank you, Mr. Mayor, and your officials and the people of Fukuoka City for your warm, generous and carefully thought out hospitality. You have made this Summit and our visit here a most memorable and rewarding experience.

Your Excellencies, ladies and gentlemen. Singapore is a small place. It is a city-state sited on an island of 641km<sup>2</sup>. Because it is small, planning policies are applied at both the national and local levels by the same agencies. With the same government in power for 35 years, the policies have been made with a long-term perspective and implemented with continuity.

When Singapore achieved self-government from Britain in 1959, living conditions in the city were poor. The people lived in crowded cubicles. Sewer and drainage lines were inadequate. Fires frequently broke out, threatening lives and property. The first task was to clear the slums, house the booming population and revitalize the city center so that it would encourage commerce. Foreign investors were invited to set up factories to provide jobs quickly. The 10 years from 1960 to 1969 were characterized by intensive construction and rapid industrialization.

During that period, a Concept Plan for the physical development of Singapore was also formulated. It was first adopted in 1971. The objectives of the plan were: To reduce

congestion in the city center by encouraging industries and commerce to move to outlying areas identified for their use ; to build high-density housing estates, leisure facilities and industrial areas close together to reduce the need for workers to commute ; to make all parts of the island accessible by building a good road network and public transport system ; to balance the urban living environment with green spaces and water bodies ; and to recognize future land use needs by allowing land to be used temporarily to meet immediate needs, but safeguarding them for their ultimate optimal use.

The Concept Plan became the reference document for long-term land use and transportation in Singapore. It is revised every 10 years to take into account new planning targets, industrial structures and demographic profiles. Its implementation led to, among other things, the building of several large government-subsidized housing estates in various parts of the island, the siting of an industrial park in the southwest, the relocation of the international airport to the eastern end, the building of a network of highways and the commissioning of a mass rapid transit system.

However, such a broad concept plan was still insufficient in determining the shape of individual districts and precincts. The key instrument to help us achieve effective planning at a more micro level are our Development Guide Plans. Using this method, Singapore is divided into 55 zones. The predominant land uses in each zone are dictated by the Concept Plan. Working within this constraint, the planners have mapped out in detail how each parcel of land is to be used. They attempt to find the right mix of housing, schools, industry, shops, public parks and other amenities, siting them near to each other but sufficiently separated. In most zones, the Development Guide Plans allow every resident to find work and leisure facilities within a 2km radius from where he lives.

To make the plans work, all government agencies which are responsible for the implementation of the relevant infrastructure are consulted regularly. Where necessary, adjustments are made to accommodate the special requests from particular regulatory agencies. 29 government organizations, and many more private sector bodies involved with the arts, education, architecture, sociology and sports are asked to give inputs to the plans.

Some of the guide plans will be implemented in stages. At the moment, the planners are working on target developments to be carried out by the year 2000, the year 2010 and also year 2030. Special committees have also been set up to pay close attention to the plans for the city center, the important Singapore River, and the new Downtown shopping district.

Another key strategy to achieve our planning objectives is the sale of state land. About 70% of the land is owned by the state. The government sells land for private

development under a steady program to enhance private sector growth. In selling the land, the government lays down the planning conditions concerning the types and intensity of development allowed, traffic access and design requirements. This ensures that the Concept Plan and Development Guide Plans are strictly complied with.

We are coming close to entering the 21st Century. For the 21st Century, we aim to achieve the following for our city. We will spread out the concentration of commercial activities in the city by creating 4 new commercial centers, each serving up to 800 thousand people. The government will improve further the quality of public housing and offer a bigger range of choices. Private sector builders will be allowed greater flexibility in design and housing concepts. We will develop our coastline by opening up more beaches, marinas and resorts. We will continue to make Singapore a Garden City with nature parks, water bodies and abundant greenery. We will enhance the quality of living by building more leisure, recreation, entertainment and cultural facilities. Land will be set aside for new theaters, art galleries and concert halls. We will expand the public transport system by adding more subway lines, building a new light rail system, and improve the roads and traffic controls to give better traffic flow.

What we hope to achieve is a world-class city, with a pleasant living environment, a vibrant cultural setting, a respect for historical heritage, an attractive investment climate and an Asian-Pacific orientation.

Domo Arigato Gozaimashita. (Applause)

#### **Chairman Kuwahara**

Thank you very much.

His presentation covered trends in economic development, conceptual planning and concrete examples of projects based on the developmental guidelines.

I believe that the Singapore approach of having all related organizations meet regularly is a model for the smooth promotion of development plans.

This completes the presentations by the participating 21 cities. I would now like to ask Associate Professor Koga and Professor Hayashi to present their comments on the seven presentations we have just had, and on the presentations of all 21 cities.

Associate Professor Koga, would you like to begin?

#### **【COMMENTATOR】**

#### **Associate Prof. Yukihsa Koga, Kurume University**

In the first and second sessions the discussions covered the points that the creation of an attractive city is actually the creation of the region, and that active cooperation is essential, as well as the fact that enhancement of key spiritual and qualitative aspects in policy-making is also critical. The creation of the city requires a continuation of the functions it provides as a city, and must be implemented with attention to cultural

and historical aspects, as well as the character of the city itself.

To create a city in this way, it has become clear through today's presentations that each city must develop and implement a range of unique policies for its own special needs.

Nagasaki City is making an effort to switch from a tourism city to an international convention city, and is very actively working toward improving the extended residential area. The city is making efforts to improve the quality of life and the environment, and resolve the problems inherent in the hilly city residential districts. Their solution-oriented approach is very clear.

From Naha City, we have heard of problems such as an influx of immigrants and disorderly expansion of the city area. In response the city is advancing redevelopment projects and developing an individualistic residential environment. In spite of the many problems the city faces, it is working to resolve them.

Oita City is actively addressing the environmental issue, and working to establish a life style that will enable people and nature to co-exist.

Pusan City is facing a host of problems such as traffic, residential and environmental issues due to sudden growth, and they are quite severe. It is working to establish itself as a leading trade city for the nation, and is interpreting its role as a multifaceted one oriented toward the Asian-Pacific region.

I would like to congratulate Saga City on the level of participation by its residents. Because only people can create a truly comfortable city, resident participation in programs like river cleaning and water-saving programs is excellent.

Shanghai City faces problems such as the city foundation and the residential environment. The city is making an effort to achieve a balance between economic growth, city development and the environment, and I hope that they will succeed in the future.

Singapore has been stressing private investment and development, and so has paid close attention to a comfortable residential environment, investment and the environment for many years in their city-creation efforts. Government organizations meet regularly on the issue, resulting in benefits like a long-term growth and development plan through the year 2030. Conditions are different from those of other cities, certainly, but their concept of city planning has much to teach us all.

The presentations were indeed diverse, and even though many used similar words and phrases the details of each individual situation are widely different. We must all understand that different nations and regions require different interpretations and understanding. At the same time, though, there were many instances where the words used may have been different, but to problems being discussed are common to all. The points of similarity must be recognized.

Through this common understanding and recognition, it is important to promote cooperation

and exchange. The 20th century was the era of city development and growth, and the question for the 21st century will be how to enhance the city to its best advantage. I believe that the most critical point will be for the cities of Asia to promote this cooperative stance, to build a strong partnership, and thereby nurture the birth of the better city.

By learning of the points in common and the differences between the cities, it will be possible to develop and improve cities to take advantage of specific strong and weak points revealed.

The problem of population influx, which is a key cause of many city problems, can be most readily addressed by vitalization of the regional economy and promotion of regional employment, but the most common method of accomplishing this is government development assistance (ODA) and similar means.

The development of a detailed city environment, then, is quite difficult. It will only be possible through cooperation and synchronization between neighboring regions.

In this sense, the strong support of NGO and private organizations will be essential, and the nurturing of the volunteer spirit among the key residents of the city is indispensable. At the present, cooperation between cities is only beginning, and there are as yet no concrete blueprints. In order to develop these blueprints, assurance of an improvement in the city is essential.

I would like to propose an exchange of personnel in preparation for this. This will require training and development of the involved people, and even more important, the training of outstanding leaders to take charge of the cities and regions. Through widespread personnel exchange in policy-makers, politicians, experts and private enterprise, it will be possible for all to learn the strong and weak points of the others, and to put this knowledge to work in creating better cities.

The subsessions will be held starting tomorrow, and I hope that this concept will be expanded on then.

It would be of great significance for the Summit to probe for concrete ways we can learn from each other, and continue to serve as a means for exchange of opinion. The problems are such that they will require long periods of time before they will begin to yield concrete policies and results, and the more stress is placed on quick results, the more fragile those results will be. We must be willing to allow the time needed to assure viable results.

And in this sense, I would like to express my sincere appreciation to Mayor Kuwahara and the City of Fukuoka, who have made it possible to hold this Summit. (Applause)

**Chairman Kuwahara**

Thank you. And now, Professor Hayashi, would you speak?

## **[COMMENTATOR]**

**Prof. Kazunobu Hayashi, Kyusyu International University**

The representative from Singapore commented previously that "we were able to gather here today in a very fortunate era." This is certainly true.

As I said before, we here in Asia, where the highest economic growth of the world is expected to take place, have reached the point where we can afford to think about achieving better living conditions. The initial stages of high economic growth are accompanied by a willingness to sacrifice much to achieve and maintain the high growth rate, but this era is drawing to a close. Today, the era requires close cooperation between nations.

Existing forms of cooperation, such as economic development grants or technology transfers, for example, could be handled successfully between nations. With problems such as residential conditions, traffic and the environment, however, and all the other themes we have covered today, the situation of each city is unique. It is nonsense to try to address them at the national level, such as all the cities in Japan, or all the cities in China. Concrete solutions will require discussion between similar regions.

I do not think that this should be taken to mean that outlying regions may do what they wish, without regard for the central cities, however. Results of such projects should be accumulated and reflected into the central cities, while the central government should keep things moving.

I think it is interesting that the seven cities that gave presentations this afternoon happen to share many common characteristics.

First, the three overseas cities of Shanghai, Singapore and Pusan, plus Hong Kong, make up the key port cities in Asia. I believe this is all of the major ones. Especially when one considers them from the aspect of container ports, they are on the highest level world-wide. There is a problem when one thinks about how they can cooperate to resolve problems in the future, though. Especially when transportation methods are considered, a land-bridge concept is possible to link two Asian sites. A super-fast sea vessel such as the Techno Superliner could make possible to totally new concept in goods distribution, unlike previous approaches.

In the Shanghai development of Pudong, the Pusan development of the West Pusan region, and the Singapore distribution of the commercial region we see excellent examples of bold new projects.

All four of the Japanese cities, purely by coincidence, have had strong international links for long periods of time. Nagasaki, of course, was the only international trading port in the Tokugawa Era, and the city of Naha in the Ryukyu islands was also a key site of international exchange. Oita has been very closely linked to southern lands since Sorin Otomo. Through Karatsu, Saga has always had close links to the Asian

mainland. The key to all of these is the fact that Kyushu is the western-most port of Japan, and has always stressed international trade. One must not forget the guns of Tanegashima, in Kagoshima. Kyushu was always in the forefront of international trade. I believe that this era has returned.

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There are a number of issues yet unresolved, but I think these will have to be left for tomorrow's work.

For example, the problem of metropolitan trains. Motorization has progressed so far that trains have become a nuisance, and Kyushu cities have more metropolitan trains than anywhere else in Japan. Kagoshima is one such city, and though Mayor Motoshima did not mention it, Nagasaki city trains are in the best financial condition of any of the cities. And Kumamoto as well. I believe that this problems requires a closer look, and because of its importance I hope that we will be able to discuss it in the Subsession 1 "City and Transportation."

Many people today mentioned that we should not only pursue high growth, but also to become cities with good living environments. There are the approach used by Saga City, and the approaches used by Auckland or Ipoh. There are many styles of living, and I believe that this issue requires additional discussion under environmental points. A look at the era of high economic growth shows us that Japan was the first to enter the high growth level. It was followed by several NIES nations, and now the ASEAN nations are following in the same tracks. The same order applies to city problems, I believe. All the cities are facing problems, but at the same time each city has points that offer solutions to the problems of the others.

Take the residential problem, for example. In Singapore, for example, most residences are provided by the nation, while in Auckland the residential problem is being addressed with full consideration for the environment.

In the area of environmental problems, there are cities worrying about the environment in future development, cities faced with poor environments left by past growth, and cities like Kitakyushu which have solved the environmental problem. The first trainees accepted at the JICA Training Center in Kitakyushu specialized in environmental problems. For traffic problems, as mentioned before, there is the problem of co-existence between airports, for example. If both Saga and Kitakyushu airports are opened, there is a question of how they will function as international airports with respect to the other regions of Kyushu. I believe that this problem must be addressed here in Japan.

On the international level, there is adjustment required between the international hub cities of Seoul, Shanghai, Hong Kong and Singapore.

With exchange of such information between cities in the future, some cities will be teachers and some will be students, but they will change roles. The problems addressed are such that they cannot be handled in exchanges between nations, but only by exchanges

between cities.

In this sense, we here must realize that the Summit is only the first step.

I must mention another involved problem here, which is the question of what role local government should play. In Japan local government is generally more advanced than that of other Asian nations, and through a steady interaction and stress with the national government is gradually expanding its rights. I have heard that from next year Korean mayors will also be elected by the city residents. The concrete problems we have been discussing, such as problems affecting the lives of each and every city resident, must be resolved at the city level. They are almost impossible to resolve at the level of the central government. In this case, transfer of financial resources and rights to the local government is essential, and consideration must be given to preparing for this transfer.

In capital cities in particular it is difficult to separate national policy from local government policy, and while the relatively larger budget helps in many ways, there are also problems in that much of the work never reaches the level of the local government at all. An exchange of experiences relating to this field will be important in the future, I believe. That sums up my impressions. These and other points must be probed more deeply tomorrow, and followed up in future years. Thank you. (Applause)

### **Chairman Kuwahara**

Thank you, Professor Hayashi.

Each city presented its examples of city development projects making best use of its history and characteristics, and pursuing specific goals. They have been most informative. Within the presentations, I have been honored by many comments on the Summit, such as comments that an exchange between cities surpassing the national framework for entry into the international era is essential; hope that exchange between cities will become common; the importance of a meeting between equals; cooperative competitive between cities; the dawn of a new era of exchange between cities in the Asian-Pacific region; and studying together as members of the same Asian-Pacific region to help learn from each other's experiences.

I am confident that today's discussion will contribute in a real way to the attainment of the goals for the Summit of continued development for the city and a harmony with the residential environment. I hope that the three subsessions scheduled for tomorrow will see a deeper consideration of these and other issues.

This concludes today's meeting. Thank you all for your valuable participation. (Applause)