

II Contents of Sessions

1. Opening Ceremony

(1) Opening Address

Mr. Igor Pushkaryov
Mayor of Vladivostok City

Dear participants of the 9th Asian Pacific City Summit! Distinguished guests!

I am happy to welcome you to Russian Far East and the capital of Primorsky region – the city of Vladivostok! Asian Pacific City Summit is a significant international event, and it is for the first time that it is held in Vladivostok. It is a great honor for our city.

Presently we are working on the completion of the federal target program called “The Development of Vladivostok as the Center for International Cooperation in the Asian Pacific Region”. Thus, hosting the 9th APCS in Vladivostok echoes the tasks set by the program.

We all think that the main theme of the 9th APCS, namely *Sustainable Development of Asia Pacific Cities: New Urban Policies under the Global Economic Crisis* is of vital importance.

Our common task is to revive the urban economies by enhancing the international exchanges to remedy the effects of the world economic crisis and to search for new spheres of the prospective development.

Vladivostok is happy to share our practical experience. Having decided to host 2012 APEC Summit in Vladivostok, the Government of the Russian Federation had made a number of historical decisions to dramatically change the trends of Vladivostok’s development. Vladivostok used to be a closed military fortress for many decades. Its main purpose was “to defend and to deter”. Nowadays Vladivostok is turning into the center of international cooperation called to “attract and to incite admiration”.

We are determined to make a full use of the prospects opening for our city with the hosting of the 2012 APEC Summit. That is why we are now constructing at one and the same time two unique sea bridges, as well as the federal university, auto routes and road interchanges, purification facilities, hotels, etc. Vladivostok’s airport is being reconstructed and the city’s sea façade is being renovated.

At the same time we are aiming at the alteration of the city’s mentality. We want our city to be open not only formally but also in a very literal sense too. And our today’s event shows that we have made the right choice.

To conclude please accept my best wishes for the successful development of Asian Pacific cities and the continuation of the friendly relations between all our cities.

Thank you for your attention.

(2) Speech by Deputy Mayor of Fukuoka City

Mr. Hiroyuki Takada
Deputy Mayor of Fukuoka City

It is a great pleasure to see the successful opening of the 9th Asian Pacific City Summit here in Vladivostok with the participation of 13 cities in the Asian Pacific region.

I am much honored to address you as the Deputy Mayor of the city which advocated this summit and has served as its secretariat. First of all, I would like to express my deepest appreciation to Mayor Pushkaryov of Vladivostok and his staff who have made every effort to prepare for this summit.

Unfortunately Mayor Yoshida of Fukuoka City is not able to attend this meeting and greet you today. Let me apologize for his absence.

This summit was inaugurated in 1994 as a forum where leaders of the Asian Pacific region gather and exchange opinions. It aims to build an intercity network to solve urban issues associated with economic growth.

The aggravated economic situation triggered by the financial crisis at the end of 2008 had spread worldwide. Due to the concerted implementation of fiscal and monetary policies of each country, the global economy is fortunately on the recovery track in general. In this context, the role of the Asian Pacific region as a driving force of the world economy and one of the main players for global growth is strongly expected by other regions in the world.

I believe that it is a very significant opportunity for us to share advanced undertakings among participating cities under the main theme of Sustainable Development of Asia Pacific Cities: New Urban Policies under the Global Economic Crisis.

Let me touch upon the efforts of Fukuoka City. We have accumulated a wide range of urban information and know-how for solving problems through longstanding exchanges within the Asian Pacific region and networks of the Fukuoka Asian Urban Research Center. We, as the secretariat, will endeavor to strengthen networks through the summit, leading to information sharing in order to solve urban issues.

Last but not least, I would like to offer my best wishes to the great success of the 9th Asian Pacific City Summit, further development of participating cities and good health of all participants and the People of Vladivostok.

Thank you very much.

(3) The 9th Asian-Pacific City Summit Agenda

Item 1: Admission of Gwangyang City, South Korea to APCS.

Item 2: Kagoshima City, Japan, as the host city of the 9th Working-level Conference in 2011.

Item 3: Pohang City, South Korea, as the host city of the 10th Mayors' Summit in 2012.

Item 4: Host city for the 11th Mayors' Summit in 2013. Kumamoto City has already expressed its candidacy as the host city; however, applications from other cities will be received until December 2010, and the host city will be decided by March 2011 through deliberation in writing.

Reasons for Proposing Item 4 on the Agenda

1. Kumamoto City, who had announced its candidacy as the host city of the 10th Mayors' Summit in 2012, wishes to take advantage of the opening of the entire Kyushu Shinkansen line in 2011 and its promotion to an ordinance-designated city in 2012. Therefore, Kumamoto has expressed its request to hold the Mayors' Summit in 2013, to enhance its exchanges and cooperation with other Asian cities.

2. In the opinion survey of member cities regarding the host city of the 10th Mayors' Summit, one city mentioned that "both cities satisfy the criteria as the host city...perhaps we could consider holding the Mayor's Summit in both 2012 and 2013, rather than being bound by the rule of holding it every other year".

3. From the beginning, the Secretariat has hoped to provide an opportunity to host a summit if a member city expresses its wish to do so. Based on Kumamoto's wish to host a summit, and opinions from member cities to hold the Mayors' Summit in both 2012 and 2013, we are proposing that the 11th Mayors' Summit be held in 2013.

4. The host city will be decided after providing member cities other than Kumamoto City with an opportunity to announce their candidacy as the host city.

5. The next host city is generally decided at the Mayors' Summit; however, if it is officially decided in 2012, there will not be sufficient preparation time for the host city. Consequently, the decision will be made through deliberation in writing by March 2011.

6. If the 11th Mayors' Summit is decided to be held in 2013, the 10th Working-level Conference may be held not in 2013 but in 2014. This matter will be discussed at the 10th Mayors' Summit in 2012.

2. Keynote Speech

Sustainable development of cities in the modern time

Mr. Tagir Khuziyatov
Professor, Head of the World Economy Department
of the Far East National University,
Senior scientist of the Marine State University, Vladivostok

Issues of cities' development are in the focus of the Asian-Pacific Summit of cities for quite 16 years. It proves certain traditions and succession of efforts applied by municipalities of cities presented here.

However the changing life puts in front of cities and municipalities new tasks, among them the common for Asian-Pacific region strategy of growth.

Namely the issues of the growth strategy formulation issues found their reflection in the principal change of the APEC agenda. Alongside with those representatives of the APEC economies determined a common understanding of the growth strategy as a balanced, inclusive, sustainable, innovative and secure one.

Obviously, cities are able to introduce into the new growth not only just significant but a decisive input, as soon as new cities are nowadays main generators of the economic growth. Moreover the raising of the growth issue within the APEC framework in such a formulation would reflect the traced trend of cities' transformation.

Traditionally cities were regarded as a place for work. From this point of view there was regarded the approach to a city development as a set of instruments for creating conditions for a person's work first of all.

As of to-day cities more and more appear as places for life where comfort and friendly for a human atmosphere is created. Respectively the main task of cities' development is the ensuring of the city life quality. Alongside with that become the main instrument of the balanced development of the human civilization – the development which occurs not at the account of future generations.

1. Aim of development is quality of life

Quality of life in cities is determined by four key factors:

- Comfort and accessible municipal infrastructure.
- Sufficiency while ideally – an excessiveness of comfort housing and high housing mobility.
- Safety of urban environment.
- Harmonic relationship between the city and its surrounding territories.

1.1. Comfort and accessible city infrastructure

Comfort status of a city determined by the following main factors:

- transport accessibility;
- accessibility of all necessary services;
- availability of necessary amount of public spaces;
- new principles of municipal planning reducing the amount of urban transfers, increasing the life intensity of certain city's districts and the city in general.

Transport accessibility: Time is a key value for a modern city citizen. Thus the competition ability of a city directly depends upon the level of transportation infrastructure development and the transportation system in them.

Cardinal rise of transportation accessibility and establishment of transportation infrastructure of the 21st century permit to change the representation of a big city. To the place of the growing up metropolis there come multi-pole cities, which thanks to their effective transportation system unite several cities of different size (city nodes) into a unique city space. In countries with a high density of population the development of transportation infrastructure already permitted to create the principally new urban structure – in essence we speak not about a separate city but about a unique urban territory.

The most effective approach to transportation planning of a city to-day is acknowledged the concept of coordinated multi-modal transportation system. This concept envisages the establishment of transportation system which would permit to a city residents to use with comfort all the means of transportation: walking and bicycle (within residential areas), by own car (moving in suburban areas and between cities) by public transportation (while moving in the center of the city).

Of special importance in a modern city to-day is the public transportation. Due to forcing out a common individual transport by modern types of public transportation it's possible to raise the effectiveness of the road net's use two-three times. The most actual directions of the public transportation development as of to-day are considered to be the "light rail transport", a rapid tram, a rapid bus as well as "individual public transport" – an automated system of municipal cars rent which permits to continuously exploit an individual car (thus significantly reduced the problem of car parking' problem). Besides, this system provides to a citizen a possibility to use a specific type of a car which he needs at the moment.

Accessibility of services: The life of a citizen is diverse and burdened by a variety of forced activities producing negative impact upon health, reducing useful pastime. Significant part of such forced activities is spent to use the city's services.

The most effective solution of this problem is to apply the possibilities of information-communication technologies to provide citizens with all the kinds of services, as well as to the development of the city's logistics. First of all it means the access to information, as well as to State, medical, educational, trade and everyday services.

Development of public spaces: Not less important trend in cities' transformation and establishment of a comfortable city's environment is the priority development of public spaces. Normally it functions like that: a public space (square, park, pedestrian zone) are formed. Around then there is formed a "third place" («first place» is housing, «second» – occupation). The symbol of the «Third place» is a city coffee-room with a wireless access to Internet. The "Third place" is simultaneously a territory of communication and the leisure place as well as the working place for people of creative

professions. Developed public spaces create a high quality life in a city. Besides they counteract to property segregation as soon as they are the places of attraction of citizens from different social layers.

New principles of cities' planning: Comfort of municipal environment could be raise at the account of advanced principles of territories' planning.

For example, an effective city development envisages a multifunctional building both the municipal districts. Transition to a mixed municipal development permits to solve a number of problems at once. There goes away a floating migration on the route from residential area to the occupational one. Jobs appear right in residential areas. In part there can be solved the problem of parking places: the same parking place can be occupied at day-time by office employees, and at night time – by residents of the area. As of today within a confine of a district there could be housings, offices, entertainment centers, shops and even production facilities. Multifunctional development creates a new living area - more diverse, intensive from communication point of view. Such districts are “living” all the 24 hours a day.

1.2. Incorporation of cities into the environment

Harmonic development of cities and surroundings are an obligatory condition for the city's harmonic development. Harmonic city and its surrounding development is one of the of the city's obligatory condition of harmonic development. Urbanization is one of the most significant social and demographic processes in the modern world. The “urban revolution” started in the middle of the last century changed drastically the economic and social landscape in developed countries. As of to-day the developing countries are passing through an «urban outbreak”.

The growth of urban population is directly connected with the acceleration of migration processes both in developed and developing countries. Along side with that those processes are meaningful not only within a certain country, but the bear a global character. The “world village” strives into the “world city” – this is the main direction of global migration flows.

Traditionally there are formed unidirectional and unequal relations “consumer – resources' supplier” between the city and the village communities. Megacities attract to them the main resources, first of all economically active population and investments. Practically everywhere in relations “city – village” and “megacity – town” there can be seen unequal development of public health services, education, cultural life. Finally cities pretend to obtain the main asset of rural areas – the land. Uncontrolled growth of cities changes the character of the land use, leads to the rupture of the formed employment system, etc. Such relations transform villages and towns into a zone of “poverty self reproduction” and social depression.

In its turn cities experience a serious migration pressure from the side of rural areas' natives thus increasing the load upon the urban infrastructure, municipal financing, it results in growth of social tension. In case the migration processes get out of control a city starts to “acquire” districts with unsatisfactory quality of life and unfavorable social situation. There happens the so-called “poverty transfer”.

Thus unequal relations create a threat to sustainable development of both cities and villages. It's obvious that successful development of cities in the long run is impossible in isolation from sustainable development of villages. And the city if we mean it the place of concentration of power, economic, financial, social and other kinds of resources bears the responsibility for such a development.

1.3. Safety

Safety is one of key factors to ensure the high quality of life in the city. In spite of common perception safety of citizens is envisaged by not only the public tranquility provision, fighting criminality and terrorism, but also by firefighting and liquidation of natural disasters. Life, health and property of citizens are subject to a series of risks opposed by the safety system, which includes:

- Counteraction to criminality and the anti-terrorist activity.
- Information security.
- Firefighting security.
- Liquidation of consequences and reduction of the impact level of natural and technical disasters, environmental safety.
- Sanitary-epidemiological safety.
- Security at infrastructure and transport objects.

1.4. Introduction of public into the discussion of the city's problems and prospective

Development driving forces of a city, as a most complicated self-developing system, are the conjunction of numerous private and public interests. A unique effective approach to the reconstruction and development of municipal territories envisages an active and real participation of the community to the reconstruction development plan at all its stages. Solution of practically all the socially significant municipal problems is regarded nowadays as a process of working out and conclusion of "public conventions" accounting views and interests of maximum broad community. Achievement of public consensus is a more important task rather than realization of "true" and "scientifically based" town-planning and management decisions. In relation to this most important task of the city management even today the development of effective mechanisms to include citizens and experts' community into the process of development, discussion and adoption of decisive management decisions becomes a most important task.

2. Possibilities and means of development

Modern cities as agents of innovative economy pose in two appearances.

First of all, the city as a center of science and education, the place of concentration of educated and creative persons, infrastructure and financial resources, as well as a special creative habitat – is the main supplier of innovative decisions.

Second: the city is a one of key consumer of innovative technologies and decisions. Modern cities form the demand for innovations in the following key sectors:

- development of transport and transportation infrastructure;
- safety;
- construction
- solution of environmental problems.

2.1. Innovations in the development of municipal transport and transportation infrastructure

The main tasks in the development of transportation infrastructure in modern cities under development and realization nowadays are:

- Drastic raising the transport accessibility;
- Reduction of pressure upon the existing transportation infrastructure at the account of new types of transport and transportation flows' management systems introduction.
- Perfection of environmental situation.
- Ensuring the harmonic development of a city and its surroundings as well as creation of "distributed" either "multi-poles" cities on the basis of existing ones, i.e. urbanized territories interrelated by modern transportation means as an alternative to megacities' "proliferation".
- Creation of an excessive infrastructure either introduction of city-forming and technological solutions permitting to transform the existing transformation infrastructure into an excessive one. Development of transport should anticipate the current requirements of a city.

It should be noted that there are not universal solutions of those task which could suite all the cities without exclusions. Alongside with that it's possible to select a number of key directions where nowadays the search of new town-forming and technological solutions is underway.

First of all in developed countries, in Europe, there has been formed a clear fatality understanding of the so-called "sticking to autos policy", dominating in city planning since mid-last century.

As the experience of the second half of the 20th century, the development of the road net all the time is behind of the population auto possession growth and the automobile park of the city. This is also the exit to the prime position of rapid public transportation development as well as development of "individual public transportation" (municipal system of autos' rent).

2.2. Raising energetic efficiency of the municipal services and introduction of new standards in construction

The most large scale and long term effect in case of establishing the energy saving economy is related to introduction of new construction standards. First of all it is possible to ensure energy effectiveness of a building is simpler and less expensive until it is not built. Second, without a demand from the building industry, the housing and production industries of new materials and technologies would not be able to start innovation self-supporting cycle in this sphere. It's obviously, that new standards could not be implemented at once - there is needed a transition period and the most important role within this section there should play pilot projects in the sphere of energy effective cities' хозяйств.

Main world trends

In the 2000 the European Union accomplished a scientific study which showed that by 2030 the dependence of the EU from energy resources would reach 70%, while at the moment of the study it did not exceed 50%. The fact pushed the EU to adopt «The European strategy of reliable energy supplies», which became widely known as the «Green Declaration».

IN one of attachments to the declaration it was indicated that energy consumption in housing and in the services' sector amounts to 40.7% of the total consumption in the EU countries. Alongside with that some 84% of this energy is used for heating and hot water supplies. In its turn a number of surveys in the EU countries showed that more than 75% of the housing space in Europe requires modernization to reduce the energy consumption.

Proceeding from this fact, the EU in 2002 adopted a Directive which main aim used to be the conservation of energy by 50% and reduction of carbon dioxide emissions to the atmosphere.

Similar measures are adopted at the national level. Thus, by 2020 Denmark plans to reduce CO₂ emissions from new buildings by 75% compared to old buildings, Norway, Netherlands and Germany plan to build mainly passive houses (heated at the account of internal resources). Great Britain and Hungary plan to build houses which would not emit carbon dioxide into atmosphere, while in France there will be houses not to consume but even to produce energy.

Among the most actual instruments helping to build an energy effective city it's possible to select the following ones:

1. Advanced methods of generation, among them the trigeneration.
2. Innovations in energy consumption, first of all: new materials and technologies used at building new houses.
3. Information-communication technologies («clever» nets of energy distribution).

Each separate instrument quoted is capable to produce a significant effect. But if all the quoted measures will be applied at once the synergy effect would drastically change the energy pattern. It's hard right now to evaluate the scale of energy conservation, but we can be sure that reduction of energy consumption by an order of magnitude is the issue of the nearest future in those cities which succeed in realization of the measures quoted.

An important novation in the power generation sector is the trigeneration. A common power station transforms into electric energy some 33% of fuel, the rest is lost in the form of thermal emission. Co-generation (simultaneous production of electric energy and thermal energy on the basis of the same primary source) permits to rationally use more than 80% of the fuel.

Trigeneration is a combined production of electric, thermal energy and the cold. Application of the trigeneration scheme sharply raises the general efficiency coefficient of an energy power plant.

From the economic point of view the trigeneration is very profitable as soon as it permits to produce thermal energy during the heating season, while in summertime it can produce the cold thus ensuring the complete exploitation of a power plant without intervals in thermal energy consumption. The trigeneration is developing very rapidly. Thus the “Con Edison Steam Operations” company engaged in the trigeneration sphere already provides services to more than 100 thousand apartments and offices at Manhattan in New-York.

New building materials and technologies

Construction and exploitation of the housing is one of the most energy consuming sectors of the economy.

The practice is that in order to change the situation formed there are needed serious efforts from the side of the State aimed at step by step reduction of energy consumption in construction and housing sectors by means of mass erection of energy-efficient buildings and reconstruction of already existing ones.

An ideal energy efficient house represents a practically closed circuit: gas is produced out of canalization wastes, electric energy and hot water are supplied by solar batteries, water supply is ensured by underground sources and precipitations.

At the account of complex measures it's possible to reduce the energy consumption by such a house to the minimum even to zero. Already there exist such examples mainly in the Western Europe, first of all in Swiss, Denmark and Norway.

2.3. Management of urban wastes

Recycling of domestic and industrial wastes nowadays is one of the most ardent problems. Within the last 40 years the developed countries survived a real «garbage blowup» – as a result of population welfare growth and alteration of the consuming culture the production of solid domestic wastes grew several times.

Principal world trends

The policy of developed countries in the sphere of municipal wastes' (both solid domestic wastes and industrial ones) management is based on the concept of «three Rs» (Reduce, Reuse, Recycle) – reduction of wastes production and volume, reuse of a part domestic wastes, recycling of wastes transforming them into recoverable materials. Within the last 15 years there is all the time growing number of countries to declare a zero production of domestic wastes.

Burning of wastes at specialized factories and at power plants is widely spread in the world. This method of utilization got a wide spread in 1960-70-s. In certain countries the heat out of burning the solid wastes is used to produce electric energy and heating. It's obvious however that the wastes' burning factories are not a panacea, especially from the environmental point of view.

The more advanced and the most prospective from the point of view of negative impact on environment reduction technology of domestic wastes destruction is their plasma gasification. At ultrahigh temperatures the substances of which wastes consist decay into simple oxides. The residue is an insignificant amount of inflammable absolutely safe substance. Rubbish recycling plants using this technology already are operational at Taiwan, in Great Britain, Japan, USA, Canada, Israel. As far as this technology cheapens the growth of recycling volumes is inevitable as soon as it permits to process also the polygons of solid domestic wastes, as well as the whole range of toxic and even radioactive wastes.

Another prospective technology of consumer wastes' destruction is the pyrolysis – heating the wastes up the high temperatures without the oxygen access. At the exit there is produced a flammable gas which can be used as a kind fuel and the coal-alike residue. It should be noted that in the essence of a certain technology there lies developments of Russian scientists. Namely, innovation home made devices of plasma gasification were developed in the Institute of electro-physics and electro-energy of the Russian Academy of sciences.

However the most important factor for the reduction of wastes production is the alteration in the consumption culture.

«Garbage blowup», happened during the last third of the 20th century in the developed countries was related to changes in technologies of packing materials (the increase of the package share in the volume and the cost of a good), as well as to total decrease of goods' working lifespan and appearance of one-off goods that in much connected with marketing policy of producers and retailers. If not to overcome these two trends the garbage reduction problem would not be solved.

Not less important direction of technologies direction is the helpful use of solid consumer wastes polygons. In the developed countries the share of consumer wastes which are reused wither recycled within the last 40 years is steadily growing. In 2000-2009 in the USA the involvement of wastes into the secondary turnover grew twice. As of today in this country some 32.5% of all the wastes are reused either recycled. In the Great Britain not less than 70% of all plastic food containers (bottles, jars, packages, etc.) are subject to recycling. According to expert evaluations up to 80% of solid consumer wastes could be reused and recycled into recoverable materials.

The main obstacle is the high cost of useful fractions' extraction out of the solid consumer wastes as well as a rather low competitiveness of certain kinds of recoverable materials. In the developed countries (Russia included) nowadays there are actively waged works to create automated devices of solid wastes' utilized fractions separation. It could seriously decrease the cost of the recoverable materials extraction.

2.4. Trends of information-communication technologies growth

As of to-day there can be fixed several most important trends capable in the nearest future to seriously alter the face of cities having access to information-communication technologies (ICT):

1. Remote access to all the kinds of services.
2. «Clever» municipal infrastructure.
3. Introduction of ICT decisions n order to ensure public and information security.
4. Development of wireless communication technologies.

I should dwell on a single trend.

«Clever» municipal infrastructure

Low transportation accessibility and non-effective use of electric energy are the problems of many cities. Nowadays in Russia there are lost some 13-14% of the total volume of electric energy during the transition from producers to consumers, in Japan this index is equal to 5%, in the Western Europe – 4-9%, in the USA – 7-9%.

Introduction of first “Smart Grid” projects in the developed countries permits to make the first deductions on the possible effect of innovation technologies' use and the ICT decisions in the energy services. Namely the modernization of energy distribution nets and establishment on their basis intellectual nets would permit to obtain the following advantages:

- Conservation from 5 to 9% of the energy consumed.
- Significant rise of reliability of generating powers and the distribution net thanks to raising the equality of load, modernization of diagnostic systems and malfunction repair.
- Reduction of self-cost of electric energy production at the account of the more equal and effective use of generating capabilities within a day (leveling the peak-loads in day-time).
- Reduction of electric-energy coast for the final consumer at the account of the use of flexible system of tariffs.
- Establishment of possibilities for the integration of «traditional» centralized generation and generating powers of the smaller energy services using the renewable sources of energy.
- Establishment of possibilities to realize the concept of the distributed generation and the energy-active house, i.e. the house which produces more electric and heating energy it consumes. Intellectual nets are bi-directional, they permit to not only deliver energy to a

consumer, but to receive and to distribute the excess of energy produced by generating facilities at consumers installations. At present the concept of an energy active house is introduced in a number of developed countries. Namely, such a project was presented at the national exposition of Germany within the framework of the Global Universal Exposition, «EXPO-2010» in Shanghai.

- Creation of possibilities for the formation of a comprehensive competitive market of electric energy suppliers.

3. Responsibility

Raise of life quality of present generations cannot be made at the account of future generations.

This thesis includes the essence of the «sustainable development» concept, which nowadays determines main trends of cities' transformation all over the world. What are the main responsibilities of present day citizens in front of their grand-sons and great-grandsons?

First, it is the reduction of negative impact upon the nature. Cities are centers of energy, goods and services consumption, thus citizens are bearing the man responsibility for environmental and climatic alterations which as of late were recognized as a main global problem.

However cities as organized spaces and organized communities represent the broadest capabilities for its solution.

Second, it is a preservation of historical and cultural memory. Specifically the humanity was developing in cities and namely there are concentrated material and non-material subjects of cultural and historical heritage. A city is not only a habitat, but a depository of national and historical codes of a nation. Very often ardent issues of a city development enter in contradiction with heritage preservation tasks. And often the preservation of heritage objects is conceived by city officials and citizens like an odd and annoying formality. However it's necessary to remember – we can build a lot of roads, office buildings either shopping centers, but we cannot return a destroyed monument. It disappears forever.

The present day development of a city should be measured and evaluated in respect to the scale of a country's and humanity scale. What we are doing and constructing now – tomorrow can become the same heritage object like Eiffel tower. In what shape we will appear beneath our descendents? This question should be made at making any management decisions related to a city development.

Notwithstanding the impetuous development of information exchange there exists a real deficit of information about the best practices of certain municipal problems' solution. In order to arm municipal officials, business and citizens with knowledge and real possibilities of new technologies I propose to regard the following:

- Create at the basis of the Internet-site of the Summit's Secretariat an open international web-site library of the best practices of urban development.
- As a generalization of the best practices it's necessary to compose the list of possible technologies for various segments of municipal services (intellectual transportation systems, smart grids, safety systems, ecology monitoring, etc.).



Urban sustainable development in contemporary world

Presented at the 9th Asian-Pacific City Summit
by prof. Tagir Khuzyiatov,
Far Eastern National University
September 30, 2010,
Vladivostok, RUSSIA

Outline

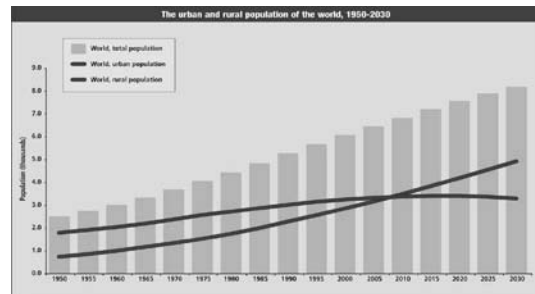
- Preface. Sustainable development and new agenda of APEC
- Factors of urban life quality
- Opportunities and instruments of urban development
- Responsibilities
- Conclusion

Comfortable urban infrastructure

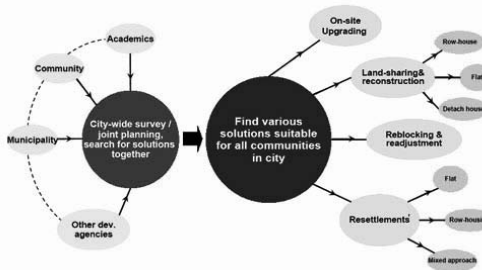
- Urban transport availability
- Services availability
- Appropriate space for public use
- New urban development principles



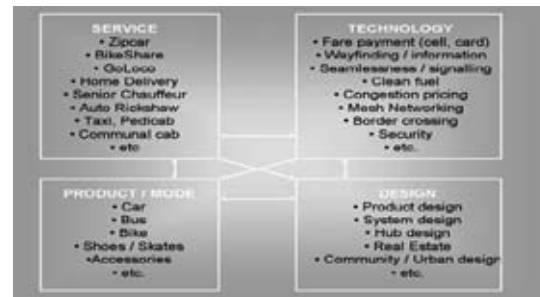
Balance between urban and rural



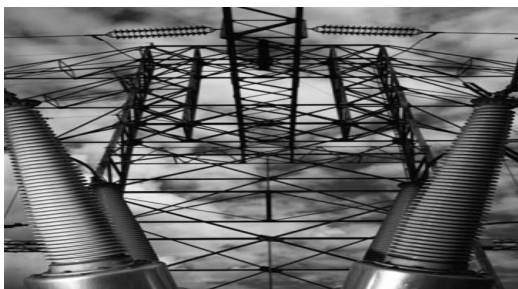
Involving community in discussions on development problems and prospects



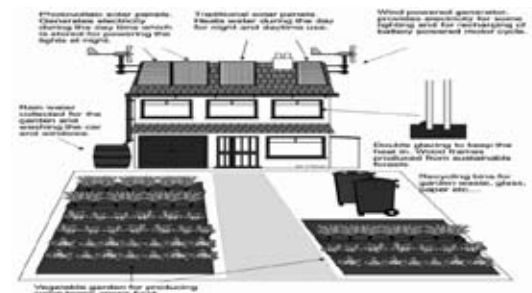
Innovations in transportation and transport infrastructure



Energy efficiency and new construction standards



New construction materials + technologies = Energy efficient house



Waste management



Smart urban infrastructure



APCS for sustainable development

Thank you!