



**THE 9<sup>th</sup> ASIAN-PACIFIC CITY SUMMIT  
REPORT**

**VLADIVOSTOK CITY  
SEPTEMBER 30 – OCTOBER 1, 2010**



The Asian-Pacific region is currently experiencing remarkable economic growth which has led the area to be known as the growth center of the world. This rapid economic expansion has, however, also aggravated urban problems as cities have experienced a massive influx of new residents. It is now crucial to work towards the solutions of these urban problems.

The Asian-Pacific City Summit held every other year since 1994, was born from this societal situation so that area leaders could gather together in order to discuss network-building and cooperation among Asian-Pacific cities, share administrative experiences with each other, and have a frank exchange of opinions

## I . Thursday, September 30      Conference



Opening address by Mayor of Vladivostok City



Mayor of Vladivostok City greets leading participants.



The plenary session



Keynote speech by Prof. Tagir Khuzyiatov,  
Far East National University



Interview by local media



The city photo exhibition



“Strategic Approaches for Economic Growth”  
Dr. Vallop Suwandee,  
Chairman, Advisers to Governor of Bangkok



“A Bigger and Better City”  
Mr. Kim Dong-wook,  
Secretary General, Busan Foundation for International  
Activities



“Economic Revitalization through  
Transnational Exchanges”  
Mr. Hiroyuki Takada,  
Deputy Mayor of Fukuoka City



“Promote the local economy through exchange  
with other cities by transcending boundaries”  
Mr. Lee Sung-woong,  
Mayor of Gwangyang City





“Kitakyushu’s Cross-Boundary Intercity Cooperation and Exchange”

Mr. Yoshihiro Takahara,  
Executive Director, International Affairs Department,  
Kitakyushu City



“Creating City Brands and the Practical Use of Local Resources”

Mr. Jun Sakamoto,  
Senior Director, Planning and Information Department,  
Kumamoto City



“Economic Revitalization by City Promotion”

Mr. Yun Jung Yong,  
Deputy Mayor of Pohang City



“Sustainable development of Asian-Pacific cities”

Mr. Vladimir SAPRYKIN  
Head, International Relations and Tourism Department,  
Vladivostok City



“New Strategy of Dalian Urban Development”

Ms. CAO Aihua,  
Deputy Mayor of Dalian City



“Kai Tak Development- Planning for a Sustainable and Green Environment”

Mr. YUE Chi Kin,  
Chief Town Planner, Planning Department,  
Government of the Hong Kong Special Administrative Region



“Building a Sustainable and  
Environmentally-conservative City”  
Mr. Hiroyuki Mori,  
Mayor of Kagoshima City



“New City Development Strategies – Efforts of  
Miyazaki City”  
Mr. Tadashi Tojiki,  
Mayor of Miyazaki City



Joint press conference



## Welcome Reception



## II. Friday, October 1      City Tour



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# ***I Outline of the Summit***

## **(1) Name of the Summit**

The 9<sup>th</sup> Asian-Pacific City Summit

## **(2) Period of the Summit**

Thursday, September 30 to Friday, October 1, 2010

## **(3) Theme**

Main Theme:

“Sustainable development of Asia Pacific cities:

New urban policies under the global economic crisis”

Sub-session Themes:

“Strategic approach for economic growth”

“New city development strategies”

## **(4) Venue**

Hyundai Hotel, Diamond Hall,

29, Semenovskaya st., Vladivostok, Russia, 690091

## **(5) Host**

Vladivostok City, Russia

## **(6) Language Used**

Five Languages (Chinese, English, Japanese, Korean, Russian)

## ( 7 ) PROGRAM

Thursday, September 30

8:30-8:50	<b>Opening Ceremony</b> <ol style="list-style-type: none"> <li>1. Introducing heads of all delegations</li> <li>2. Welcome Greeting Mr. Igor Pushkaryov, Mayor of Vladivostok City</li> <li>3. Greeting Mr. Hiroyuki Takada, Deputy Mayor of Fukuoka City</li> <li>4. Approving agenda items (new member, host cities for future conferences, holding Mayors' summit in 2013)</li> </ol>
8:50-9:00	<b>Photo Session</b>
9:00-9:45	<b>Keynote Speech</b> "Sustainable development of cities in the modern time" Prof. Tagir Khuziyatov, Far East National University
9:45-9:55	<b>Coffee Break</b>
9:55-10:55	<b>Sub-session 1</b> <ol style="list-style-type: none"> <li>1. <b>Bangkok (Thailand)</b> Dr. Vallop Suwandee, Chairman, Advisers to Governor of Bangkok</li> <li>2. <b>Busan (Korea)</b> Mr. Kim Dong-wook, Secretary General, Busan Foundation for International Activities</li> <li>3. <b>Fukuoka (Japan)</b> Mr. Hiroyuki Takada, Deputy Mayor of Fukuoka</li> <li>4. <b>Gwangyang (Korea)</b> Mr. Lee Sung-woong, Mayor of Gwangyang</li> </ol>
10:55-11:05	<b>Break</b>
11:05-12:20	<ol style="list-style-type: none"> <li>5. <b>Kitakyushu (Japan)</b> Mr. Yoshihiro Takahara, Executive Director, International Affairs Department, Planning &amp; Cultural Affairs Bureau, Kitakyushu City</li> <li>6. <b>Kumamoto (Japan)</b> Mr. Jun Sakamoto, Senior Director, Planning and Information Department</li> <li>7. <b>Pohang (Korea)</b> Mr. Yun Jung Yong, Deputy Mayor of Pohang</li> <li>8. <b>Vladivostok (Russia)</b> Mr. Vladimir Saprykin, Head, International Relations and Tourism Department</li> </ol>
12:20-13:20	<b>Lunch</b>
13:40-14:40	<b>Sub-session 2</b> <ol style="list-style-type: none"> <li>1. <b>Dalian (China)</b> Ms. CAO Aihua, Deputy Mayor of Dalian</li> <li>2. <b>Hong Kong (China)</b> Mr. YUE Chi Kin, Chief Town Planner, Planning Department</li> <li>3. <b>Kagoshima (Japan)</b> Mr. Hiroyuki Mori, Mayor of Kagoshima</li> <li>4. <b>Miyazaki (Japan)</b> Mr. Tadashi Tojiki, Mayor of Miyazaki</li> </ol>
14:40-14:55	<b>Coffee Break</b>
14:55-15:10	<b>Summary by the Chairman, Adoption of the Joint Declaration</b>

<b>15:10-15:30</b>	<b>Closing Ceremony</b> <ol style="list-style-type: none"> <li>Greeting by the host city for the 9th Working-level Conference Mr. Hiroyuki Mori, Mayor of Kagoshima</li> <li>Greeting by the host city for the 10th Asian-Pacific City Summit Mr. Yun Jung Yong, Deputy Mayor of Pohang</li> <li>Greeting by APCS Secretariat Mr. Takeshi Chishaki, Director General, Fukuoka Asian Urban Research Center</li> <li>Closing Remarks Mr. Igor Pushkaryov, Mayor of Vladivostok</li> </ol>
<b>15:30-16:00</b>	<b>Joint Press Conference</b>
<b>18:00-20:00</b>	<b>Welcome Reception by Vladivostok City</b>

**Friday, October 1**

<b>9:30-13:00</b>	<b>City Tour</b> Cable Car, View Point, Vladivostok Commercial Port, Vladivostok Fortress Museum
<b>13:00-14:00</b>	<b>Lunch</b>
<b>14:00-15:00</b>	<b>City Tour</b> War Glory Memorial, Submarine C56 Museum, Triumphal Arch
<b>15:00-18:00</b>	Sea Tour around the Amur Bay and the Golden Horn Bay
<b>19:30-20:30</b>	<b>Dinner</b>



## (8) Member Cities and Their Locations



## ***II Contents of Sessions***

### **1. Opening Ceremony**

#### **(1) Opening Address**

**Mr. Igor Pushkaryov**  
**Mayor of Vladivostok City**

Dear participants of the 9<sup>th</sup> 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 9<sup>th</sup> APCS in Vladivostok echoes the tasks set by the program.

We all think that the main theme of the 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> Working-level Conference in 2011.

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

Item 4: Host city for the 11<sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> 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 11<sup>th</sup> 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 11<sup>th</sup> Mayors' Summit is decided to be held in 2013, the 10<sup>th</sup> 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 21<sup>st</sup> 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 20<sup>th</sup> 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 CO<sub>2</sub> 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 20<sup>th</sup> 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 in 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 9<sup>th</sup> Asian-Pacific City Summit  
by prof. Tagir Khuziyatov,  
Far Eastern National University  
September 30, 2010,  
Vladivostok, RUSSIA

## Outline

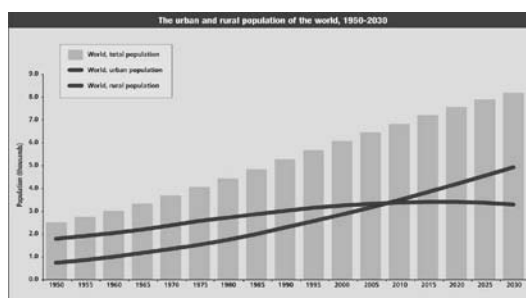
- Preface. Sustainable development and new agenda of APEC
- Factors of urban life quality
- Opportunities and instruments of urban development
- Responsibilities
- Conclusion

## Comfortable urban infrastructure

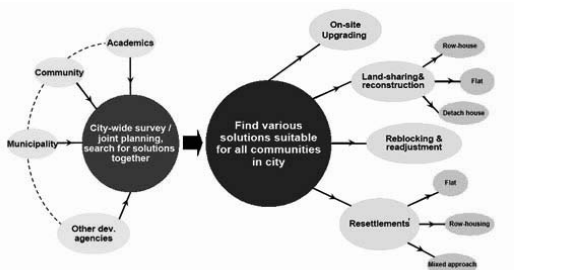
- Urban transport availability
- Services availability
- Appropriate space for public use
- New urban development principles



## Balance between urban and rural



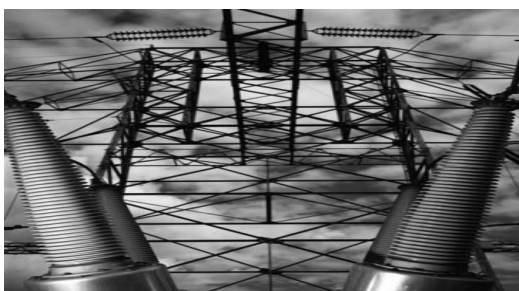
## Involving community in discussions on development problems and prospects



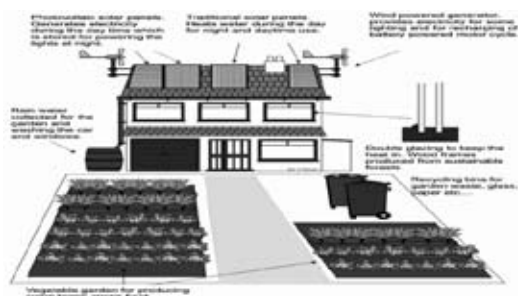
## Innovations in transportation and transport infrastructure



## Energy efficiency and new construction standards



## New construction materials + technologies = Energy efficient house



### Waste management



### Smart urban infrastructure



### APCS for sustainable development

Thank you!

### **3. Sub-sessions**

#### **(1) BANGKOK**

##### **STRATEGIC APPROACHES FOR ECONOMIC GROWTH**

**Dr. Vallop Suwandee**

**The Chairman of Advisor to the Governor of Bangkok**

In addition of the striving for Bangkok to be a more vital, sustainable and livable place, the Bangkok Metropolitan Administration (BMA) has attempted and anticipated the City of Bangkok to be a “Community of Good Life.” In particular, the features of good living contain 1) Community of Livability, 2) Community of Life-Long Education, 3) Community of Diversified Economic Opportunity, and 4) Community of Civic Participation. The aspects of the diversified economic opportunity could be elaborated as the development of urban economic system in terms of commerce and services, the enhancement of business opportunities to people among various areas of Bangkok Metropolis who possess skills and expertise which could be further fully developed, and the provides of technologies on production as well as fair, equitable and wide accessibilities to relating resources.

The Bangkok Metropolitan Administration has devised five main strategies for the attainment of a sustainable metropolis. Firstly, “Strengthening Infrastructures for Regional Mega-City” installing progressive infrastructure networks in its urban areas and perimeters. Secondly, “Developing Strong Economy and Knowledge-Based Society” cultivating the capabilities of Bangkok to embrace all dimensions of potentials essential for competitive knowledge and economic bases. Thirdly, “Striving for Green Bangkok” initiating well-being and improving environmental sustainability of urban aspects of living. Fourthly, “Providing Good Quality of Life in Cultural Mega-City” creating public safety and security and glorifying the wealth of cultural diversities. Lastly, “Mastering Best Services and Constructing Model for Mega-City Management” increasing levels of efficiency of services to public with an aim of becoming a model of metropolitan management.

##### **Policies on Infrastructure Investment**

BMA launches 4 transportation projects with the total investment of 1,714.29 million USD; the projects are as the followings

- Sky Train extension project: 5 lines covering Bangkok areas and boundaries with the total length of 42.95 kilometers (1428.57 million USD)
- Monorail Project: 4-line pilot projects (142.86 million USD)
- Bus Rapid Transit Project (BRT Project): 6 lines (114.29 million USD)
- Transporting Boats along 2 main canals in Bangkok (28.57 million USD)
- Installation of additional numbers of CCTV to provides security to general public



## **Economic Development Plans**

The BMA announces the strategy on economic development plan leading towards the “Development of Strong Economy and Knowledge-based Society.” Bangkok has thus far become the Center of economy, commerce, agriculture, industry, and investment of Thailand. The economical development of Bangkok has shown strong bonds of associations with the plans of several Central Governmental units, private sectors, state enterprises and groups of Bangkok residents.

There are 5 main strategies to be utilized.

Strategy 1: Instilling people with entrepreneurial skills and encouraging them to establish their own business by providing basic knowledge in business and marketing so that the economic at grass root levels could be formed and developed to vast and strong networks of production. The forms of business mentioned could be in the form of single or community enterprises. It is anticipated that the Bangkok gross would be increased to 5% or above per year continually.

Strategy 2: Developing the qualitative products leading towards the production of all products branded “*The Bangkok Brand*.” The strategy also involves the development of standards for products to be branded so that they could be widely known and recognized at both domestic and international markets since most of small and medium enterprises, to some extents, are not financially capable and knowledgeable to conduct their own researches and to devise standards of various kinds of products. The BMA would assume the responsibilities of being the assessors, the promoters and the supporters of quality of products and services in order to be widely recognized. It is anticipated that at least 200 quality products and services could be branded by the year 2011.

Strategy 3: Establishing the Information Center for economy, finance, and investment in Bangkok Metropolitan. The Center is responsible for the compilation of the data and relevant information, e.g., sources of raw materials, specification of products or services. In addition, through the Information Center prospective buyers would be able to access to more information pertaining to the producers of all products; thus reducing unnecessary steps in completing their business correspondence and transaction. It is anticipated that the Center of Information would yield results of satisfaction from at least 80% of the users.

Strategy 4: Providing and increasing opportunities to people to start their business as well as suggesting new approaches to their investment. There has been strong evidence indicating that some numbers of small entrepreneurs start their business in traditional manners without implementation of knowledge in business and even lacking perception or understanding of prospects of conducting business. It is imperative for BMA, therefore, to play roles of being mediators as well as being investors in business.

Strategy 5: Promoting and developing ambiances of Bangkok aiming to be the regional travel destinations. The strategy purports to enhance the economy of Bangkok by establishing the gateway linking various cities as well as countries together via networks on tourism and recommendations on interesting venues for tourism of each city and country. It is anticipated that the strategy would result in an increase of tourists up to 5% per year.

## **Visions of Internal Economy**

The economic problems could be addressed in 2 perspectives:

### **1. Global Perspective**

The world economic crisis has brought about several consequences, namely, labor problems, limited amount and sky rocketing prices of energies, instability of monetary and financial situations, etc. These consequences have severely impacted and reduced purchasing powers of people all around the world and, thus, inevitably affect the economy of Thailand, especially revenues from tourism industries. It is imperative for Bangkok to attract tourists from abroad as well as from within with all her interesting features for tourism in addition to provide full satisfaction to every tourist.

### **2. Thailand Perspective**

Being a democratic country, Thailand allows her people full freedom of expressions on every issue and Bangkok unfortunately has been a popular venue to stage difference in opinions of the public. The political incidents on April and May of 2010 clearly testified the above elaboration.

However, as soon as the political turmoil ended and normalcy started to reoccupy BMA was fully aware that it was imperative tasks for the City to restore public confidence by every means. The confidence would bring about impetus for economic recovery.

The campaign of “Together We can” has been initiated with all actions fully participated by practically every sectors of Bangkok Metropolitan. In particular, the campaign invited general public to take parts in renovating damaged public and private buildings, cleaning and repairing streets, public parks, etc. Household taxes, land and property taxes, and taxes levied on billboards were reduced on those affected by the unrest. Vendors, small and medium entrepreneurs affected by the incidents were assisted with the arrangement for spaces to continue their business without rental fees. BMA also established incentives upon foreign investors by setting “Team of Bangkok” to assist those investors in terms of facilitating their business as well as matching with potential prospective Thai business partners.



**M.R. Sukhumbhand Paribatra**  
Governor of Bangkok



**“Strategic Approaches for Economic Growth”**  
by  
**Dr. Vallop Suwandee**  
Chairman of Advisors to Governor of Bangkok



## Strategic Approaches for Economic Growth



## Bangkok = “Community of Good Living”

### The features of Good Living containing

- Community of Livability
- Community of Life-Long Education
- Community of Diversified Economic Opportunities
- Community of Civic Participation



## Bangkok = “Community of Good Living”

### The features of Good Living containing

- Community of Livability
- Community of Life-Long Education
- Community of Diversified Economic Opportunities
- Community of Civic Participation



## Community of Diversified Economic Opportunities



- The development of urban economic systems  
★ Commerce★ Services
- The enhancement of business opportunities to people possessing skills and expertise which could be further fully developed
- The provides of technologies on production, equitable and wide accessibilities to relating resources.

## Strategic Approaches for Economic Growth

### Five Strategies for the Attainment of Sustainable Bangkok Metropolis

## Five Strategies for the Attainment of Sustainable Bangkok Metropolis



1. Strengthening infrastructures for Regional Mega-City  
- Installing progressive infrastructure networks in urban areas and perimeters
2. Developing Strong Economy and Knowledge-Based Society  
- Cultivating the capacities of Bangkok to embrace all dimensions of potential



## Five Strategies for the Attainment of Sustainable Bangkok Metropolis



3. Striving for Green Bangkok  
- Initiating well being and improving environmental sustainability of living



4. Providing Good Quality of Life in Cultural Mega-City  
- Creating public safety and glorifying the wealth of cultural diversities

## Five Strategies for the Attainment of Sustainable Bangkok Metropolis



5. Mastering Best Services and Constructing Model for Mega-City Management  
- Increasing levels of efficiency of services with an aim of becoming a model of metropolitan management



## Strategic Approaches for Economic Growth

Community of Diversified Economic Opportunities

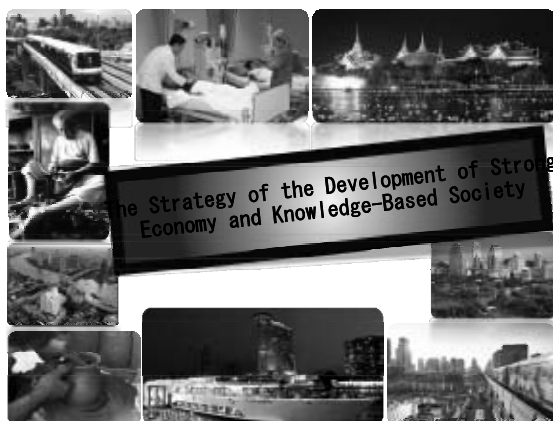
Five Strategies for the Attainment of Sustainable Bangkok Metropolis

## Strategic Approaches for Economic Growth

Community of Diversified Economic Opportunities

Developing Strong Economy and Knowledge-Based Society

Five Strategies for the Attainment of Sustainable Bangkok Metropolis



## Five main sub-strategies to be utilized

1. Installing people with entrepreneurial skills and encouraging them to establish their own business by means of providing them with basic knowledge in business and marketing



Anticipating that economic at grass root levels could be formed vast and strong networks of production could be developed single or community enterprises could be formed Bangkok Gross would be continually increased to 5% or above annually

### Five main sub-strategies to be utilized

2. *Developing qualitative products leading to products of "BANGKOK BRAND"*



*Developing products standards to be widely known and recognized at domestic and international markets  
Assuming the roles of assessors, promoters and supporters of quality of products and services in order to be widely recognized  
Anticipating that at least 200 products and services could be branded by 2011*

### Five main sub-strategies to be utilized

3. *Establishing Information Center for Economy, Finance and Investment in Bangkok Metropolitan*

*Compiling data and relevant information to assist prospective buyers to access to information pertaining products, sources of raw materials, specification of products and services, etc.  
Anticipating that satisfaction of 80% of the users would be revealed.*



### Five main sub-strategies to be utilized

4. *Providing and Increasing Opportunities for People to Start Business as well as Suggesting New Approaches to Their Investment*



*Acknowledging that some number of small entrepreneurs start their business in traditional manners without knowledge in business and even lacking perception of understanding prospects of conducting business.*

### Five main sub-strategies to be utilized

5. *Promoting and Developing Ambiences of Bangkok with an Aim of Becoming the regional Travel Destination*

*Establishing the gateway linking various cities and countries together via networks on tourism  
Recommending interesting venues for tourism of each city and country  
Anticipating that an increase of tourists up to 5% per year*



### The Campaign of Together We can



1. Participated by every sectors of Bangkok metropolitan invited to  
\* renovate damaged both public and private buildings  
\* clean and repair streets, public park
2. Reduced household taxes, land and property taxes on those affected by the unrest



### The Campaign of Together We can



3. Provided arrangement for spaces to vendors, small and medium entrepreneur affected by the incident to continue business without rental fees
4. Established incentives upon foreign investors by setting "Team of Bangkok" to assist those investors in facilitating their business as well as matching them with potential prospective Thai business partners.



**THANK YOU**

## **(2) BUSAN**

### **A Bigger and Better City - Busan, World-class Metropolis**

**Mr. Kim Dong-wook**

**Secretary General, Busan Foundation for International Activities**

Asian Pacific cities have built up a regional identity and values as a community over a long history. The contemporary world is being integrated into a global state transcending the borders of ethnic nation states. As we have entered this globalized period without borders in the 21<sup>st</sup> century, the competition among nations has become more severe. If the Asian Pacific cities which have many similarities in their culture and history are able to create closer ties for cooperation, we are likely to be able to take more effective and powerful measures to address these situations, compared to global economic cooperative groups established regionally, such as the European Union.

#### **1. Profile of Busan and the goals of its administration**

Busan is home to the largest international trade port in South Korea and is a gateway city for many countries in Europe, as well as Japan. It has a population of 3.574 million and an area of 766.1 km<sup>2</sup>. Its budget was approximately 10.68 trillion won for 2010 and its regional gross domestic product for 2008 was approximately 56.384 trillion won. Despite being in the midst of a global economic slowdown, Busan attracts 2.02 million tourists annually as the most beautiful resort and tourist city in South Korea.

The container handling capacity at the Busan Port amounts to 13.45 million TEU, ranking 5<sup>th</sup> in the world, with making Busan a hub city for transportation logistics. As you see on the map, Busan is a hub in terms of maritime services and other transportation logistics in Northeast Asia and holds an important geopolitical position as a gateway connecting the Asian continent and the Pacific Ocean. Currently, Busan is connected to 24 cities in 9 countries via 206 international flights per week.

#### **2. Busan's vision for city development**

Busan has set up three basic objectives for development: smart growth, green growth, and a creative city. It has placed importance on policies such as the establishment of infrastructure for sustainable economic growth through nurturing a new renewable energy industry and building green villages, and the upgrading of the city's status as a prestigious city by improving the quality of residents' lives.

All policies of the city administration have been focused on "making Busan a world-class global city," under these visions.

Let me go into a little more detail about our vision. Smart growth means focusing on qualitative and substantive growth of the city and improving the quality of life of residents through well-planned

management of growth.

The green growth policy facilitates sustainable growth with globally discussed eco-friendly development methods, which creates jobs and leads to growth as a low-carbon society.

As you know, Busan is a city with a long history, including a 600-year history since the opening of Busan Port in 1407.

As a result, Busan is capable of solving problems of housing, culture and welfare with comprehensive approaches and also making efforts to regenerate itself as a creative city making full use of its history and creativity.

### **3. Busan's International Exchange Activities**

Busan's international exchange policies focus on improving its status as an international city through stronger cooperation with other major cities in the Asian Pacific region. It also aims to continue expansion of international activities, vitalize relationships with its sister cities and live up to its reputation as a true hub city for international exchanges in the Asian Pacific region.

Major policies for Busan's international exchanges include annual overseas visits by city delegations for promoting Busan as a global city, attracting foreign direct investments and expanding economic relationships with foreign cities.

Busan also tries to engage in activities with major strategically based cities in Europe in order to expand on sister-city relationships.

Busan has established the Busan Foundation for International Activity as an affiliated organization to facilitate international activities at the private level. It hosts the annual UN Day Ceremony at the UN Memorial Cemetery, a symbol of preserving world peace, where soldiers who sacrificed their lives in the 6.25 Korean War were laid to rest.

Busan tries not only to establish relationships with new cities but also to strengthen ties with existing sister cities by holding a speech contest, supporting Korean speech contests in those cities, organizing farm tours and dispatching volunteers to the sister cities.

This year we are planning celebrations in honor of the 1<sup>st</sup> anniversary of the sister-city relationship with Phnom Penh and the 15<sup>th</sup> anniversary of that with Ho Chi Minh City. In order to maintain sustainable friendships with our sister cities in North America and Europe and elsewhere, which are distant from Busan, cities such as Montreal, Dubai and Vladivostok in Russia, we have promoted active exchange activities, including cultural exchanges and city photo exhibitions.

### **4. Cooperative interchanges with major cities in the Asian Pacific region**

Busan has established a close relationship with Fukuoka in order to seek out measures for regional economic cooperation and developing the Busan-Fukuoka Cross-Border Mega-City Region. On August 26, 2010, the Busan-Fukuoka Economic Cooperation Office opened and started full-range

operations in both Korea and Japan. We also participate in the Asian-Pacific City Summit and the general assembly of the Association of North East Asia Regional Governments (NEAR) every year.

We have participated in the UCLG ASPAC Congress and the annual general assembly of the Organization for East Asia Economic Development (OEAE). In addition, this November Busan will host the 19<sup>th</sup> Japan Korea Strait Coastal Region Governors' Conference. Just last weekend, a two-day working-level meeting was held in Busan to prepare for the conference.

#### **5. Busan's policies to promote cooperation in the Asian Pacific region**

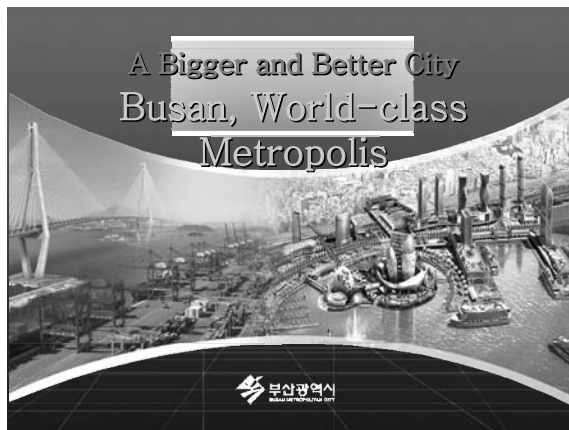
In the wake of the end of the Cold War between the U.S.A. and the Soviet Union, the European Union was launched with the aim of creating one Europe. We see a trend towards building such regional blocs in the globalized world of the 21<sup>st</sup> century.

If we, the Asian Pacific cities, work together to build up a cooperative and integrated system based on regional identity and common values that we share, we will be able to establish a system which can match the EU. With this vision in mind, Busan has been actively engaged in cooperation among East Asian cities by becoming a member city in various conferences held by regional organizations.

In order to maximize the common interests in the Asian Pacific region, we need to make every effort to establish an economic community in the region through mutual utilization of capital investment, technology and labor forces.

In this context, Asian Pacific cities have to recognize the fact that homogeneity and heterogeneity coexist in their politics, economies, societies and cultures. We must also try as hard as possible to increase people-to-people exchanges and exchanges of other things as well, promoting intergovernmental interchanges in the fields of culture, sports and academia.





## Objectives of International Exchange Programs in Busan



### Advanced Global City Open to the World

#### Hub of International Exchanges in the Asia-Pacific Region

Stronger cooperation  
with major cities  
in the Asia-Pacific  
region

Promoting Busan  
as a global city  
& expanding  
international  
exchanges

Increasing  
exchanges  
with sister cities

## Major Policies on International Exchange

### 1 Busan City Delegation's Visit to Overseas Countries

- The official delegation composed of city officials, councilors, members of Busan Sister City Committee, businessmen and journalists undertakes a biannual visit, to promote Busan as a global city, attract FDI and expand exchanges in tourism, economy, science and technology.

### 2 Establishment of Sister-City Relationships with Major Cities

- Busan seeks a sister-city relationship with European municipalities to help local companies set up their operations in the European market by taking the advantage of the Korea-EU FTA, which will soon be ratified.
- The contact with candidate sister cities are preceded by full understanding of specific areas of cooperation and mutual interest.

## Major Policies on International Exchange

### 3 Partnership with Other Organizations

- Joint projects with the Busan Foundation for International Activity (BFIA) and other private organizations for international exchanges
- Collaboration with the Governors Association of Korea  
Through the KZH program, Busan City invited public officials from Hamburg, Ho Chi Minh, and Phnom Penh to work in Busan for 6 months.

### 4 The 65<sup>th</sup> UN Day Ceremony

- Busan will host the 65<sup>th</sup> UN Day Ceremony (Oct. 22) inviting diplomats and delegates from countries that fought under the UN flag.
- Performances, including chorus performances, and Chrysanthemum Festival to commemorate the UN Day  
→ Promote the UN Memorial Cemetery in Korea (UNMCK), the symbol of world peace, as a world-renowned destination.

## Promotion of Exchanges with Sister Cities

### 1 Strengthening Ties with Sister Cities

- Building the foundation for a friendly cooperation to realize the Busan-Fukuoka Cross-Border Mega-City Region (MCR)
- Participating in international events hosted by sister cities
- Inviting public officials and citizens of sister cities to Busan
- Dispatching volunteers to sister cities
- Arranging commemorative events celebrating an anniversary of the establishment of the sister-city ties

## Promotion of exchanges with sister cities

### 2 Promoting Cooperation with Sister Cities at a Distance

- Visit to Hamburg, Germany in February
- Sending the cultural delegation to Istanbul in February, featuring a photo exhibition on Busan City and Taekwondo demonstration
- To visit St. Petersburg for cultural exchanges in September
- To attend the World Cultural Forum in Valparaiso, Chile in October
- To celebrate the 10<sup>th</sup> anniversary of the sister-city relationship between Busan and Montreal in September with a photo exhibition and Taekwondo demonstration
- Bolstering exchanges with far-away sister cities such as Dubai

## III. Exchange Projects with Major Cities in Asia-Pacific

### Exchange Projects with Major Cities in Asia-Pacific

#### 1 Cross-border Cooperation Projects (64 projects)

- Joint projects for practical exchanges between Busan and Fukuoka
- Active participation of the citizens: Participating in each other's marathon competition, Korean Speech Contest, etc.

#### 2 The Asian-Pacific City Summit

- Mayors from 26 cities in 3 countries to attend the meeting in Vladivostok
- To discuss how to address the urban issues and strengthen cooperation for a common prosperity in Asia-Pacific region.

#### 3 The 8<sup>th</sup> NEAR General Assembly

- Mayors from 70 cities in 6 countries to attend the meeting at KINTEX, Korea in October
- To promote the continued development for member cities and to lay the groundwork for a common development in Northeast Asia

### Exchange Projects with Major Cities in Asia-Pacific

#### 4 The 3<sup>rd</sup> UCLG ASPAC Congress 2010

- About 110 member cities to convene in Hamamatsu, Japan in October
- Exchanging valuable information and technologies for the further development of local governments across the world

#### 5 The 4<sup>th</sup> OEAED General Assembly

- Mayors and Presidents of Chambers of Commerce from 10 cities in 3 countries to meet in Qingdao, China in November
- Creating a new Mega-City Region through a closer networking among cities in East Asia

#### 6 The 19<sup>th</sup> Korea-Japan Strait Coastal Region Governors' Meeting

- Mayors and governors from 8 cities and provinces along the Korea-Japan Strait to meet in Busan in 2010
- Presentations on areas of common interest, Dialogue with Residents

## IV. Ways for Asia-Pacific Regional Cooperation

### Ways for Asia-Pacific Regional Cooperation

#### Global Changes

- The end of the Cold War → "One Europe" with the launch of the European Union (EU)
- The trend of building a regional bloc

#### Necessity

- For a prosperous Asia-Pacific region that can match the EU
- Building a cooperative and unified system among Korea, China, Japan and other Asia-Pacific countries, based on regional identity and common values
  - To maximize common interests in the region

#### Regional Organizations

- The Korea-Japan Strait Coastal Region Governors' Meeting, the Organization for the East Asia Economic Development (OEAE), the Association of North East Asia Regional Governments (NEAR), UCLG ASPAC, the Asian-Pacific City Summit, ASEAN, etc.

### Ways for Asia-Pacific Regional Cooperation

#### Goals

- Collaborating to build an Asia-Pacific economic community through complementary capital, technologies and labor force
  - To maximize common interests
- Respecting the differences and diversity in politics, economy, society and culture → "One Community"

#### Challenges

- Cities in Asia-Pacific region recognize the coexistence of homogeneity and heterogeneity in areas of politics, economy, society and culture
  - To increase people-to-people and physical exchanges as much as possible
  - To expand the scope of exchanges to culture, sports, academics, etc.

Thank You

### **(3) FUKUOKA**

#### **Economic Revitalization through Transnational Exchanges**

**Mr. Hiroyuki Takada**  
**Deputy Mayor of Fukuoka City**

##### **Outline of Fukuoka City**

Fukuoka City is the closest in location to the rest of Asia among the major cities in Japan. By taking advantage of its location and a history of exchanges with the rest of Asia spanning over two millennia, Fukuoka City aims to be a focal point of exchanges within Asia. This is realized through actively approaching areas in East Asia in the fields of logistics, trade, tourism, and culture.

##### **Economic revitalization through transnational exchanges**

There is one thing common between all the cities in the world which have found new vitality and currently succeeding in transforming themselves considerably, is that they all actively seek cooperation with regions across borders.

As you can see on the bottom left, in Northern Europe, near the Baltic Sea, unique cities with a population of about 1 million, such as Helsinki and Copenhagen, form an economic zone crossing national borders. This zone has given birth to international companies.

##### **1. “Fukuoka-Busan Supra-regional Economic Zone”**

Fukuoka City and Busan Metropolitan City, the second largest city in the Republic of Korea, are separated by a strait, and accessed by sea and air routes. With an annual flow of 900,000 people, active exchanges take place regularly between the two cities. Fukuoka-Busan Supra-regional Economic Zone was proposed by the mayor of Busan Metropolitan City, officially approved by President Lee Myung-Bak, and subsequently agreed upon by the mayor as well as the chairman of the Chamber of Commerce and Industry of both cities.

This agreement aims to:

- Improve international competitiveness
- Revitalize the region
- Create a flourishing sphere in Northeast Asia as a model of transnational cooperation between regions

With this agreement, we are working towards creating a single economic zone for Kyusyu and Southeast Korea. The cooperative project of forming a supra-regional economic zone consists of four basic policies and nine strategies.

##### **<4 Basic Policies>**

The first policy is the promotion of future-oriented business cooperation, which promotes cooperation of leading industries in the future, and includes four strategies such as creating a cooperative environment between companies.

The second policy is the development of human resources, such as those who travel across the strait. This involves development and production of international human resources who work in both countries, and includes two strategies such as developing young human resources, especially those who travel across the strait.

The third policy is the creation of a sphere of day-to-day exchanges, which entails the formation of a region where citizens of both cities are able to travel back and forth with ease, and includes two strategies such as developing a favorable environment for the creation of an exchange zone.

The fourth policy is requesting for government cooperation, which entails requesting a system or financial support to accelerate the formation of the supra-regional economic zone.

#### **<Examples of cooperative projects>**

- “Economic cooperation office in both cities” refers to the offices we established in Fukuoka City and Busan Metropolitan City in August, which provide information on industries and businesses in both cities.
- “Market exchange including the fish markets” refers to the sister city fish market agreement concluded in 2009 between the fish market of both cities, and the information exchange that takes place with regards to the circulation, consumption trend, and the general situation of fishery products, as well as food culture.
- “Elementary school lessons with supplementary readers” refers to our efforts to promote mutual understanding by incorporating lessons on each other’s city in our elementary schools, based on our 20 year history of exchanges.
- “Promoting exchanges in the auto-related industry” refers to the exchanges in the automotive parts industry through auto parts trade fairs and exhibitions.

## **2. Creation of a tourism exchange zone in Northeast Asia**

Fukuoka City is concentrating on tourist promotion, because actively attracting tourists will increase consumption and its effects will spill over to a variety of industries, resulting in the maintenance of our economic vitality.

Following the opening of the KTX in the end of 2010, in spring of 2011, the entire route of the Kyushu Shinkansen line will open. From this, a substantial change in the flow of people and goods in Kyushu and Korea is anticipated.

Furthermore Fukuoka’s tie with China is also being reinforced due to the alleviation of tourist visa restrictions and the considerable increase in the number of port-of-calls by large-scale cruise ships from China.

Against this backdrop, we aim to form a Northeast Asia Tourism Exchange Zone by intensifying the

networks between Kyushu and Korea, as well as China. This is possible from visitor promotion to Fukuoka City through the cooperation between Fukuoka and Busan and port-of-calls by Chinese cruise ships taking root.

### **2.1 Busan-Fukuoka Asia Gateway 2011**

One of the projects for the creation of this zone is the Busan-Fukuoka Asia Gateway 2011, a cooperative tourism project between Fukuoka City and Busan Metropolitan City. By taking advantage of our proximity, Fukuoka and Busan are working together to bring forth visitors to our area.

We have thus far jointly produced the contents of the project, such as producing and airing drama series and other television programs, hosting a joint professional baseball game, and jointly hosting promotional events in Shanghai, Shenyang, and Guangzhou in China, and Seoul in Korea, as one tourist destination.

Henceforth, we will do our utmost to increase the charms of our area and to promote these charms within our countries and beyond, as well as creating tour packages that include both of our cities, eventuating in a branding of our region.

### **2.2 Promoting the increase in cruise ship visitors**

This year, we are welcoming 66 port-of-calls by Chinese cruise ships to Hakata Port, which entails 120,000 people based on ship capacity. We have seen a threefold increase in comparison to the year before.

Through these port-of-calls, numerous international tourists, including those from China, are visiting Fukuoka. Their economic impact is calculated at roughly 2.9 billion yen. We are focusing on increasing the level of satisfaction of these visitors in order to ensure the continuation of cruise ship visitors next year and beyond.

## **3. Promotion of fashion and game industries and exchanges with Asia and the world**

Fukuoka City has a concentration of textile wholesale and retail industries as well as HR training institutions in fashion, hence, Fukuoka City is supporting the fashion industry which has the potential to bring about a considerable economic ripple effect.

The city, prefecture, Chamber of Commerce, and apparel companies formed the Fukuoka Asian Fashion Promotion Council in March 2008, to promote Fukuoka as a focal point of fashion in Asia. Information on local fashion brands are transmitted to the rest of Japan and the world through a fashion show called the Fukuoka Asia Collection (FACo), and an exhibition and trade show.

We have promoted Fukuoka's fashion in Asia. In 2009, we held a mini fashion show in Taipei, and a promotional booth of FACo at a fashion festival in Dalian. This year, we held a fashion show in Hanoi in August, and we plan to hold a promotional event in Taipei in autumn.

Furthermore, Fukuoka City has a cluster of roughly 20 game-related companies, and we are aiming

to form additional clusters of related industries. We established the Fukuoka Game Industry Promotion Agency, the first government-industry-academia collaboration in the gaming industry which carries out human resource development projects, attracts game-related companies, and holds Game Frontier in Fukuoka, a publicity event.

We are also focusing on exchanges with overseas cities that are concentrating on the gaming industry. With Busan Metropolitan City, we participated in a Korea-Japan joint seminar for the promotion of the gaming industry, as well as setting up a common booth for the gaming industry of Fukuoka and Busan at G-STAR, Korea's largest gaming event. We conducted promotional activities and exchanges with those in the gaming industry. We also have exchanges with other cities such as Utrecht in the Netherlands, as well as Seattle and Vancouver, and aim to internationalize the gaming industry in Fukuoka.

#### **4. Formation of a center of human resource development in Asia**

We have acquired knowledge through solving many urban problems such as environmental issues, water shortage, and aging society issues. Some countries in Asia may face these problems in the near future, thus, we aim to become the center of human resource development in Asia. I believe that the human network we create from this will lead to the economic revitalization of our city.

As part of forming a human resource development center, we have started a City Visit and Training Program in 2009. Based on Fukuoka's knowledge of development of a livable city, we offer five fields of study in this program – urban design, welfare for the elderly, water resources, environment and waste disposal, and fire and disaster prevention. We have received visitors and trainees from countries such as Korea and China who came to partake in this program. This kind of program is the first ever in Japan, and we plan to continue to develop it further in the future.

#### **5. International Regions Benchmarking Consortium, a worldwide network of metropolitan regions**

The consortium consists of ten regions including Barcelona and Seattle, which are metropolitan areas similar in population and economic features. The member cities are not megacities in global standards, but are metropolitan regions of a certain size, similar in industrial structure, and well-known for their livability.

The aim of this consortium is to share benchmarks and actual cases of urban development to exchange ideas and learn from one another.

This will enable us to recognize our position, reflect these ideas on projects in the future, and eventually improve our international competitiveness.

Following Seattle and Barcelona, Fukuoka City hosted the annual conference this year, in July. 60 representatives from nine regions including Fukuoka congregated to exchange opinions and to learn from one another, under the topic of Knowledge Regions.

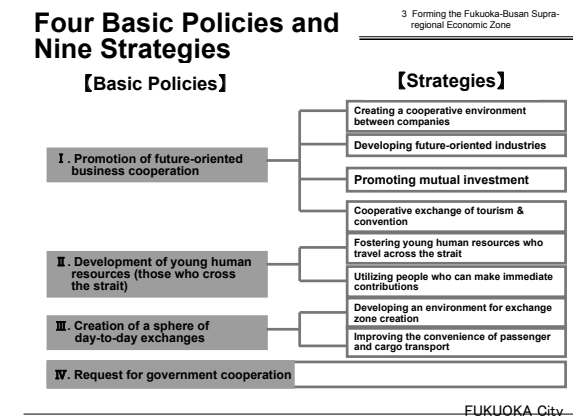
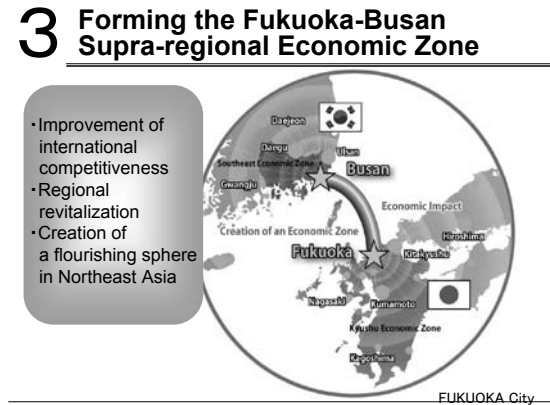
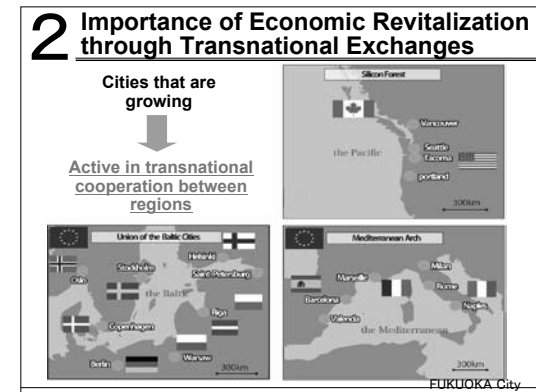
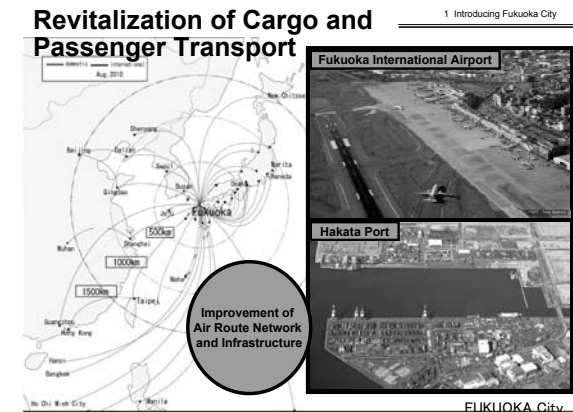
Fukuoka City finds four points of significance in being an IRBC member. We can learn from other regions, which is the fundamental concept of the consortium, and consequently, we can provide

information on our successful cases to the other regions. We can then incorporate this new-found knowledge into our city development, thereby becoming a better city and increasing the name recognition of our city. Consequently, the relationship with the other member regions will lead to Fukuoka City attracting international companies through economic exchanges, which in turn will contribute to the economic revitalization of our city.

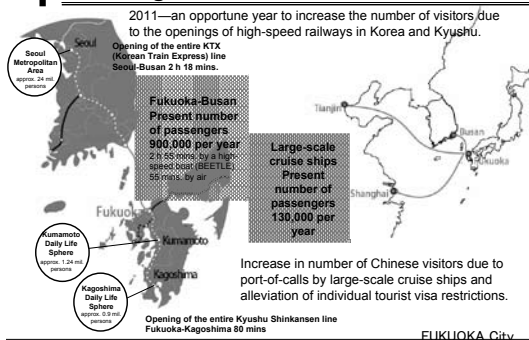
It has been a great honor for me to speak here, on the theme of Economic Revitalization through Transnational Exchanges.

By promoting tourism, logistics, trade, and investment, through exchanges with cities outside of Japan, such as Busan, our neighbor across the strait, Fukuoka City would like to do its utmost to become a focal point of exchanges within the Asian-Pacific region.





## 4 Promotion of the creation of a "Tourism Exchange Zone" in Northeast Asia



## Busan-Fukuoka Asia Gateway 2011 Campaign

4 Promotion of the creation of a "Tourism Exchange Zone" in Northeast Asia

A collaborative tourism project by Busan and Fukuoka as one tourist destination through welcoming visitors from home and abroad with heartfelt hospitality while deepening our relationship.

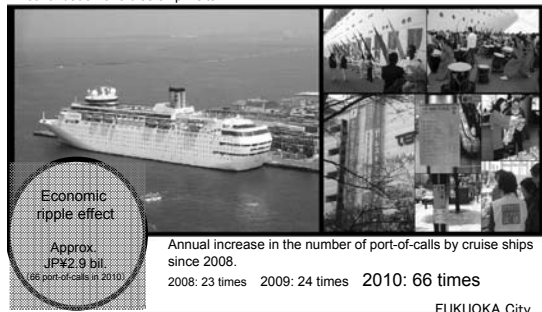


FUKUOKA City

## Promotion of Cruise Ship Visitors

4 Promotion of the creation of a "Tourism Exchange Zone" in Northeast Asia

Enhancing satisfactory hospitality system for tourists in order to guarantee the continuation of cruise ship visits.



## 5 Promotion of Fashion and Game Industries and Exchanges with Asia and the World



## Fashion Industry Expanding into Asia

5 Promotion of Fashion and Game Industries and Exchanges with Asia and the World

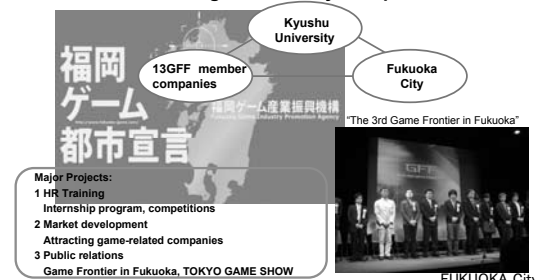


## Fukuoka Game Industry Promotion Agency

5 Promotion of Fashion and Game Industries and Exchanges with Asia and the World

—To develop Fukuoka as a gaming city to which the rest of world can aspire

**First government-industry-academia collaboration in the game industry in Japan**



## Exchange with cities overseas

5 Promotion of Fashion and Game Industries and Exchanges with Asia and the World

○Busan Metropolitan City, Korea (Fukuoka's sister city)

Exchanges through "Korea-Japan Joint Seminar" and "G-STAR2009," the largest game festival in Korea.

○Utrecht and Leeuwarden, The Netherlands

(leading cities in "serious games")

\*Educational and medical games with societal benefits  
Presentation on Fukuoka city's projects at a game festival held in Utrecht.  
Lecture by a professor of Utrecht School of the Arts at a symposium on serious games held in Fukuoka.

○Seattle and Vancouver (game industry clusters in North America)  
Feasibility survey on business exchange (supported by JETRO)

**Fukuoka aims to a leading city in serious games!!**

FUKUOKA City

## 6 Forming a center of human resource development in Asia

Fukuoka's knowledge on:

- Environmental issues
- Aging society issues
- Water shortage, etc.



Flourishing Asian countries face:

- Environmental issues
- Declining birthrate and aging society issues
- Water shortage, etc.

Forming a center of human resource development in Asia

Economic revitalization of Fukuoka City  
= Business opportunities, increase of the population taking part in exchanges

FUKUOKA City

## Fukuoka City Visit and Training Program

6 Forming a center of human resource development in Asia

### ●Purposes

- International contribution
- Networking
- Raising the profile of Fukuoka

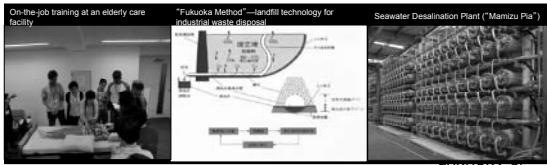
### ●Five fields of service



### ●Future plan

- Cooperation with other cities, universities, organizations, companies, etc.
- Expanding the fields of service

Visit and Training Program—First-ever challenge among the cities of Japan



FUKUOKA City

## 7 International Regions Benchmarking Consortium

### International Regions Benchmarking Consortium (IRBC)

An international network of 10 regions with common economic features and similar in size. A community of regions with a knowledge-oriented economy similar to Fukuoka.



FUKUOKA City

## Outline of IRBC and Conference in Fukuoka 2010

7 International Regions Benchmarking Consortium

### ●Purpose

To share and learn about each other's urban issues and successful cases for future city development and international competitiveness.

- To share and learn about each other's urban issues and successful cases for future city development and international competitiveness.
- Fukuoka is the only participating region in Japan. The 2010 annual conference was held in Fukuoka.

### ■Annual IRBC Conference

1st: June 2008 in Seattle with the theme of "The Innovative Region"

2nd: November 2009 in Barcelona with the theme of "Creativity and Talent"

3rd: July 7th-9th 2010 in Fukuoka with the theme of "Knowledge Region"

- Participants: approx. 60 delegates from 9 worldwide regions, from industries, academia, and governments.



FUKUOKA City

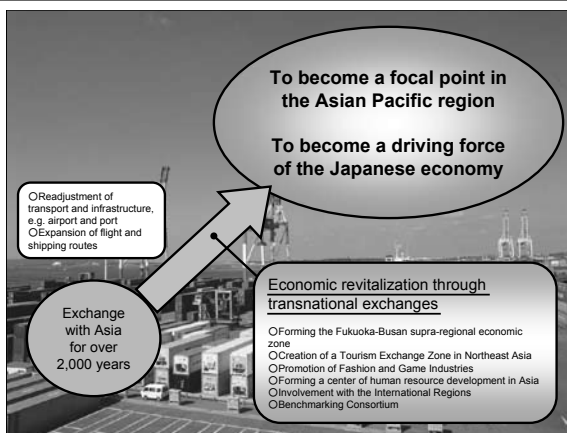
## Significance of the membership

7 International Regions Benchmarking Consortium

- To learn of successful cases from other regions
- To provide information on Fukuoka's successful cases to the world
- To raise Fukuoka's name recognition
- To attract international companies through economic exchange



FUKUOKA City



## **(4) GWANGYANG**

### **Promote the local economy through exchange with other cities by transcending boundaries**

**Mr. Lee Sung-Woong**  
**Mayor of Gwangyang City**

#### **Outline of Gwangyang City**

Gwangyang is a beautiful harbor city, located at the center of the southernmost part of the Korean peninsula. Three major industries have developed in Gwangyang: the steel industry, revolving around the POSCO Gwangyang steelworks, a global enterprise producing 17.4 million tons of steel annually; the shipbuilding industry cluster, developed around the steel plate mill, completed this year, with 5 million tons of annual production; and the harbor logistics industry, centering on the container terminal at Gwangyang Port and operating 16 berths for vessels in the 50 thousand-ton class.

According to mid- and long-term development plans, Gwangyang is expected to be intensively fostered as a hub for global logistics, as well as a world-class city for marine tourism and resorts by implementing the Sun Belt project to develop the broad southern coast area of Korea.

#### **International Container Terminal**

The Gwangyang Container Terminal is now ranked the 57<sup>th</sup> port in the world for container traffic, with 1.81 million TEU last year since Phase 1 opened in 1998, and is expected to increase performance to over 2 million TEU this year. It is achieving its goal to be a logistics-centered port in northeast Asia through the realization of a state-of-the-art logistics system, green port, and free trade port.

Companies engaged in the logistics business have already moved in the outlying complexes to the rear of the Gwangyang container terminal and the city is attracting manufacturing companies in order to create greater container traffic. The Gwangyang Container Terminal and outlying complexes are designated as a free trade zone offering such benefits as rents as low 1 dollar per 3.3 square meters for up to 50 years.

Now, 9 million square meters in the area neighboring the port is designated as a free trade zone and plans are underway to extend this to 33 million square meters, aiming to develop Gwangyang into an international free trade city like Singapore and Hong Kong.

#### **Changes in conditions of the local government in a global society**

As the international competitiveness of the local government is directly connected to national competitiveness because of the global changes, local governments must change their role in a global society. The winds of change, blowing through politics, economy, and society, have driven not only countries but also local governments to respond promptly and actively. Glocalization, characterized by the increasing of mutual dependence and intensifying of economic competition, is regarded as the current mainstream.

The local governments fulfilling only their given roles within their institutional boundaries will have no choice but to face their limits in development. It is critical to find common measures that can enable the cities in the Asian-Pacific region to share their interests with each other.

Local government, therefore, can utilize international exchange not only as a way to build friendship and show courtesy, but also as a chance to promote local economy, allowing local governments to prioritize their own development as suitable for local conditions and meet the demands of their citizens. I hope this meeting provides the opportunity to discuss measures for inter-city exchange transcending boundaries and for promoting the local economy through mutual cooperation.

## **Projects of Gwangyang City**

### **1. Establishment of the Northeast Asia Golden Route**

First, we are carrying forward a project to establish a golden route in northeast Asia in connection with our 2 exchange cities located in the northeast of China. The Northeast Asia Golden Route refers to a project for creating a new logistics business model in order to draw mutual cooperation in the field of port logistics and to vitalize ports by establishing a seaway connecting Gwangyang with northern China.

We have held an international forum, seminars, and working-level discussions several times in each city since we made the agreement on a Letter of Intent to collaborate on the establishment of a sea route from Gwangyang Port to Yingkou Port in July 2006.

Experts had in-depth discussion in the “Establishment of the Golden Route in Northeast Asia” sessions both in the Northeast Asia Development Forum hosted by Shenyang, China in 2009 and in the 2010 Gwangyang Port International Forum hosted by Gwangyang City.

Concrete business items for the operation of container ships between Gwangyang Port and Yingkou Port are now in progress through the participation of representatives from both shipping companies and logistics in international exchange cities. The establishment of a golden route will contribute to the promotion of the local economy of the cities involved as well as to create new container traffic for Gwangyang Port.

### **2. Opening of a sea route for ferry between Gwangyang and Shimonoseki**

Second, we are pushing ahead for the opening of a sea route for 15 thousand-ton class car ferries capable of carrying 700 passengers and 180 TEU cargo shuttling between Gwangyang and Japan 3 times a week. According to an analysis of the shipping company in charge of operation and tourism industry, this route is expected to attract 0.1 million Japans tourists to Korea as well as to transport ten thousand TEUs of agricultural, livestock, and fishery products annually. Opening a sea route for a car ferry will contribute to encouraging positive changes in the urban tourism industry and to facilitate the local economy.

### **3. Enhancement of international exchanges with the world’s leading port cities**

Third, we are trying to make international exchanges with the world’s leading port cities. Gwangyang, looking for positive exchange and cooperation with the world’s major port cities as a home for an international container terminal, is increasing exchanges with cities going in the same direction and needing cooperation from other ports in the near future.

Through the project to expand international exchange, since May 2008 we have been pursuing exchange with Izumiotsu, Japan, which has a similar industrial infrastructure as Gwangyang, along with economic exchanges in areas of mutual support for business, benchmarking of economic models and correspondence between entrepreneurs. In this process, Gwangyang has had the chance to export its Chinese plum crop to Japan, which contributes to our agricultural products to pioneer a new market abroad and to increase farming income.

For your reference, Gwangyang produces 7,922 tons of plum over 983 hectares, accounting for 28 percent of the total production in Korea. Our organically-grown plum, with its high levels of citric acid and excellent taste and flavor, is renowned as one of the best plum in Korea. Each March, the Gwangyang International plum Flower Festival, heralding the beginning of spring, attracts many tourists, both domestic and foreign.

#### **4. Promoting of economic exchanges at international events**

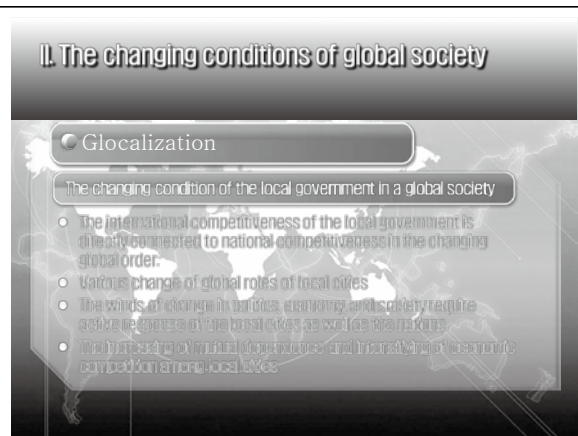
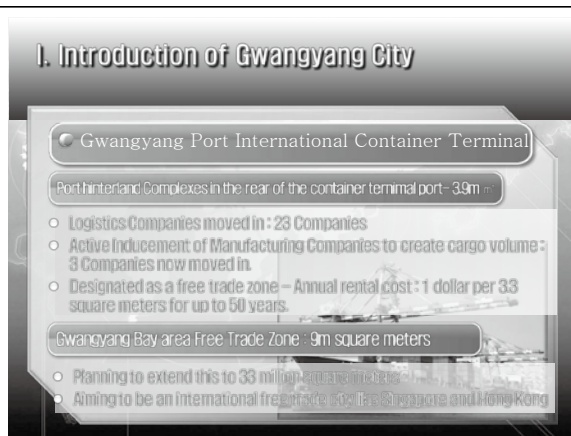
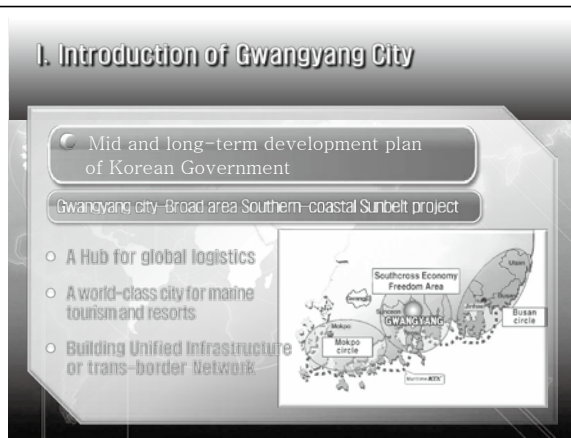
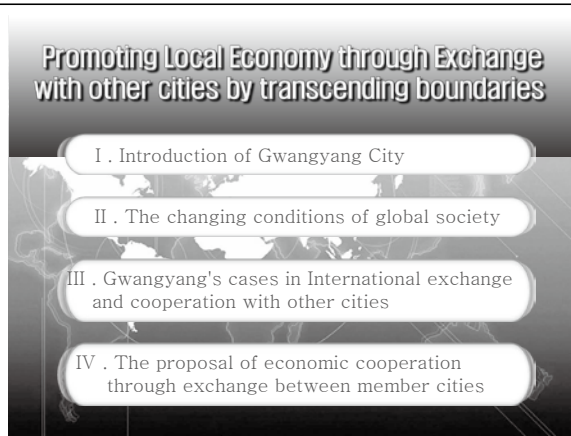
Fourth, we are pursuing friendly exchange along with economic exchange through city promotion, the attraction of foreign investment, and investor relations by attending a variety of international events including international exhibitions hosted by international sister and friendly relationship cities. We have achieved successful results by participating in two representative events: a seminar on Sharing International High Technology held in Shenzhen, China since 2006; and the international event the International Investment & Trade Consultation held in Xiamen, China. We are planning to pioneer the global market and attract investment through the exhibition and explanation of the results of our municipal U-IT research center by attending the 12<sup>th</sup> Seminar on Sharing International High Technology held in Shenzhen, China this November, as well as to promote our city as a home for tourism, industry, and ports and the principal products of our city by citizen's direct voice. Mutual cooperation between exchange cities is of substantial importance in that attending international events may contribute to improving the image of both the city and local industry.

#### **Three proposals for economic cooperation through exchanges among member cities of the Asian-Pacific City Summit**

First, local governments should exert interest and efforts in pioneering the global market and increasing exports in order to strengthen the competitive edge of local products in the world market and to expand the market. In addition, local governments should facilitate productivity to produce with low price, high quality goods by increasing international exchange in the three production factors such of capital, technology, and human resources, as well as productivity through the advancement of industrial techniques. Local governments also pave the way for find promising products and promote competitiveness by highlighting their own distinct cultural traits, originality, and locality. Establishing an interactive cooperation system between international cities will play a great role in providing the opportunity for exchange, advertising products, exchanging information, attracting outstanding human resources, and supporting business activities for exchange cities.

The second plan is to dispatch a private-public cooperative group for global market pioneering to find promising products for import and export, and jointly pursue such long-term measures as establishing permanent exhibition halls or booths for selling specialties produced by exchange cities at retail outlets or department stores.

The third is to construct a network directly connecting every port in the member cities by creating a profitable distribution model, which could provide a chance to persuade both manufacturers and logistics to move into the hinterland of the container terminal. I sincerely hope that working-level discussions on research on current distribution states, information about ports, and ways to attract foreign investment can yield a variety of business models.





## II. The changing conditions of global society

### Change of the exchanges among local cities

- The local governments turning only their given roles within their institutional boundaries face their limits in development
- The common measures to share their interests among the Asia-Pacific cities to strengthen the economic cooperation
- The most urgent goal of local governments is their own development as suitable for local conditions and meet the demands of their citizens

International Exchanges of local governments to activate local economy beyond a simple and formal friendship of the past.

- Efforts to discover measures that their city exceeds transnational boundaries and for promoting the local economy through mutual cooperation.

## III. Gwangyang's cases in International exchange and cooperation with other cities

### Establishing a golden route between Gwangyang and the Northern China

Building the Northeast Asia Golden route in connection with our 2 exchange cities located in the northeast of China

Creating a new logistics business model to draw mutual cooperation and to vitalize ports by establishing a sea route connecting Gwangyang with the northern China



## III. Gwangyang's cases in International exchange and cooperation with other cities

### Establishing a golden route between Gwangyang and the Northern China

- The agreement on Letter of Intent for the establishment of a sea route from Gwangyang Port to Yingkou Port in July 2006
- Holding an international forum, seminars, and working-level discussions in each city
- In-depth discussion in the both of the Northeast Asia Development Forum hosted by Shenyang, China in 2009 and the 2010 Gwangyang Port International Forum hosted by Gwangyang City

Creating Business Items for the operation of container ships between Gwangyang Port and Yingkou Port

- Golden route will contribute to the activation of a local economy of the cities involved as well as to the creation of new cargo volume for Gwangyang Port

## III. Gwangyang's cases in International exchange and cooperation with other cities

### Opening a sea route for car ferry between Gwangyang and Japan

Planning to open a sea route for car ferry between Gwangyang and Japan

- Operating car-ferry between Gwangyang and Japan in Dec. 2010

- 15,000-ton class carrying 740 passengers and 200 TEU cargo shuttling 3 times a week - annually inducing 100,000 tourists and transporting 10,000 TEU of Agricultural, livestock and fishery products

- Encourage positive changes in the urban tourism industry and facilitate the local economy



## III. Gwangyang's cases in International exchange and cooperation with other cities

### International exchanges with the world's major cities

#### International exchanges with the world's leading port cities

- Expanding the international exchange cities: 10 cities → 20 cities - Port cities and cities related to companies moved in Gwangyang
- Ex) Kumamoto, Japan has a similar industrial infrastructure as Gwangyang - International exchanges began in May 2008

Friendship and economic exchanges went on together in areas of business, benchmarking of economic models and correspondence between entrepreneurs.

Export of plums to Japan contributes to pioneering a new market abroad and to increasing farmers' income.

## III. Gwangyang's cases in International exchange and cooperation with other cities

### Gwangyang Plum

- Production amount is 7,922 ton accounting for 28 percent of the total production in Korea in 983 hectares
- Our organically-grown plum, with its high levels of citric acid and excellent taste and flavor, is renowned as one of the best plum in Korea
- Each March, the Gwangyang International plum flower Festival (620,000 tourists visited)



## III. Gwangyang's cases in International exchange and cooperation with other cities

### Participation in the International Event held in sister and friendly relationship cities

Participation in the International Exhibitions and Events held in sister and friendly relationship cities

- Pursuing friendly exchange along with economic exchange through city promotion, the attraction of foreign investment, and investor relations
- Achieved successful results in two events: the International High-Tech Fair in Shenzhen, China and China International Fair for Investment & Trade in Xiamen, China



## III. Gwangyang's cases in International exchange and cooperation with other cities

### Participation in the International Event held in sister and friendly relationship cities

Participating in the International High-Tech Fair held in Shenzhen, Nov. 2010

- The exhibition and explanation of the results of our municipal U-IT research center
- Pioneering the global market and attracting investment
- Promoting our city as a home for tourism, industry, and ports
- Promoting local products by citizen's participation
- Exhibition, Beverage tasting, Finding Market
- Mutual Cooperation between cities is important in improving the image of both the city and local industry



#### IV. The proposal of economic cooperation through exchange between member cities

##### ● Increasing exports of products of local cities

Pioneering the global market and increasing exports to strengthen the competitive edge of local products in the world market and to expand the market

- Need to improve productivity and industrial techniques and increase international exchange in the three factors such as capital, technology, and human resources
  - Equipped with capacity and products of low price and high quality in the global market



#### IV. The proposal of economic cooperation through exchange between member cities

##### ● Increasing exports of products of local cities

- Promoting competitiveness of the products by highlighting their own distinct cultural traits, originality, and locality – Finding products promising for exports
- Establishing an interactive cooperation system to provide the opportunity for exchange, advertising products, exchanging information, attracting outstanding human resources, and supporting business activities for exchange cities.



#### IV. The proposal of economic cooperation through exchange between member cities

##### ● Operating sales halls or booths for export and import goods

Dispatching a private-public cooperative group for global market pioneering to find promising products for import and export

- Joint pursue to find the long-term measures
  - Establishing permanent exhibition halls or booths in exchange cities
  - For selling specialties produced in exchange cities at retail outlets and department stores



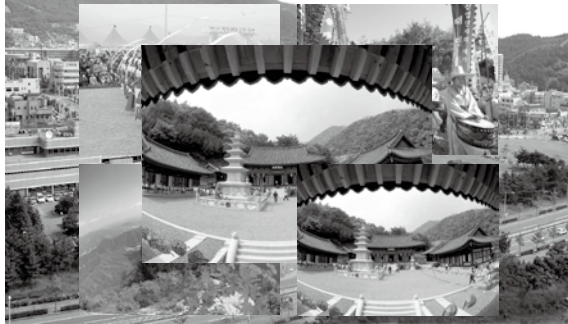
#### IV. The proposal of economic cooperation through exchange between member cities

##### ● Cooperation in creating cargo volume between ports

Creating a profitable distribution model to connect each ports

- Opening direct sea-routes, building networks, exchange of human resources
- Joint efforts to persuade both manufacturers and logistics of member cities to move into the hinterland of the container terminal
- Working to realize the needs of a research on content distribution model, IT network, network port and waterland function investment

*Thank you*



## **(5) KITAKYUSHU**

### **Kitakyushu's Cross-Boundary Intercity Cooperation and Exchange**

**Mr. Yoshihiro Takahara**

**Executive Director, International Affairs Department,  
Planning & Cultural Affairs Bureau, Kitakyushu City**

#### **1. Environment and Technology City: Kitakyushu**

The City of Kitakyushu is an international city of one million people located in western Japan on the northernmost tip of Kyushu Island.

Located close to other Asian countries, Kitakyushu has thrived as a gateway to Asia for many years due to its convenient location between Tokyo and Shanghai.

Enclosed by a beautiful coastline and rich, natural surroundings, Kitakyushu, the “World Capital of Sustainable Development,” has an area of approximately 490 km<sup>2</sup>, with a magnificent river that flows through the heart of the city.

#### **2. Technology Capital of Asia: Kitakyushu**

With the operations of government-owned Yawata Steel Works located in the city in 1901 and the resulting concentration of material manufacturing industries, including steel, chemicals, metals, and ceramics, Kitakyushu has supported the development of modern Japan.

Kitakyushu has amassed a wealth of technology and human resources that have been acquired over the city's history as a manufacturing city, one which has lasted well over one hundred years.

Within the city can be found Nippon Steel Corporation Yawata Works, which has acted as a driving force behind the Japanese economy; renowned TOTO Ltd., which produces housing plumbing products and equipment; and Yaskawa Electric Corporation, which is known for cutting-edge industrial robotics; major automobile manufacturers, such as Toyota, Nissan and Daihatsu, have also moved their latest, most-up-to-date plants to neighboring areas.

Kitakyushu continues to perfect its transportation and distribution base, including Kitakyushu Airport and the Hibikinada Deep Sea Port and Harbor, as well as enhance its rich, intellectual foundation, such as the Kitakyushu Science and Research Park. Industries involved in environmental business, semiconductors, and automobiles continue to concentrate their activities in the city, while more businesses within Kitakyushu are moving into new areas of growth, leading to great strides in the city's advancement as a “new manufacturing city.”

#### **3. World Capital of Sustainable Development: Kitakyushu**

In the 1960s, Japan underwent a period of rapid economic growth, during which Kitakyushu developed into one of the country's four largest industrial zones. However, this resulted in the progression of severe environmental pollution, in particular in air and water quality, with factories emitting multi-colored rainbows of smoke and soot, and the propellers of ships dissolving in sludge. The above photos are of the sky and Dokai Bay, which was known as the “Sea of Death,” in Kitakyushu in the 1960s.

However, through the unified actions of the city's residents, businesses and the local government, Kitakyushu was transformed from a "grey city" to a "green city." The photo below is of Kitakyushu today, where one can see the city's blue skies and a variety of fish swimming in the bay.

Since the 1980s, Kitakyushu has made use of the experiences, technology and know-how developed during its struggle to overcome pollution to contribute to environmental improvement in developing countries.

Today, the city is promoting the Kitakyushu Eco-Town project, which aims to create a resource recycling society by promoting the "use of all waste as material for other industries, and reducing waste as much as possible (zero emissions)." The development of recycling activities, such as that of home appliances, automobiles, and PET bottles, as well as the establishment of facilities that carry out research and development on technologies in cooperation with businesses and universities, has led to the generation of new environmental industries.

Selected by the national government as an "Eco-Model City," Kitakyushu is also taking on the challenge of carrying out pioneering approaches with ambitious targets, such as large-scale reductions of greenhouse gas emissions, and with the establishment of the Kitakyushu Asian Center for Low Carbon Society, the city has started on its journey towards the creation of a low-carbon society.

#### **4. Kitakyushu's Sister/Friendship Cities: Exchange with Dalian, China**

Kitakyushu has concluded sister/friendship city agreements with the City of Dalian (China), Incheon Metropolitan City (Korea), and the cities of Tacoma and Norfolk in the United States.

Friendship city ties were established with Dalian, China in 1979, and the two cities celebrated the 30th anniversary of this relationship last year. Kitakyushu was the first friendship city for Dalian and, over the years, exchange activities have continued in various areas, including economy, culture, and sports.

In May 2009, the 30th anniversary of Kitakyushu and Dalian's friendship city ties, a "Dalian Challenge Shop" was set up as a space to exhibit the processed food and manufacturing products from Kitakyushu and to conduct business meetings. Advantages of this business promotion office for companies in Kitakyushu include assistance from the local staff in carrying out market research at low-cost and developing business activities in China that are tailored to the country's unique business practices. As a matter of fact, there have been a number of small and medium-sized businesses that have made use of the "Challenge Shop" and achieved entry into the Chinese market.

#### **5. Kitakyushu's Sister/Friendship Cities: Exchange with Incheon Metropolitan City, Korea**

Kitakyushu established sister city ties with Incheon Metropolitan City in Korea in 1988.

Incheon Metropolitan City is a port city located near Seoul, in which heavy industries have developed.

Kitakyushu has carried out staff exchange and trainings with the Incheon Metropolitan City government since 1996, and to date, has hosted eight staff and dispatched 12 staff from Kitakyushu to Incheon.

In the field of firefighting, Kitakyushu has hosted staff from Incheon Metropolitan City since 1997 and has been able to transfer a number of Kitakyushu's prominent firefighting techniques. In 2007, the two cities concluded a Memorandum of Understanding for cooperation in the field of firefighting and disasters, which has further strengthened the cooperative relationship between Incheon and

Kitakyushu. Since 2009, direct flights between Kitakyushu Airport and Incheon Airport have gone into service.

#### **6. Kitakyushu's Sister/Friendship Cities: Exchange with the United States**

Kitakyushu has sister city relationships with two cities in the United States. The reason for this was so that the sister city relationships could continue between the former city of Kokura and Tacoma, Washington, and the former city of Moji and Norfolk, Virginia, both established in 1959 before Kitakyushu's equal amalgamation of five neighboring cities in 1963, the first case of its kind in the world.

Kitakyushu has continued to carry out extensive exchange with the city of Tacoma extending to the economic, cultural and educational fields through agreements with sister universities and ports, as well as youth home stays.

A goodwill high school baseball tournament has been held 13 times since 1988. This photo is of the tournament organized last year on the occasion of the 50<sup>th</sup> anniversary of Tacoma and Kitakyushu's sister city ties.

As with Tacoma, Kitakyushu has also continued to carry out extensive exchange with the city of Norfolk. Since 1994, a musical performance has been held four times with the participation of young people from Norfolk. This photo is of a performance that was held last year on the occasion of the 50<sup>th</sup> anniversary of Norfolk and Kitakyushu's sister city ties.

It was a moving performance that charmed the residents of Kitakyushu.

#### **7. The Organization for the East Asia Economic Development**

Next, I would like to speak about transboundary intercity cooperation and exchange.

The Organization for the East Asia Economic Development was inaugurated in November 2004, in which mayors and representatives from the business community from ten cities in Japan, China and Korea participate.

Within the organization, the following priority issues have been highlighted as activities that should be addressed from a broad perspective.

- (1) Promotion of the creation of a regional East Asia FTA
- (2) Development of strategies for a Pan-Yellow Sea sightseeing brand
- (3) Creation of a Pan-Yellow Sea environmental model region
- (4) Formation of a platform for technology exchange and development of human resources
- (5) Development of a system to create new business

Member cities include four cities in China (Dalian, Qingdao, Tianjin, Yantai), three cities in Korea (metro Pusan, metro Incheon, metro Ulsan), and three cities in Japan (Fukuoka, Kitakyushu, Shimonoseki).

A general meeting with the participation of mayors and the heads of chambers of commerce and industry is held once every two years. This photo is of the third general meeting organized in the city of Ulsan, Korea in November 2008.

#### **8. The Organization for the East Asia Economic Development: Four Panels and Achievements**

In order to promote business activities, four panels were established with practical functions: manufacturing, environment, distribution and sightseeing. In each panel, private companies are encouraged to participate so that practical gains and benefits can be developed.

I would like to provide some information about the achievements of these four panels.

**(1) Manufacturing Panel**

Various business matching activities are being carried out, including improvements to business infrastructure, such as the development of websites, as well as the organization of business meetings and trade fair exhibitions between member cities.

**(2) Environment Panel**

“Simultaneous coastline clean-up activities in the ten cities” with the participation of residents in all member cities are carried out before and after World Environment Day.

**(3) Distribution Panel**

All of the ten member cities possess port facilities. A preferential system to mutually reduce port costs has been introduced to promote the utilization of each port.

**(4) Sightseeing Panel**

The creation of a sightseeing guide information network and the development of joint sightseeing public relation activities are being carried out to attract tourists from inside and outside the Pan-Yellow Sea area.

**9. New Joint Activity: “Pan-Yellow Sea ACTION”**

I would now like to speak about “Pan-Yellow Sea ACTION,” which is currently being promoted as a new joint activity.

“Pan-Yellow Sea ACTION” is a joint activity which will improve the business environment focusing on trade and investment. It is the first attempt at the local level to further accelerate economic exchange between ten cities.

Currently, a questionnaire and survey of businesses is being carried out by chambers of commerce and industry in each city, in which problems and priority issues for businesses are being examined.

In the future, member cities will develop individual action plans for all problems and priority issues, and in November of this year, a memorandum on the implementation of these action plans will be signed during the general meeting. The action plans will be carried out under the public commitment of the mayor of each city.

Through these actions, member cities will ultimately aim at the development of an attractive region for businesses in each country.

**10. Development of New Asian Networks: Haiphong, Viet Nam**

In addition to exchange activities with East Asia, Kitakyushu is also developing new networks. In recent years, the rapid economic growth of Viet Nam has been attracting attention, with increasing interest from small and medium-sized businesses in Kitakyushu.

The harbor city of Haiphong functions as Viet Nam’s gateway to East Asia, including China, and is importantly placed as a base for distribution and exchange for economic advancement in Viet Nam in the China/East Asia economic bloc.

With these features and the economic structure of Haiphong, which is centered around manufacturing, it is evident that Haiphong and Kitakyushu share many similarities and can be

expected to have a major overall impact across a variety of areas, such as the environment, economy and distribution.

To improve upon the previously mentioned opportunities and city characteristics, Kitakyushu concluded an Agreement for Friendship and Cooperation with Haiphong in April 2009.

### **11. Agreement for Friendship and Cooperation with the City of Haiphong**

The Agreement between Kitakyushu and Haiphong is for a period of five years. The form of the agreement is scheduled to be reviewed in five years. Exchange and cooperation activities are as follows.

#### **(1) Development of human resources**

In 2009, Kitakyushu hosted one city staff member from Haiphong (area of expertise: urban planning), and again in 2010, the city hosted one additional city staff member (area of expertise: agriculture).

#### **(2) Ports**

Coal is imported from Haiphong Port. Exports include automobile parts and miscellaneous goods, which are shipped by container. An increase in the volume of cargo is expected with the expansion of Japanese businesses into Viet Nam in the future.

#### **(3) Economy**

The Kitakyushu-Viet Nam Association was established in August 2009. Future issues include approaches to promote support industries in Haiphong.

#### **(4) Water supply and sewage**

International cooperation activities by Kitakyushu's Waterworks Bureau started this fiscal year. In addition, the city plans to host a trainee in the area of sewage management this fall.

#### **(5) Urban planning**

Improvement to infrastructure in Viet Nam will move forward at a rapid pace in the near future. Together with international cooperation, it is expected that business opportunities for companies in Kitakyushu will emerge. Kitakyushu aims to create a win-win relationship through exchange and cooperation activities with the city of Haiphong.

### **12. Development of New Networks: Chelyabinsk, Russia**

Next, I would like to speak about an example of exchange and cooperation with Russia.

Russia has continued on its path of high economic growth over the past several years as the only advanced BRIC country. Within Russia, Chelyabinsk shares a similar history with Kitakyushu:

- (1) Both cities have "smokestack industries," centered around steel, which is a driving force behind the cities' economies
- (2) Superannuation of facilities/equipment in factories from the era of state-run businesses, environmental pollution, other

Making use of the steel and environmental technology and know-how developed in businesses within the city, Kitakyushu has promoted economic exchange with Chelyabinsk since 2005.

One type of economic exchange has its foundation in steel. To date, an agreement on technology transfer concerning the treatment of steel slag (by-products generated during the production of steel: waste including iron) has been concluded, and the delivery of measuring equipment has been carried out. A number of individual matters concerning the export of equipment and technology transfer are



also currently in progress.

The second type of economic exchange is based on the environment. Kitakyushu's Environment Bureau has extended cooperation in drawing up a grand design for solid waste management in Chelyabinsk, and the development of environmental business exchanges with local businesses, such as in waste treatment and recycling, is anticipated.

Thus, the steel and environmental technologies of local businesses in Kitakyushu are highly admired in Russia, with the result that this type of cooperation is becoming a model for international business.

### **13. Agreement for Economic Cooperation with Chelyabinsk**

Kitakyushu has promoted economic exchange with Chelyabinsk in the fields of steel and the environment, and has achieved a number of results, including in the export of equipment and technology transfer by local businesses.

Kitakyushu and Chelyabinsk concluded a five-year Agreement on economic exchange in June 2010 as a result of discussions in which the cities agreed that it would be important to continue to promote the activation of economic exchange in both cities which are on a similar scale and have comparable industrial structures.

In the future, Kitakyushu aims to improve its name recognition in Russia and facilitate smooth business development.

### **14. Strengthening the Functions of Overseas Networks**





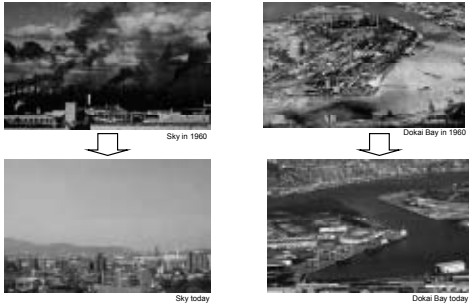


Lastly, I would like to provide some information about Kitakyushu's overseas offices.

With the establishment of city offices overseas, Kitakyushu is further strengthening its networks.

Two offices have been established, namely in the city of Dalian, Kitakyushu's friendship city, and Shanghai, a focal point of the Chinese economy.

These offices aim to provide business support to all companies by expanding networks with governmental organizations and businesses through public relation activities and the introduction of business connections for local companies, as well as with the provision of support to companies that are expanding their business activities into the Chinese market.



<div data-bbox="207 212 742 392">  </div> <div data-bbox="231 398 726 465"> <h3>Kitakyushu's Cross-boundary Intercity Cooperation and Exchange</h3> </div> <div data-bbox="207 481 742 593">  </div> <div data-bbox="375 593 582 616"> <p>CITY OF KITAKYUSHU</p> </div>	<div data-bbox="821 212 1380 257"> <h3>Environment and Technology City: Kitakyushu</h3> </div> <div data-bbox="813 257 1372 638">  </div>
<div data-bbox="207 660 774 705"> <h3>Technology Capital of Asia</h3> </div> <div data-bbox="263 705 718 1019">  </div> <div data-bbox="263 1019 718 1086"> <p>Kitakyushu has a magnificent heritage of technologies and human resources that have been acquired over the city's history as a manufacturing city, one which has lasted over one hundred years since the founding of the government-owned Yawata Steel Works in 1901.</p> </div>	<div data-bbox="821 660 1380 705"> <h3>A World Capital of Sustainable Development (1)</h3> </div> <div data-bbox="853 705 1324 1008">  </div> <div data-bbox="853 1008 1324 1086"> <p>In the 1960s, Japan underwent rapid economic growth, during which Kitakyushu developed into one of the country's four largest industrial zones. However, the air and water became very polluted. Despite this situation, the residents, businesses and the local government miraculously united in the task to overcome pollution. The city turned from a "Grey City" to a "Green City."</p> </div>
<div data-bbox="207 1108 774 1153"> <h3>A World Capital of Sustainable Development (2)</h3> </div> <div data-bbox="239 1153 750 1512">  </div>	<div data-bbox="821 1108 1380 1153"> <h3>A World Capital of Sustainable Development (3)</h3> </div> <div data-bbox="861 1153 1332 1489">  </div>
<div data-bbox="207 1556 774 1601"> <h3>Kitakyushu's Sister/Friendship Cities</h3> </div> <div data-bbox="223 1601 758 1960"> <div data-bbox="223 1601 502 1960"> <h4>Exchange with Dalian, China</h4> <p>○Became friendship cities in May 1979 (30<sup>th</sup> anniversary of ties in 2009)  <b>OKitakyushu Business Promotion Office in Dalian</b>  Established in July 1991 (dispatched from city), four staff  ○Establishment of "Dalian Challenge Shop" as space to conduct business meetings and exhibit processed foods and products from Kitakyushu (May 2009)</p> <div data-bbox="223 1724 502 1960"> <h4>Dalian Challenge Shop</h4> <ol style="list-style-type: none"> <li>1. Reduction of initial investment Low-cost market research (from 7,000 yen/booth per month)</li> <li>2. Local sales representatives promote sales in place of exhibitors With their understanding of local business practices, local representatives develop business activities in place of exhibitors.</li> <li>3. Potential for retail Potential to identify consumer needs through retail for food and miscellaneous products, other</li> </ol> </div> <div data-bbox="502 1724 758 1960"> <h4>30<sup>th</sup> Anniversary of Friendship City Ties (2009)</h4> <ol style="list-style-type: none"> <li>1. Kitakyushu delegation visits Dalian (May)  <ul style="list-style-type: none"> <li>•Kitakyushu—Dalian about 110 people</li> <li>•Dalian—Kitakyushu about 180 people</li> </ul> </li> <li>2. Reciprocal visit by local delegations from both cities via charter flights (September-October)</li> <li>3. Dalian delegation visits Kitakyushu (February)  <ul style="list-style-type: none"> <li>○Held signing ceremony for friendship and exchange between the Lyuhun Museum and the Kitakyushu Museum of Natural History and Human History</li> <li>○Naming ceremony and relief design dedication for "Dalian Street"</li> </ul> </li> </ol> </div> </div> </div>	<div data-bbox="821 1556 1380 1601"> <h3>Kitakyushu's Sister/Friendship Cities</h3> </div> <div data-bbox="829 1601 1372 1960"> <h4>Exchange with Metro Incheon, Korea</h4> <p>○Became sister cities in December 1988 (celebrated 20<sup>th</sup> anniversary in 2008)  ○Reciprocal dispatch of city staff from metro Incheon and Kitakyushu city  Since 1996, Kitakyushu has hosted 8 staff from metro Incheon and has dispatched 12 staff  ○Exhibitions at the Global Fair &amp; Festival 2009, Incheon, Korea  ○2004: MoU on distribution and exchange as "logistical partner ports"  ○2007: Agreement signed on cooperation in firefighting and disasters  ○2009: Kitakyushu-Incheon flight service</p> <div data-bbox="829 1836 1372 1960"> <h4>About Metro Incheon</h4> <p>Incheon is aiming to become a focal city for the 21<sup>st</sup> century East Asian economy by strengthening the functions of its world-class international port in customer service and as a key area for Northeast Asia, as well as an economic free zone with its origins in the Republic of Korea, setting its sights on becoming a cutting-edge city featuring air and sea transportation, a logistics complex, an international business center, financial services, residences, schools and hospitals, and shopping and entertainment centers.  To achieve these targets, Incheon organized the Global Fair &amp; Festival 2009 Incheon, Korea, and will host the Asian Games in 2014, in order to better publicize the city to the world.</p> </div> </div>

## Kitakyushu's Sister/Friendship Cities

### Exchange with U.S.

**Tacoma** Became sister city on June 8, 1959

Visits by youth home stay groups, reciprocal visits by HS baseball teams from Kitakyushu and Tacoma

① Sister schools (Kyushu Kyoritsu University, Iseigaoka Elem. School, etc.)  
② School exchanges with Kitakyushu City HS, Meiji Gakuin Senior HS)

**Norfolk** Became sister city on July 14, 1959

① U.S.-Japan educational symposium  
② Sister schools (Univ. of Kitakyushu and Numa Junior HS, etc.)  
③ Youth cultural exchanges (musical, etc)

2009 50<sup>th</sup> anniversary of sister city ties

Reciprocal visits by mayors of both cities, youth sports exchanges, cultural exchanges, other





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## The Organization for the East Asia Economic Development

### The Organization for the East Asia Economic Development


**Established 2004**

**Members** China: Dalian, Qingdao, Tianjin, Yantai  
Japan: Fukuoka, Kitakyushu, Shimonoeki  
Korea: Busan, Incheon, Ulsan

**O4 Panels** Manufacturing, Environment, Distribution, Sightseeing

**Five Priority Issues in Kitakyushu's Activities**

- 1 Promotion of the creation of a regional East Asia FTA
- 2 Development of strategies for a Pan-Yellow Sea high-speed brand
- 3 Creation of a Pan-Yellow Sea environmental model region
- 4 Formation of a platform for technology exchange and development of human resources
- 5 Development of a system to create new business







Total Population of ten cities 43260 thousand (2008)  
Total GDP in ten cities About 53 trillion yen (2008)

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## Four Panels and Achievements

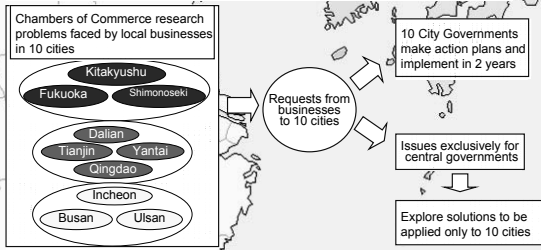
Panels	Main Achievements
Manufacturing Panel	<ul style="list-style-type: none"> <li>○ Business meetings, business matching opportunities at trade fairs</li> <li>○ Business matching support utilizing IT</li> </ul>
Environment Panel	<ul style="list-style-type: none"> <li>○ Coastal clean-up activity with the participation of 10 cities</li> <li>○ International environmental cooperation with Qingdao, Tianjin, and Dalian</li> </ul>
Distribution Panel	<ul style="list-style-type: none"> <li>○ Introduction of reciprocal systems, such as port fee reductions, other</li> <li>○ Implementation of joint port sales</li> </ul>
Sightseeing Panel	<ul style="list-style-type: none"> <li>○ Creation of joint pamphlets, DVDs, characters for ten member cities</li> <li>○ Sightseeing websites, ○ Promotion of school excursions</li> </ul>

## "Pan Yellow Sea ACTION" - Unprecedented Innovative Project -

### Simple Concept

Chambers of Commerce of 10 OEAED Cities identify problems  
10 City Government Offices compile solutions for all of the problems  
Mayors officially and openly promise to complete actions in 2 years.



## Development of New Asian Networks (ASEAN)

### Exchange with ASEAN countries

- Kitakyushu has focused on carrying out exchange with East Asia (Korea, China)
- To identify new areas for exchange, Kitakyushu has attached importance to the ASEAN region, an area of remarkable growth and new developments

### Particular focus on Viet Nam

**Current state of Viet Nam**

- Economic growth/Economic growth rate: 6.23% (2008 Top News) (Rate for same period last year was 8.5%)
- Population: About 86 million (2008) (3<sup>rd</sup> largest population in ASEAN) ...
- Attractive also as a market
- High expectations as an "East-West Economic Corridor," "Hanoi-Guangzhou Route," and "Secondary East-West Economic Corridor," connecting industrial and commercial cities in the southern China and Indo-China regions with Viet Nam as a focal point.



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## Agreement for Friendship and Cooperation with Haiphong

### Concluded the agreement (April 2009)

Venue: Haiphong People's Committee Gov't Office

**[Signatories]**  
Trinh Quang Su (Chairman, Haiphong People's Committee)  
Kenji Kitahashi (Mayor, City of Kitakyushu)

### 5-Year Exchange & Cooperation Project

- [Development of human resources]**
    - Hosting trainees, other
    - Strategic development of human resources linking both cities
  - [Ports]**
    - Increase in cargo volume expected in line with Japanese businesses locating to industrial zones in northern Viet Nam
  - [Economy]**
    - Establishment of Kitakyushu-Viet Nam Association (August 2009)
    - Activities in the field of human resource development
  - [Environment]**
    - Hosting trainees, study groups, other
  - [Water supply and sewage]**
    - Technical cooperation for leakage prevention, other from 2010
  - [Urban planning]**
    - Technical cooperation for infrastructure improvement, other
    - Creation of business opportunities for Kitakyushu companies
  - [Citizens/cultural exchange]**
    - Reciprocal visits, other
- (2014→Review planned)
- 

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## Development of New Networks

### Russia Exchange with Chelyabinsk

#### Current situation in Russia


- Vast land
- Rich, natural resources
- High rate of economic growth

#### Chelyabinsk

- Russia's largest focal area for iron and steel industries with rich supplies of underground resources, such as iron ore, other
- Many businesses formerly operated as state-run factories—obsolete equipment, low productivity, negative environmental impacts
- ➡ Make use of technology and know-how of Kitakyushu's steel and environmental-related industries

**Promotion of business matching for steel manufacturing equipment and recycling technologies**  
Since the summer of 2005, Kitakyushu has continuously conducted business missions to Chelyabinsk in cooperation with national organizations promoting business with Russia, and KITA, which is well-versed in the practices of local businesses and environmental know-how.

**Shared history of suffering from environmental problems, such as pollution**  
— Using this opportunity for exchange with steel-related industries, the Chelyabinsk government instituted environmental policies based on the model of Kitakyushu  
— Transfer of know-how from Kitakyushu's government and businesses, creation of business opportunities for local companies



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## Agreement for Economic Cooperation with Chelyabinsk

### Russia

Based on economic exchange with Chelyabinsk carried out to date, Kitakyushu concluded a five-year Agreement for Economic Cooperation in June 2010 to promote the activation of economic exchange between the two cities, which have similar scales and comparable industrial structures.



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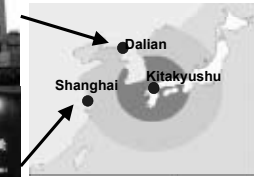
## Overseas Offices (Dalian & Shanghai)

### Kitakyushu Business Promotion Office in Dalian

Established in July 1991  
[Staff]  
Director (Dispatched by city)  
Vice Director (Dispatched by Fukuoka Bank)  
Local staff: 2

### Kitakyushu Business Promotion Office in Shanghai

Established in July 2005  
[Staff]  
Director (Dispatched by city)  
Vice Director (Dispatched by Yamaguchi Bank)  
Local staff: 2



#### Main Activities

- Attracting tourists from China
- Support for attracting sea routes and cargo collection
- Support for local business expansion into markets
- Creation of human networks with businesses, other
- Support for missions and business meetings
- Information gathering about China

#### Other Activities

- Establishment of a Kitakyushu supporter's group, "Cha-cha Association," in Shanghai
- PR activities using free papers and TV programs in both cities
- Creation of website to promote Japan
- Overseas internship program for city staff, other

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## **(6) KUMAMOTO**

### **Creating City Brands and the Practical Use of Local Resources**

**~Abundant Natural Environment, History and Culture / City Strategy~**

**Mr. Jun Sakamoto**

**Senior Director, Planning and Information Department, Kumamoto City**

#### **1. Outline of Kumamoto City**

Located in the center of Kyushu Island, in the south of the Japanese archipelago, Kumamoto City has an area of about 390 sq. km. and a population of about 730,000 with a metropolitan population about one million.

Kumamoto's primary characteristic is that while inheriting historical legacy and traditional culture, such as Kumamoto Castle, we have established many administrative government offices, institutions of higher learning and medical facilities. The second characteristic would be the fact that our citizens have 100% of their water provided to them by pure groundwater as well as our rich natural environment which truly makes us feel blessed. Together with inexpensive prices and a low crime rate, I can say that our city is a comfortable place to live.

If you look around Kumamoto City, you will find that there are two national parks. One is the Aso National Park. Mount Aso features the world's largest caldera as well as beautiful scenery that attracts many visitors. The surrounding area features highly popular hot springs and golf courses.

The other national park is Amakusa National Park. This park consists of 120 islands and includes hot springs and places to do water sports. The islands are also known for being where many Christians were persecuted at the beginning of the 17<sup>th</sup> century.

#### **2. Efforts Towards Changes in Society and the Social Environment**

Nowadays, Japan is facing a declining population, resulting in a declining sense of vitality in our local society.

With this in mind Kumamoto will be unveiling the Kyushu bullet train system in 2011 and becoming a government designated city in 2012, which will result in greater authority and resources.

In essence, these next few years will be a great opportunity for us to promote our city image and deepen cooperation and exchanges with other cities inside and outside Japan.

Accordingly, we will do our best to make practical use of our groundwater, greenery, tourist attractions and unique and appealing local resources, such as our citizens' spirit and daily life and culture. Whether as a business partner, a tourist destination, or a place to live, we want Kumamoto to be a place that people want to choose, which is why we are placing greater emphasis

on establishing and communicating our city brands.

In order to accomplish this, in 2009 we created the Kumamoto City Brand Strategy Plan. Based on this plan, the symbol of Kumamoto City, Kumamoto Castle, the pure groundwater from Aso, the land where fresh ingredients grow from a lush environment, the passionate and friendly citizens of Kumamoto, etc will all have a story created about them in order to make a consistent brand image for our city's products.

### **3. Specific Development to Utilize Our Rich Environment, History and Culture**

#### **3.1 Reconstruction of Kumamoto Castle**

Constructed around 400 years ago and stretching about one million sq. meters, Kumamoto Castle was built at the center of the town, effectively making Kumamoto City a castle town. Unfortunately, most of the castle was destroyed by fire during a civil war in 1878, but recently our city has put great effort in reconstructing the castle, especially around the 400<sup>th</sup> year anniversary of the castle when the city poured 89 million USD in a 10 year project to rebuild the castle.

Worthy of mentioning is the fact that our city paid about 54 million USD to reconstruct the “Honmaru Goten Palace”, which served as the administrative and living quarters of the feudal lord. The result of this expansive reconstruction was that in 2008 alone over 2 million visitors came to Kumamoto Castle, making it the number one castle tourist destination.

#### **3.2 Small donation system for the Castle reconstruction**

In junction with the previously mentioned reconstructed Kumamoto Castle, that our city uses a small donation system to help maintain the castle. Until now we have had over 54,000 people donate over one and a half billion yen. If you look at it from a 50 year or 100 year viewpoint, it is our job to maintain the castle the way it is.

In other words, through these reconstruction projects our citizens are trying to show the historical and cultural dignity of our city while establishing “Civic Pride”.

#### **3.3 Groundwater**

Concerning groundwater, in 1977 we created the Groundwater Preservation Ordinance as well as begun maintaining our forested areas and cultivating groundwater in cooperation with other municipalities. Additionally, through the Kumamoto Water Heritage and Kumamoto Water Certification systems we have spread public awareness throughout the city.

The result of these efforts were that in 2008 Kumamoto won the Japan Water Grand Prize award for best water and is now a representative of Japan's water. Our refreshing water and water culture is one area that we are striving to promote.

#### **3.4 Branding**

The fourth area is about constantly communicating new information for our city brands. Examples of this are 10% discounts at certain restaurants via Kumamoto Castle donation member's cards, distributing handkerchiefs and badges with original designs, creating various goods, promoting our high quality water with customized bottles, and offering our city website in a variety of languages, such as English, Chinese, Korean, and Japanese.

### **3.5 Creating a city that capitalizes on the rich anime and manga culture**

There are many famous authors, who are well-known around the world, from Kumamoto City. For example, last year the Kumamoto City Modern Art Museum hosted the final manga exhibition of Takahiko Inoue, renowned author of “Slam Dunk”, “Vagabond”, “Real” and other series. Fans from across the world attended the event. Furthermore, the legendary Musashi Miyamoto, author of “The Book of Five Rings”, wrote his masterpiece in Kumamoto’s Reigando cave; the number of the people who visit places in Kumamoto related to Musashi Miyamoto has increased over the years. Hereafter, we will continue to examine more ways to utilize the famous authors of our city and become a city that embraces the unique anime and culture of Japan.

### **4. Continuing Our City Cultivation**

Given the current aging population situation in Japan, our city plans to respond by taking action to utilize our natural environment and living conditions and create a “City That Is Comfortable To Live In” as well as a “City To Be Chosen” by individuals from inside and outside of Japan. We aim to increase the number of people who visit and to not only preserve but improve the vitality of our city by implementing these strategies.

Concerning this goal, beginning this year we have focused greater attention on several East Asian countries and are planning on developing partnerships in a variety of fields, such as tourism, science, economics, the environment and so on.

As I previously mentioned, the unveiling of the Kyushu bullet train line as well as increased resources and authority from becoming a government designated city will further strengthen our city and create more opportunities. By implementing these strategies and creating and effectively communicating our city brands to East Asia as well as the rest of the world, we hope to attract people to come and discover a new Kumamoto City.

## Kumamoto City

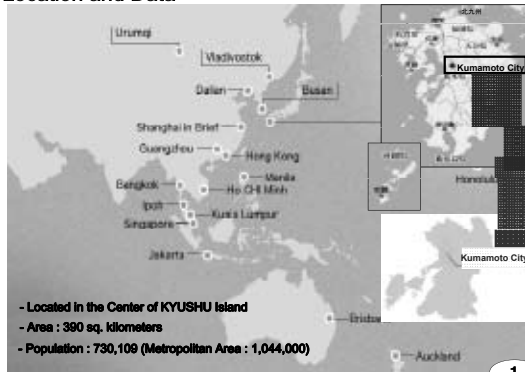
Creating City Brands and the Practical Use of Local Resources  
~Abundant Natural Environment, History and Culture – City Strategy~



## Chapter1 Outline



### Location and Data



1

### Historical and Cultural Resources



Kumamoto Castle

Suizenji Park



Koshoken tea house

2

### Universities in Kumamoto City

3



14 universities located  
in the city and suburbs



Entrepreneur cultivation seminar jointly  
hosted by universities and Kumamoto City

### Hospitals in Kumamoto City

4



Kumamoto City Municipal Hospital



Japan Red Cross hospital



### Abundant Natural Water



Crystal-clear, pure groundwater

All drinking water is  
provided by our  
groundwater. One can  
enjoy it straight from the  
tap!



5

### Mt.Aso



Crater of Nakadake volcano, Mt. Aso



a beautiful plain of green grass

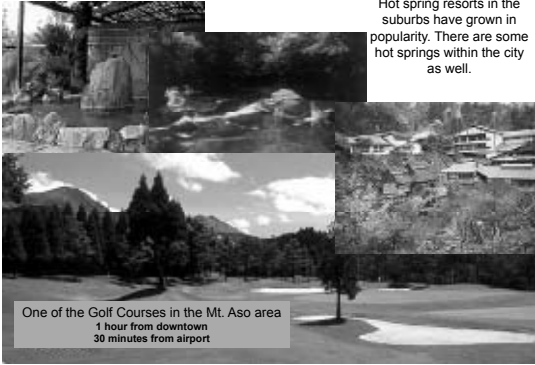


View of the outer rim of the crater shaped landform by Mt. Aso

6

## Hot Springs and Golf Courses in Mt. Aso area

7



Hot spring resorts in the suburbs have grown in popularity. There are some hot springs within the city as well.

One of the Golf Courses in the Mt. Aso area  
1 hour from downtown  
30 minutes from airport

## Amakusa Island Area

8



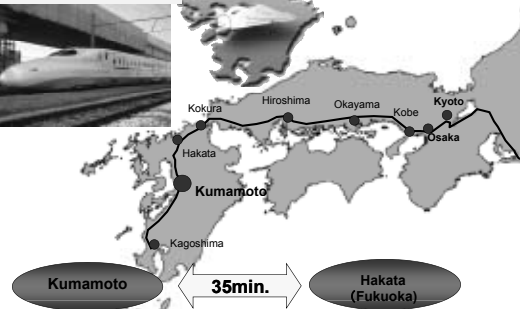
## Chapter 2

### Efforts Towards Changes in Society And The Social Environment



## Shinkansen(Kyushu Bullet Train)

Shinkansen "Sakura"



Kumamoto ~ Osaka 3h20min.

9

## City Branding Strategic Plan

### ◆Catchy Phrases

"Waku Waku Kumamoto",  
A place where new surprises  
and experiences await you!

### ◆Our Five Storyline Strategies

- ①The Story Behind the Symbol of Kumamoto, "Kumamoto Castle"
- ②The Story of Aso's Blessing, "The World's Groundwater City"
- ③The Story of the Rich Nature Bearing The Kingdom's Food
- ④The Story of the Vast Countryside and Spiritually Rich Rural City
- ⑤The Story of the Passion of "Mokkosu", the Sensitivity of "Wasamon", and the Fastidiousness of the "People of Kumamoto"



10



## Chapter 3

### Specific Development To Utilize Our Rich Environment, History And Culture



## Kumamoto Castle

"Leading Symbol of Kumamoto"



11

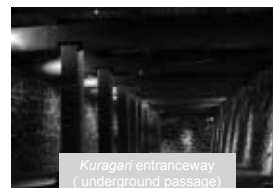
## Kumamoto Castle "Restoration"



Panoramic view of the Honmaru Goten Palace



Great guest rooms



Kuragari entranceway  
( underground passage)



Veranda

12



## Kumamoto Castle



Shokun hall, the highest ranked room

13

## Kumamoto Water Life



- Miraculous Groundwater Brought Forth By Nature and Man
- Natural Groundwater Straight From The Tap
- Winner Of The 2008 Japan Waters Prize



14

## Certifications of the Lord of Kumamoto Castle ( Castle Reconstruction Donation Member's Cards )



15

## Souvenirs



16

## Manga ①



17

## Manga ②



18

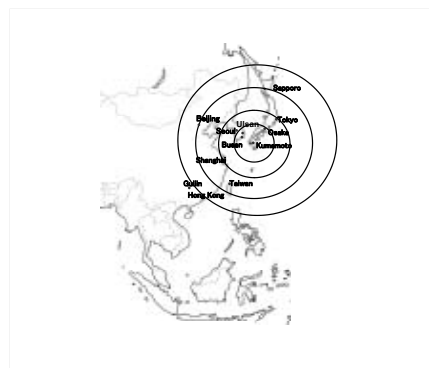


## Chapter 4 Continuing Our City Development



## Surrounding Cities of Interest

19





## **(7) POHANG**

### **Economic Revitalization by City Promotion**

**Mr. Yun Jung Yong**  
**Deputy Mayor of Pohang City**

#### **Conditions of Location and Character of Pohang**

##### **1. Conditions of Location**

- A Strategic Area Connecting Asian Continent to the Pacific Region
- A Center City of the New Oceanic Era and the East-Sea Rim Economic Bloc in the 21<sup>st</sup> Century
- The Gateway to the East-Coast of the Korean Peninsula, International Port City
- The Origin of the Saemaul(New Village Movement), Lead Modernization of Korea

##### **2. Character of the City**

- Major Steel Industrial City, Lead Economic Development of Korea  
POSCO, Hyundai Steel Co, Pohang Steel Industrial Complex, Dongguk Steel Co
- International Logistic Center of the East-Sea Rim Economic Bloc  
Yeongilman Port, Pohang Airport, Southern Donghae Railway and Middle Donghae Railway, Economic Free Trade Area, Free Trade Zone
- High Tech Science City, Based on Research Infrastructure  
POSTECH, RIST, Accelerator Research Center, Life-Engineering Research Institute, Intelligent Robot Research Center
- Beautiful Tourist City with Beautiful Mountain and Sea  
Bogyeongsa Temple of One Thousand Year History, O-ersa Temple, Homiggot National Tourist Park, Beacon Museum, Clean Beach Resort
- Environmental Friendly Green City, where Man and Nature Live Together  
Low Carbon Green Industrial Complex, Waterfront Park of Hyungsan River, Citywide Bicycle Facilities, the POSCO POWER (A Factory of A Fuel Cell)

#### **New Economic Trends of Global Village and Vision of Pohang**

##### **1. New Economic Trends of Global Village**

The Age of Limitless Competition by Globalization and Informationalization

- Changes of Concepts of Time and Space, and Removal of National Border
- Expansion of Exchange and Influence beyond National Border
- Efforts for Mutual Prosperity through Regional Cooperation in the Age of Limitless Competition

Low Carbon Green Growth Opposed to Global Warming

- Occurrence of Global Warming caused by Thoughtless Use of Fossil Fuel
- Big Flooding in the Northern Brazil, Big Flooding in Japan, Taiwan and China
- Global Coping Efforts to Alleviate Global Warming: Local Agenda 21, UN Framework

## Convention on Climate Change

### 2. Vision for Development of Pohang

Taking off As the First Class World City through Low Carbon Green Growth and International Business

- International Logistic Center City Leading Oceanic Era of 21st Century
- Low-carbon Green Growth City, Opposing to Global Warming
- High-Tech Science City with Excellent R&D and Enterprises
- Cultural City with Preserved Tradition and Overflowing Creativeness
- Advanced Social Welfare City, Respecting law and Orders and Practicing Distribution and Service

Pohang opened an International Port for the first time in the East Coast, wants to be developed as the Center City of the East-Sea Rim Area, and hopes to be the developed as the first class world City

### Cases of Creative City Development of Pohang

#### 1. Direction of City Development

- Aiming Multi-Core Compact City, Preventing Thoughtless Urban Sprawl
- Aiming Art Polis with Beautiful Urban Design
- Formation of Unique and Harmonious City, Integrating History and Tradition
- Development of Green Space and Waterfront to Increase Livability of Citizen
- Development of New Concept City at the Yeongilman Port Area
- Science Polis Based on Excellent R&D Infrastructure

#### 2. Cases of Creative City Development of Pohang

##### (1) Restoration of Dongbin Inner Harbor

- Revitalization of old Downtown Area, Realization of Dream to be an Environment City
    - Project Area: Songdo Dong, Haedo Dong, and Jukdo Dong Area  
(Channel 1.3 km, Waterfront Park 96,120 m<sup>2</sup>)
    - Cost: 117 Billion Won
    - Rest and Convenience Facilities, Culture Experience Theme Park, etc
- \*New Model for Urban Redevelopment through Recovering Eco-Environment

##### (2) Downtown Revitalization and Cityscape Design

- Forming a Masterpiece City with Culture and Art
    - Revitalization of Local Economy through old Downtown Regeneration:  
A Streamlet in the Joong Ang Commercial District, Street of Culture
    - Tera Nova Pohang Project: Improving Beauty of the City, Changing to Art Polis
- \*Received the National Spatial Culture Prize in 2008

##### (3) Pohang Techno Cluster

- Science Village As A Mecca of Science and Technology
  - Excellent Research Infrastructure of the Jigok District. POSTECH, RIST, National Technology for Nanomaterials Technology, Pohang Accelerator Laboratory, Life Engineering Research

Institute, Pohang Institute of Intelligent Robotics

- Eco-Industrial Complex of High-Tech and Science. Technopark 2 Complex, Economic Free Trade Zone of Knowledge and Creation Industrial Estate Exclusive for Machine parts and Materials

- \*World Class Science City with Excellent R&D Infrastructure

(4) Environmental Theme Street of Bukbu Beach

- Rest and Cultural Space with Ocean and Green Trees
  - Project Area : 1.2 km (Passenger Ship Terminal - Doocho Dong)
  - Cost: 2.5Billion Won
  - Environmental Friendly Promenade, Bicycle Course, Outdoor Stage, Play Yard
- \*Installation of Environmental Friendly Wooden Deck

(5) Hyungsan River As A Waterfront Park and Eco-River

- Recreating Urban Image through Preservation and Development
    - Project Area : 63 km(Ulsan - Gyeong Ju - Pohang)
    - Waterfront Eco-Park, Maintenance of Waterflow, Pedestrian and Bicycle Roads.
- It is the longest river and has the largest basin among the rivers directing to the East-Sea  
(Basin Area : 1,167 km<sup>2</sup>)

(6) Low Carbon Green Industrial Complex

- Development of Environmental Friendly Eco-Industrial Complex
  - Target: POSCO and Pohang Steel Industrial Complex
  - Expanding Green Space, Using Clean Energy, Reusing Surplus Steam, Commercialization of By-Products of Zinc Galvanization, Reusing Rainfall and Waste Water
- \*Development of Green Industrial Complex for Both Citizen and Enterprises

(7) Infrastructure for Activation of Bicycle Use

- Establishing Bicycle Roads for Energy Saving and Leisure
  - Project Area : Citywide Area(253.9 km)
  - Cost: 39.1Billion Won
  - Bicycle Roads, Parking Facilities, Security System, etc
- \*Example Area by the Ministry of Administration and Safety  
(Multi-Activity Field - Haedo Dong - Songdo Dong : 2.5 km)

(8) Development of Eco-Park and Resort Forest

- Development of Eco-Environment Experience and Cultural Experience Place
  - Location: Yeonil Eup, Heung Hae Eup, Kibuk Myun Area
  - Contents: Joong Myung Nature Eco Park, Bihak Mountain Nature Resort Forest, Doeum Mountain Resort Forest
- \*Eco observation Place, Education Place, Eco Observation Route, Rest Area

**Future of Pohang**

Current Pohang

Creative Mythical City, Initiated National Prosperity through Saemaul and Steel Industry

Future Pohang

- Center City of the East-Sea Rim Economic Bloc in the New Oceanic Era
- A Model City for Low Carbon Green Growth, Opposing to Global Warming
- Beautiful Metropolitan City with 850,000 Population in 2020, where Everyone want to live

Pohang wants to be developed as the first class world city, which leads the nation and contributes to the world through establishing human-centered City with environment, culture, and social welfare.



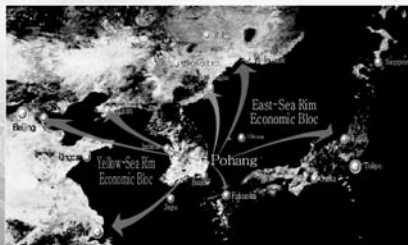
## Contents

- I. Conditions of Location and Character of Pohang
  - Conditions of Location of Pohang
  - Character of the City
- II. New Economic Trends of Global Village and Vision of Pohang
  - New Economic Trends of Global Village
  - Vision for Development of Pohang
- III. Cases of Creative City Development of Pohang
  - Direction of City Development of Pohang
  - Cases of creative City Development
- IV. Future of Pohang

### I. Conditions of Location of Pohang

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- ✦ The Origin of the Saemaul(New Village Movement), Lead Modernization of Korea



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Major Steel Industrial City, Lead Economic Development of Korea  
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International Logistic Center of the East-Sea Rim Economic Bloc  
Yeongilman Port, Pohang Airport, Southern Donghae Railway and Middle Donghae Railway, Economic Free Trade Area, Free Trade Zone



View of POSCO



Yeongilman Port

### I. Conditions of Location of Pohang

#### 2. Character of the City

High Tech Science City, Based on Research Infrastructure  
POSTECH, RIST, Accelerator Research Center, Life-Engineering Research Institute, Intelligent Robot Research Center

Beautiful Tourist City with Beautiful Mountain and Sea  
Bogyeonsa Temple of One Thousand Year History, O-ersa Temple, Homigot National Tourist Park, Beacon Museum, Clean Beach Resort

Environmental Friendly Green City, where Man and Nature Live Together

Low Carbon Green Industrial Complex, Waterfront Park of Hyungsan River, Citywide Bicycle Facilities, The POSCO POWERIA Factory of A Fuel Cell



Accelerator Research Center



O-ersa Temple



A Factory of A Fuel Cell

### II. New Economic Trends of Global Village and Vision of Pohang

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The Age of Limitless Competition By Globalization and Informationalization

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- ✦ International Logistic Center City Leading Oceanic Era of 21st Century
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#### 2. Cases of Creative City Development of Pohang

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- Revitalization of old Downtown Area, Realization of Dream to be an Environment City
  - Project Area : Songdo Dong, Haedo Dong, and Jukdo Dong Area (Channel 1.3km, Waterfront Park 96,120m<sup>2</sup>)
  - Cost : 117 Billion Won
  - Rest and Convenience Facilities, Culture Experience Theme Park, etc
- New Model for Urban Redevelopment through Recovering Eco-Environment

### III. Cases of Creative City Development of Pohang

#### 2 Downtown Revitalization and Cityscape Design



- Forming A Masterpiece City with Culture and Art
  - Revitalization of Local Economy through old Downtown Regeneration
    - A Streamlet in the Joong Ang Commercial District, Street of Culture
  - Tera Nova Pohang Project
    - Improving Beauty of the City, Changing to Art Polis
- Received the National Spatial Culture Prize in 2008

### III. Cases of Creative City Development of Pohang

#### 3 Pohang Techno Cluster

- Science Village As A Mecca of Science and Technology
  - Excellent Research Infrastructure of the Jagok District, POSTECH, RIST, National Technology for Nanomaterials Technology, Pohang Accelerator Laboratory, Life Engineering Research Institute, Pohang Institute of Intelligent Robotics
  - Eco-Industrial Complex of High-Tech and Science, Technopark 2 Complex, Economic Free Trade Zone of Knowledge and Creation Industrial Estate Exclusive for Machine parts and Materials
  - World Class Science City with Excellent R&D Infrastructure

#### 4 Environmental Theme Street of Bukbu Beach

- Rest and Cultural Space with Ocean and Green Trees
  - Project Area : 1.2km (Passenger Ship Terminal - Dooho Dong)
  - Cost : 2.5Billion Won
  - Environmental Friendly Promenade, Bicycle Course, Outdoor Stage, Play Yard
  - Installation of Environmental Friendly Wooden Deck



Pohang Techno Cluster

Theme Street of Bukbu Beach

### III. Cases of Creative City Development of Pohang

#### 5 Hyungsan River As A Waterfront Park and Eco-River

- Recreating Urban Image through Preservation and Development
  - Project Area : 63km (Ulsan - Gyeong Ju - Pohang)
  - Waterfront Eco-Park, Maintenance of Waterflow, Pedestrian and Bicycle Roads It is the longest river and has the largest basin among the rivers directing to the East-Sea(Basin Area : 1,167km<sup>2</sup>)

#### 6 Low Carbon Green Industrial Complex

- Development of Environmental Friendly Eco-Industrial Complex
  - Target : POSCO and Pohang Steel Industrial Complex
  - Expanding Green Space, Using Clean Energy, Reusing Surplus Steam, Commercialization of By-Products of Zinc Galvanization, Reusing Rainfall and Waste Water
  - Development of Green Industrial Complex for Both Citizen and Enterprises



Hyungsan River

Low Carbon Green Industrial Complex

### III. Cases of Creative City Development of Pohang

#### 7 Infrastructure for Activation of Bicycle Use

- Establishing Bicycle Roads for Energy Saving and Leisure
  - Project Area : Citywide Area(253.9km)
  - Cost : 39.1Billion Won
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  - Example Area by the Ministry of Administration and Safety (Multi-Activity Field - Haedo Dong - Songdo Dong : 2.5km)

#### 8 Development of Eco-Park and Resort Forest

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  - Location : Yeonil Eup, Heung Hae Eup, Kibuk Myun Area
  - Contents : Joong Myung Nature Eco Park, Bihak Mountain Nature Resort Forest, Doeum Mountain Resort Forest
  - Eco observation Place, Education Place, Eco Observation Route, Rest Area



Infrastructure for Bicycle Use

Nature Resort Forest

### IV. Future of Pohang

#### Current Pohang

Creative Mythical City, Initiated National Prosperity through Saemaul and Steel Industry

#### Future Pohang

- Center City of the East-Sea Rim Economic Bloc in the New Oceanic Era
- A Model City for Low Carbon Green Growth, Opposing to Global Warming
- Beautiful Metropolitan City with 850 Thousand Population in 2020, where Everyone want to live

Pohang wants to be developed as the first class world city, which leads the nation and contributes to the world through establishing human-centered City with environment, culture, and social welfare.





## **(8) VLADIVOSTOK**

### **Sustainable development of Asian-Pacific cities: strategy of the Vladivostok city development**

**Mr. Vladimir Saprykin**

**Head, International Relations and Tourism Department**

**Vladivostok City**

As of to-day in the Russian Federation there has been well-defined formed the State policy aimed at the accelerated development of the Far East and Trans-Baikal area supported by significant financial resources and formulated in the Strategy of the Far East and Trans-Baikal region development until 2025 and the Strategy of the Primorskii krai (territory) social-economic development until 2025.

The Strategy of the Primorskii krai social-economic development until 2025 determines the mission of the Primorskii krai in the Russian Federation: to ensure the interrelationship of the Russian Federation with the Asian-Pacific region (APR) at the account of the most productive inclusion of the Russian Federation to Asian markets of goods, finances, labor forces, technologies and information.

The role of Vladivostok resulting from the Strategy of the Primorskii krai development is fixed in the Strategy of the city of Vladivostok development. Priority tasks are as following:

1. Formation on the basis of Vladivostok a large Russian political, economic and cultural center in the APR, development of a “contact zone” (communication site) between Russian and APR countries, management, transport-logistic, innovation-education, touristic and production functions.
2. Formation of Vladivostok city agglomeration ensuring investment and migration attractiveness and conditions for the development of innovation activities and high qualification labor market; appearance of new types of activities capable to accumulate the innovation resource.
3. Formation of a sustainable habitat and infrastructure development of the agglomeration supposing the realization of large scale projects.

The scenario of Vladivostok development got a nick-name “Vladivostok is the World city for sane enterprising and clever people”. Main elements of the scenario selected are:

1. The basic city-forming economy is the hospitality industry. Within the touristic, hotels, entertainment-restaurants excursions and sport-recreation sectors there must be created not less than a half of the GRP (gross regional product).
2. The main distinguishing features, «individualization and positioning of the city», should be promoted to the market through the system of exportation of education and public health services (economy of social culture and civil society) and importation of new technologies and persons who are their bearers.
3. Consolidation of the civil society’s efforts, social institutions and all the forms of the population self-organization should be executed around the idea of Vladivostok self-identity as a

strategically important part of Russia and at the same time a European city in the APR.

The main instrument in reaching the goals set forth by the Strategy of the city of Vladivostok development is the sub-program «Development of the city of Vladivostok as a center of international cooperation in the Asian-Pacific region» within the framework of the Federal target program «Economic and social development of the Far East and the Trans-Baikal region for the period until 2013». The Program determines that in 2012 in Vladivostok there will be held official events of the APEC Summit.

Holding the Summit in Vladivostok significantly raises the status of the city within the boundaries of the Asian-Pacific region and makes great demands to the conditions of the municipal territories, engineering infrastructure and the exterior look as a whole.

For the realization of the Program there are made provisions of 553.4 billion Rubles: from the federal budget - 202 billion, from the Krai's budget — 33.6 billion, 317.9 billion Rubles will be raised from non-budgetary sources, 44 million Rubles will be provided from the budget of the Vladivostok municipal district.

With these funds 27 big projects are supposed to be realized in order to significantly raise the quality of life in Vladivostok.

#### **<Main Projects>**

1. Reconstruction of Vladivostok airport: the amount of financing is 14.3 billion Rubles. As a result of this project realization the airport capacity will increased up to 1,300 passengers an hour, there will be reconstructed the runway, changed the light-signal equipment, enlarged the parking place for wide-body aircraft, that would permit to accomplish the receipt of airplanes of any class, there will be built new international terminal.

As for the first half of the 2010 there were assimilated some 8.5 billion Rubles.

2. Development of the road network i.e. reconstruction and building new roads and bridges, amount of financing is 99.9 billion Rubles. As a result of this project realization there will be reconstructed and built 113.1 kilometers of automobile roads, including:

- highway crossing to the Russkii island across the Bosphorus Vostochnyi strait (3.1 kilometer);
- highway crossing across the Golden Horn Bay in Vladivostok on the highway connecting the federal highway M-60 «Ussuri» Khabarovsk-Vladivostok to the Russkii island (2.1 kilometer);
- there will be built the road network on the Russkii island (20 kilometer).

The most complicated and large-scale objects are the bridges to the Russkii island across the Bosphorus Vostochnyi strait, amount of financing is 34.0 billion Rubles and especially the bridge across the Golden Horn Bay in Vladivostok, erected in complex with the highway (the length of the highway crossing will exceed two kilometers, and the main span length is 737 meters), the amount of financing is 19.9 billion Rubles.

As for the first half of the 2010 there were assimilated more than 28 billion Rubles.

3. Development of the hospitality industry: construction of hotels for 3.5 thousand rooms on the mainland part of Vladivostok. The total volume of financing is 23.8 billion Rubles.

At present there is underway the construction of a resort complex of 43.1 thousand sq. meters, located in the area of the Cape Burnyi, a business complex of 32.3 thousand sq. meters in the area of Korabelnaya embankment.

The first visitors of modern hotels will become guests and participants to the “APEC Summit week” to Vladivostok, and after the event they will become centers of business activity and tourism in Primorye.

As for the first half of the 2010 there were assimilated some 300.0 million Rubles..

4. Construction of the Conference-Hall capable to accommodate 7 thousand persons, financing volume – 10.0 billion Rubles.

As for the first half of the 2010 there were assimilated more 2.3 billion Rubles.

5. Development of the communal infrastructure of the city of Vladivostok, financing volume – 23.35 billion Rubles. The project includes the following objects:

- Construction of water supply facilities for the city of Vladivostok and other towns of the Primorskii krai from underground sources of the Pushkinskiy water deposit, having a capacity of 324 thousand cubic meters/day, financing volume 7.3 billion Rubles.

As for the first half of the 2010 there were assimilated some 3.0 billion Rubles.

- Reconstruction and development of the city of Vladivostok's system of water supply and central heating having a capacity of 325 thousand cubic meters/day, canalization having a capacity 325 thousand cubic meters/day and sewage facilities having a capacity 207 thousand cubic meters/day, financing volume is 9.6 billion Rubles.

As for the first half of the 2010 there were assimilated some 2.3 billion Rubles.

- Construction of a complex for processing and utilization of solid domestic wastes on the square of 40.5 hectares, financing volume is 1.4 billion Rubles.

As for the first half of the 2010 there were assimilated some 300 million Rubles.

6. Construction and reconstruction and energy and heating facilities, the financing volume is 14 billion Rubles; within the framework of the project there is planned the construction of the generation sources with fuel storages and distribution nets for heating and energy supply for the Far East Federal University, for the Primorskii Oceanarium, construction and reconstruction of distribution nets of the mainland part of the city of Vladivostok and the Russkii island.

As for the first half of the 2010 there were assimilated some 1.5 billion Rubles.

7. Development of the territory of the Russkii Island: establishment of the Far East Federal University.

It is supposed that after 2012 in the new University there will be studied some 50 thousand students. In order to realize this project there will be provided 55.6 billion Rubles. The territory under construction would amount to 200 hectares, the total square of the real estate constructed will be 500 thousand sq. meters.

As a result of this project realization there will be constructed: the building of natural sciences of 45 thousand sq. meters, hotels (3-stars) – 5.5 thousand rooms, financial-economic building of 38 thousand sq. meters, the whole University students center of 41 thousand sq. meters, medical

treatment and scientific-research center and educational building of 48.1 thousand sq. meters, fire-fighting depot for six vehicles.

Beneath the FESFU there will be built buildings of a large fundamental library, several exhibition halls, as well as largest sport complexes and the oceanarium.

As for the first half of the 2010 there were assimilated some 11.43 billion Rubles.

8. The sea face of the city of Vladivostok, including port facilities and port infrastructure of the city of Vladivostok and the Russkii Island.

In order to perfect the face of the city from the seaside it is planned the reconstruction of buildings and facilities facing bays, gulfs and guests' routes of Vladivostok. The cost of the project is 11.96 billion Rubles.

As for the first half of the 2010 there were assimilated more than 8.7 billion Rubles.

9. Construction site of a new housing complex, «Snegovaya Padj»

Within the framework of the Program there is planned the construction of social infrastructure's facilities in the new housing complex: four general education schools for 825 schoolchildren each, five preschools for 240 children each, sports and recreation center.

As for the first half of the 2010 there were assimilated some 23.5 million Rubles.

The basic infrastructure created within the framework of the Program will permit to assign to Vladivostok the status of business, scientific-educational and cultural center.

Thanks to the realization of the Strategy Vladivostok would become a city to bear a mission of strengthening and developing positions of Russia in the Far East and forming the site for international interrelation of the Russian Federation with APR countries, a city which strives to occupy positions of one of the world intellectual, enterprising and cultural cities-leaders capable not only to produce business, innovation, scientific-technical and cultural ideas, but also to implement them in Russia and in APR countries, thus ensuring a high level and quality of the city's inhabitants, inspiring respect in the world, exporting high technology products and services, attracting both people and capitals.

Presentation materials for the 9th  
 Asian Pacific City Summit  
 30.09.2010

## Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

### Strategy of Vladivostok's social and economical development for a period up to 2020

The crucial point of Vladivostok's development is to turn into a large political, economical and cultural center of Russia in the Asia Pacific region

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

### Major implementation steps:

- Hospitality is a priority industry of the city economical development
- Health Care and Education services market
- To promote the image of Vladivostok as a European city in the Asia Pacific region

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

### 2012 APEC SUMMIT to be hosted in Vladivostok

In 2012 Vladivostok will host all APEC Summit-related events

The budget allocated for the implementation of all the planned events is 553,4 bn. rubles (about 13,5 bn. USD)

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

### 2012 APEC Summit preparation:

- Airport terminal reconstruction
- Road network upgrade
- Hospitality industry promotion
- City utilities network reconstruction
- Energy facilities construction and upgrade
- Rusky Island development
- Marine facade
- Snegovaya Pad residential area development

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

New international airport is expected to cope adequately with a flow of 1,3000 passengers per hour

### Airport terminal reconstruction

Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

More than 110 km of roads are to be constructed and upgraded. Two bridges are to be constructed

### Road network upgrade

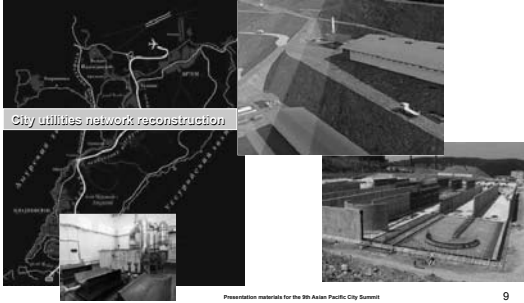
Sustainable Development of Asia Pacific Cities: Strategy for Vladivostok's Development

Two 5 star hotels with the total capacity of 3.5 thousand rooms and a conference center with a capacity of 7 thousand people are to be constructed on the mainland in Vladivostok to accommodate the summit delegations

### Hospitality industry promotion



New waterlines and treatment facilities as well as solid domestic waste treatment complex are to be constructed by 2012



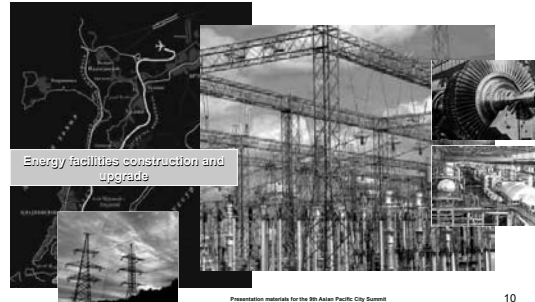
City utilities network reconstruction

Presentation materials for the 9th Asian Pacific City Summit

9



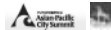
The amount of electric power and heat provided for the city to be increased by two times by 2012



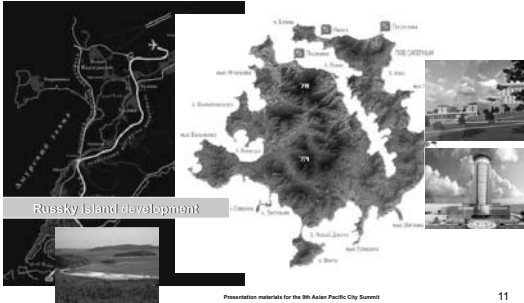
Energy facilities construction and upgrade

Presentation materials for the 9th Asian Pacific City Summit

10



Principal objects of 2012 APEC Summit are to be constructed on Russky Island



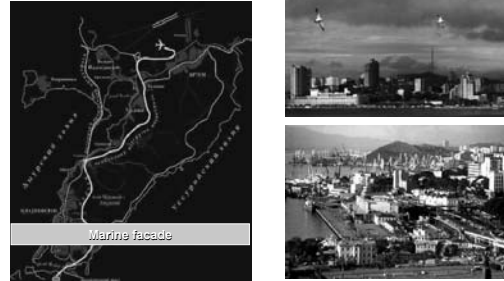
Russky Island development

Presentation materials for the 9th Asian Pacific City Summit

11



To improve the general look of the city the exteriors of the buildings and other constructions facing the sea and the city's main streets are to be renewed



Marine facade

Presentation materials for the 9th Asian Pacific City Summit

12



Social infrastructure development of new residential area called Snegovaya Pad



Snegovaya Pad residential area development

Presentation materials for the 9th Asian Pacific City Summit

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Thank you for your attention!



Presentation materials for the 9th Asian Pacific City Summit

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## **(9) DALIAN**

### **New Strategy of Dalian Urban Development**

**Ms. CAO Aihua**

**Deputy Mayor of Dalian City**

The theme of this summit is “Sustainable Development of Asia Pacific Cities, New Urban Policies under the Global Economic Crisis”, which is closely keeping with pulse of the times. Dalian has always paid a great attention to foreign cooperation and exchange, and has already made many searching and attempt. It is a great pleasure to share the valuable experience and make up for each other’s deficiencies to mutual development. Today, we are here to discuss local exchange and cooperation. The aim of these discussions is to find out how to realize mutual benefit and win-win progress effectively in order to take the leading edge of urban construction and creating the new advantages of economic development. And now, I would like to brief some information and recent practices of Dalian.

#### **Outline of Dalian**

Dalian is located on the southern tip of Liaodong Peninsula. With a population of 6 million and a land area of 12570 kilometers, Dalian is an important city of port, industry, trade, finance and tourism in northern China. It is also one of the most opened and vigorous cities in China. In recent years, Dalian is comprehensively revitalized by promoting old industry base. With the aim of constructing Dalian into an international city in Northeast Asia, Dalian continuously implements a large-scale urban construction and reformation and comprehensive environment management. It now presents a fine situation with all-round social improvement, prosperous culture and a harmonious and safe society.

#### **Environmental City**

Dalian has been conferred by the United Nations “Scroll of Honor Habitat Award”, “Global 500” for its environmental achievements and “LivCom Award”. It was also titled “National Civilized City” twice in China. In 2007 and 2009, “Summer Davos”, which is also known as “Annual Meeting of the New Champions” was successfully held in Dalian.

#### **Energetic development and growth of Dalian**

Since the international financial crisis broke out in 2008, Dalian took a positive act to promote internal needs, and made a great effort in developing oversea market. It insists on transforming development mode and further develops low-carbon and green economy. In particularly, strategic emerging industry has realized a fast and fine development. In 2009, Dalian’s GDP was estimated 440 billion yuan, general local fiscal budgetary revenue reached 40.02 billion yuan, fixed assets investments was 327.3 billion yuan. Under the severe impact of global financial crisis, Dalian’s economy is still stable and the economic indicator growth is one of the top on the national list. Economic aggregate makes to a new high. In the first half of the year, Dalian’s total output value

reached 251 billion yuan, up 16.6%. General local fiscal budgetary revenue reached 24.56 billion yuan, up 25.8% over the first half of the year in 2009. Foreign investment in actual use was 3.72 US dollar, an increase of 51.7%. These figures show a vigorous development and a bloom growth momentum.

Now, Dalian has entered into a new development stage. The development and opening up of Liaoning coastal economic belt has updated to the national strategy. State council further unveils the policy of revitalizing Northeastern old industry base. These all bring a historical golden opportunity to Dalian. It now fully pushes the building of international shipping center in northeast Asia, international logistic center in northeast Asia, regional financial center and modern industry cluster. In addition, Dalian accelerates the progress of urbanization process, opening up and reformation and innovation. It shows a great potential of development.

Dalian would like to strengthen the cooperation with all cities present here on the following issues:

**1. Strengthen shipping logistic cooperation**

Dalian is grown up because of port. To build a international shipping center of Northeast Asia is the core concept of the construction of Dalian “3 centers and 1 cluster zone”. It focuses on building global logistic network and plan to construct an effective logistic platform. We will study the foreign advanced experience of logistic management and operation and use for reference, and further strengthen the exchange with other ports.

**2. Tighten up the cooperation with IT industry**

At the present, Dalian software and outsourcing service industry develops fast. The IT cooperation scale would be gradually enlarged besides Japan to further enhance exchange in IT technology and outsourcing industry between countries of the world. Dalian now has already built a Dalian Software Park in Tokyo in order to promote the bilateral cooperation in this field. Furthermore, the construction of the 3<sup>rd</sup> stage of Software Park has started, it would further provide favorable terms in developing software service outsourcing industry.

**3. Reinforce cooperation in green industry, such as energy saving and environment protection**

Asian Pacific region shares a one ecosystem. Strengthening the development of green industry suits every nation's benefit. Dalian now speeds up the development of strategic emerging industry and promotes research and development of new energy equipment, energy saving and new energy vehicle, biopharmaceutical and new material. It also takes an active role in building ecological park, for instance, Venous Industry Based Eco-industrial Park, Ocean Economic Industrial Park. During the building process, we learn the foreign experience and advanced technology and use for reference, so that a wider cooperation will be carried out in field of energy saving, environment protection and resource utilization.

As an old saying in Chinese: “a distant relative is not as good as a near neighbor”, so no matter when, Dalian is willing to cooperate with bordering country, and cherishing the deep friendship with the member cities present here. I believe that through our unremitting efforts, the exchange and cooperation between us will surely be tightened to achieve a fruitful result.



# New Strategy of Dalian Urban Development

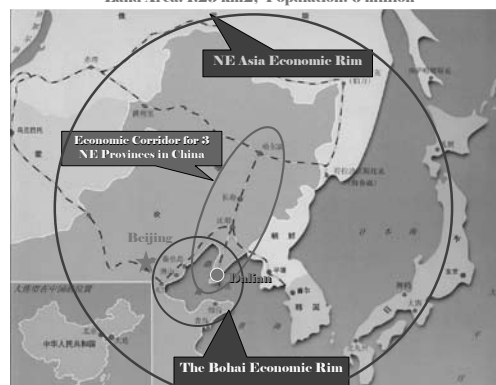
CAO AIHUA

Standing Committee Member of the CPC Dalian Committee,  
Vice Mayor

## A Panoramic View of Dalian Downtown



Location: the southern tip of Liaodong Peninsula;  
Land Area: 1.25 km<sup>2</sup>; Population: 6 million



## Honors



UNEP Global 500



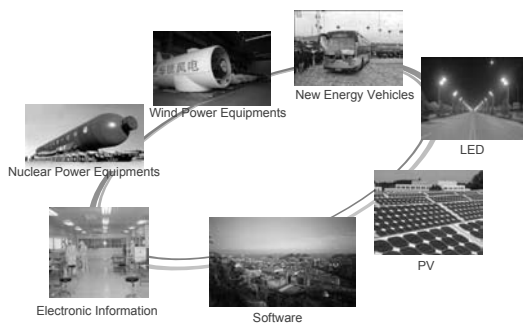
LivCom  
International  
Competition



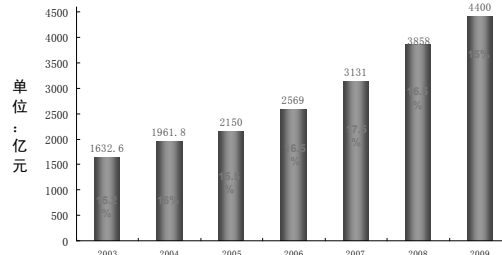
## Annual Meeting of the New Champions



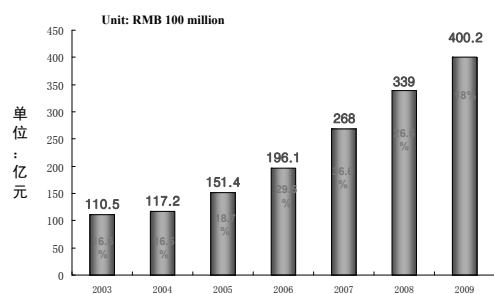
## Develop the New Industrial Structure: High and New Technology—Leading Role; Advanced Manufacturing and Modern Services—Support



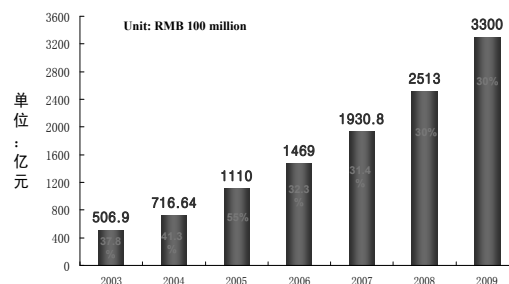
Unit: RMB 100 million



GDP in 2009: RMB 440 billion (2.66 times as in 2003)

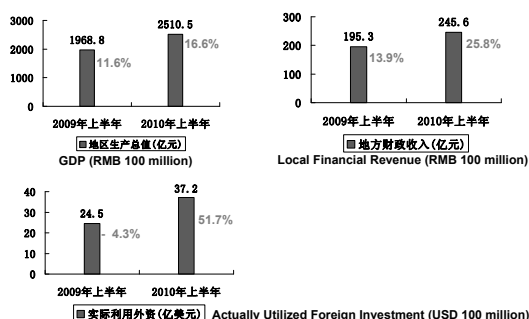


**General Budgetary Revenue from Local Economy in 2009:**  
RMB 40.02 billion (3.62 times as in 2003)



**Fixed Assets Investment in 2009:**  
RMB 330 billion (8.05 times as in 2003)

Despite of the tough situation, Dalian has made impressive progress of economic growth in the first half of 2010, and the growth rate takes the lead in Chinese cities of the same level.



### Implementation of NE Revitalization Strategy guides Dalian to a new development era.



### Objective: An International City in NE Asia



### I. Enhance Shipping and Logistics Cooperation



### II. Enhance IT Industry Cooperation



### III. Enhance Energy Saving and Environment Friendliness Industry Cooperation



## Develop the New Industrial Structure:

High and New Technology—Leading Role;  
Advanced Manufacturing and Modern Services—Support

The diagram illustrates the development of a new industrial structure, centered around high and new technology and advanced manufacturing. It features a central circular flow of eight images, each representing a different sector, connected by a continuous line. The sectors are: Wind Power Equipments, New Energy Vehicles, LED, PV, Software, Electronic Information, Nuclear Power Equipments, and High-Speed Rail. The flow starts from the top and moves clockwise.

- Wind Power Equipments
- New Energy Vehicles
- LED
- PV
- Software
- Electronic Information
- Nuclear Power Equipments
- High-Speed Rail



## **(10) HONG KONG**

### **Kai Tak Development**

#### **Planning for a Sustainable and Green Environment**

**Mr. YUE Chi Kin**

**Chief Town Planner, Planning Department**

**Government of the Hong Kong Special Administrative Region**

##### **1. Introduction**

Kai Tak, with an area of about 323 hectares, is the ex-airport site of Hong Kong. It has been vacant since the relocation of the Hong Kong International Airport to Chek Lap Kok in 1998. The Planning Department commissioned the Kai Tak Planning Review in 2004 to prepare a new development scheme for the ex-airport site under a “no reclamation” scenario so as to preserve the heritage of the Victoria Harbour. The study proceeded with extensive public engagement activities under the theme of “Planning with the Community” to help building up public consensus on the development proposals. After three rounds of public participation programme, a new Kai Tak Outline Zoning Plan was published in November 2006, amalgamating the ‘shared’ vision of a “Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour”.

The community generally supported the following guiding principles for the planning of Kai Tak:

- Planning Kai Tak as a sustainable and environmentally friendly development to contribute to Hong Kong as a world-class international city;
- Developing Kai Tak as a hub for sports, recreation, tourism, business and quality housing;
- Designing Kai Tak as Hong Kong’s showcase for urban design and landscaping;
- Promoting pedestrian-oriented environment, integrated public spaces and maximising the waterfront for public enjoyment;
- Preserving the heritage assets in Kai Tak and respecting the legacy of the ex-Kai Tak Airport and its runway; and
- Integrating Kai Tak with its surrounding, providing opportunities for revitalising the surrounding districts and promoting local and diversified economy.

Kai Tak is envisaged to become a new urban node in South East Kowloon as well as a new heritage, green, sports and tourism hub of Hong Kong. The planning intention is to pursue a low to medium density development in Kai Tak to achieve quality living environment, to enhance the townscape as well as to meet public aspiration. Upon completion of the Kai Tak Development, 30,000 flats will be provided to accommodate 86,000 population and 83,000 job opportunities will be created.

##### **2. Towards a Sustainable City**

The land use proposals for Kai Tak Development are supported by the following preliminary technical assessments to ascertain their broad feasibility:

- Traffic and Transport
- Environmental and Cultural Heritage
- Air Ventilation
- Marine
- Drainage and Sewerage
- Water and Utility
- Sustainability

In particular, the Sustainability Assessment ensures the project to plan, design, construct and operate in a sustainable way. A Preliminary Sustainability Assessment (PSA) has been conducted using the Computer-Aided Sustainability Evaluation Tool (CASET) developed under the Study on Sustainable Development in Hong Kong for the 21st Century (SUSDEV21) as the evaluation framework. The CASET aims to assist Government in evaluating new strategic initiatives or major programmes from a sustainable development perspective. It is built upon 42 sustainability indicators and eight guiding principles. The assessment has shown that the land use proposals in Kai Tak will bring general improvements to the economy, society and social infrastructure, leisure and cultural vibrancy and mobility.

On the economic aspect, the proposed office sites at Kai Tak provide a land reserve for developing into a well-planned prime office node as recommended in the HK2030 Study. It is expected to enhance Hong Kong as a competitive and prosperous market-based economy through the creation of business and employment opportunities as well as increase in the number of tourists visiting Hong Kong. In addition, positive financial returns are also expected to be generated from land sales.

On the environmental aspect, the Kai Tak Development would provide extensive open space and contribute to the area-based significant landscape features of the territory. The environmentally friendly initiatives (e.g. district cooling system, water recycling) are expected to enhance its energy and freshwater efficiency, thus contributing to the principle of promoting the sustainable use of natural resources to minimize its ecological footprint through improving consumption efficiency. The environmental improvement measures at Kai Tak Approach Channel will also bring about improvements to the marine water quality of the area.

On the social aspect, about 30,000 flats would be provided for Kai Tak Development. It is expected to contribute positively to enhancing living space, stabilizing private rent and relieving the housing inadequacy of the territory, fostering a stable, equitable, ethical and progressive society.

On leisure and cultural vibrancy aspect, the provision of an easily accessible waterfront, Metro Park and an extensive open space network will help alleviate the shortfall of open space in surrounding districts, and improve the vibrancy of Hong Kong's recreational opportunities and leisure activities. The planned multi-purpose stadium complex and other sports and recreation venues are all positive measures in promoting sports, recreation, cultural and entertainment activities.

On mobility aspect, the co-location of living and employment areas within Kai Tak development will reduce commuting or journey to work. The planned road links and rail-based transport are expected to promote a safe, accessible, efficient and clean transport network of Hong Kong.

### **3. Sustainable Design Concepts**

Sustainable design concepts have been applied in the conceptual design stage within the whole Kai Tak Development to establish a sense of community and uniqueness for Kai Tak through the creation of a comprehensive network of parks and gardens for integrating the residential and commercial neighborhood. The design also echoes with the vision for the landscape to create Kai Tak as “A Green Web for Sustainable Development”.

A comprehensive network of opens space to integrate with key developments and to create distinctive landscape concepts with a view to achieving a high quality of living environment. These concepts include:

#### **“Station in the Park”**

Station Square is one of focal points of the new city centre, where visitors come off from Kai Tak Station of the mass transit railway. Lush green will be provided and surrounded by small shops. This is the only station in the urban area with no overhead development and located within a park. Developments are planned around the station to form the Kai Tak city centre.

The Kai Tak Nullah will be opened up and turned into the Kai Tak River to improve the micro-climate in dense urban core area. It is located within the Kai Tak City Centre and on the west of the Station Square. A riverside walk on both sides of the river channel is planned with shop frontage and eating places to create a vibrant and festive public gathering place.

A special design residential area, Grid Neighborhood, is located to the south of the Station Square. It comprises 12 smaller development sites with pedestrianized streets, podium free and better ventilation considerations in the planning stage. This unique form of residential development with intimately scaled urban street blocks 3-storey townhouses and tree-lined streets inspiring more creativity in the Hong Kong property development sector.

#### **“Shop in the Park”**

Variety of commercial, office, hotel and retail developments around the Kai Tak Station of the mass transit railway and extending along the Prince Edward Road East to the future Sung Wong Toi Park. This area, surrounded by a dynamic environment of diverse buildings and the contemporary park with cafes, restaurants and shops, serves as a gateway to Kai Tak.

#### **“Stadium in the Park”**

The multi-purpose stadium complex with a 45,000-seat main stadium, a 5,000-seat secondary stadium and a 4,000-seat indoor sports arena is located in the waterfront to achieve a new icon in Victoria Harbour. The concept of “Stadium in the Park” is intended to integrate the sports facilities with the other leisure activities and to help the revitalization of the adjacent old districts.

### **“Living on the Runway”**

The distinctive waterfront setting is planned to accommodate quality hotel and residential developments under the concept of “Living on the Runway”. With water on two sides and adjacent to the Metro Park, the Runway community enjoys spectacular views at a unique location. An open space corridor is planned at the centre of the Runway Precinct so as to reminisce the previous aircraft landing activities.

A 24-hectare Metro Park is located in the northern part of the former runway. It would be a unique waterfront park in Hong Kong. The elongated shape of the park helps to keep the collective memory of the former airport.

A cruise terminal with 2 berths for mega cruise ships is located at the tip of the former runway to support Hong Kong as a cruise hub in Asia. It is planned to commence operating the first berth around mid-2013. Sustainable design features such as photovoltaic systems, a rain water recycling system for irrigation, service-on-demand controls for escalators and passenger conveyors, carbon dioxide sensors and a building energy management system are incorporated in the cruise terminal building. In addition, a landscaped deck will be provided to facilitate the public to access the waterfront. A heliport located at the runway tip is to cater for the cross-boundary helicopter services in the Pearl River Delta region.

A tourism node of hotel/retail/entertainment facilities located adjacent to the cruise terminal is intended to expand the tourism activities to this part of the metro area. A landmark building with a public observation gallery in this location will form a major icon signifying the gateway to Kai Tak for the cruise ships entering the harbour and achieving a more dramatic height profile. A runway park is located at the end of the runway with an aviation theme.

## **4. Sustainable Features in Kai Tak Development**

Kai Tak is envisaged to become a new urban node in South East Kowloon as well as new heritage, green, sports and tourism hub of Hong Kong. The following sustainable features are proposed:

### **(1) Podium-Free Design**

Developments within Kai Tak area are podium-free; car parks will be located at basement level. This podium-free design will enhance air ventilation particularly at street level and maintain visual corridor.

### **(2) Greening**

Developments within Kai Tak area are encouraged to provide greening measures, such as roof greening, vertical greening and roadside greening, to enhance the overall amenity, to serve as a visual relief on the public utility structures as well as to reduce gas emission and carbon footprint.

### **(3) Gradation Building Height Profile**

Starting with tallest commercial buildings at City Centre, the building height gradates along the residential neighbourhood towards the Stadium Complex and Metro Park, slightly rises again from the Runway Precinct to a new landmark at the Tourism Node.

Gradation building height profile can help to protect the view to ridgeline, to maintain the visual corridor to the mountains and harbours and to enhance visual quality of the Kai Tak development.

#### **(4) Air Ventilation**

Measures to improve the air ventilation within Kai Tak development, include:

- open space and water body serve as breathing space;
- site disposition and street pattern – the size of most land parcels is reduced to below 2 hectares, grid street pattern is designed to capture prevailing wind;
- pedestrian streets and green corridors serve as breezeways; and
- stepped height concept to minimize adverse visual and air ventilation impacts.

#### **(5) Environmentally Friendly Transport**

To develop a sustainable living environment, a rail-based Environmentally Friendly Transport System (EFTS) will be provided to minimize vehicular traffic. The proposed EFTS will circulate throughout the Kai Tak area and serve as a feature attraction to the overall tourism appeal of the Kai Tak site.

#### **(6) Cycle Track & Heritage Trail**

The cycle track within Kai Tak will be the only planned cycle track in the urban area of Hong Kong. It will allow people to access the waterfront easily and to cut down vehicular trips.

It is found that several sites/buildings/structures of cultural and historical significance are located within Kai Tak, which include the Lung Tsun Stone Bridge Archaeological Site, Fishtail Rock and Sung Wong Toi Inscription Rock, etc. These are worthy of preservation. The selected links of the pedestrian network will be packaged and enhanced as the heritage trail of Kai Tak. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets.

#### **(7) District Cooling System**

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient with less discharge of direct and indirect effluents to the environment. The system would be supported by two chiller plants and a pumping station, which have been reserved in the Area.

### **5. Conclusion**

The planning of Kai Tak is the product of extensive public engagement with Government and the community shared the same vision of developing it into a ‘Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour’. Kai Tak Development has incorporated a variety of new environmentally friendly initiatives and design concepts. It will serve as a showcase of sustainable planning and development in Hong Kong. It will also be developed as a low-carbon city and a green hub of Hong Kong.



## Kai Tak Development

Planning for a Sustainable and Green Environment



## Introduction

The Planning Department commissioned the Kai Tak Planning Review in July 2004 to prepare a new development scheme for the ex-airport site under a "no reclamation" scenario so as to preserve the heritage of the Victoria Harbour. The study proceeded with extensive public engagement activities under the theme of "Planning with the Community" to help building up public consensus on the development proposals.



## Approved Kai Tak Outline Zoning Plan No. S/K22/2



## Towards a Sustainable City

The land use proposals for Kai Tak Development are supported by the following preliminary technical assessments to ascertain their broad feasibility:

- Traffic and Transport
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- Drainage and Sewerage
- Water and Utility
- Sustainability

In particular, the Sustainability Assessment ensures the project to plan, design, construct and operate in a sustainable way

## Sustainability Assessment

- A Preliminary Sustainability Assessment (PSA) has been conducted using the Computer-aided Sustainability Evaluation Tool (CASET) developed under the Study on Sustainable Development in Hong Kong for the 21st Century (SUSDEV21) as the evaluation framework
- The CASET aims to assist Government in evaluating new strategic initiatives or major programmes from a sustainable development perspective. It is built upon 42 sustainability indicators and eight guiding principles
- The assessment has shown that the land use proposals in Kai Tak will bring general improvements to the economy, society and social infrastructure, leisure and cultural vibrancy and mobility



## Economically

- As recommended in the HK2030 Study, the proposed office sites at Kai Tak provide a land reserve for developing into a well-planned prime office node
- It is expected to enhance Hong Kong as a competitive and prosperous market-based economy through the creation of business and employment opportunities as well as increase in the number of tourists visiting Hong Kong
- Positive financial returns are also expected to be generated from land sales



## Environmentally

- The Kai Tak Development would provide extensive open space and contribute to the area-based significant landscape features of the territory
- The environmentally friendly initiatives (e.g. district cooling system, water recycling) are expected to enhance its energy and freshwater efficiency, thus contributing to the principle of promoting the sustainable use of natural resources to minimize its ecological footprint through improving consumption efficiency
- The environmental improvement measures at Kai Tak Approach Channel will also bring about improvements to the marine water quality of the area



## Socially

- By providing around 30,000 flats, it is expected to contribute positively to enhancing living space, stabilizing private rent and relieving the housing inadequacy of the territory, fostering a stable, equitable, ethical and progressive society
- On leisure and cultural vibrancy aspect, the provision of an easily accessible waterfront, Metro Park and an extensive open space network will help to alleviate the shortfall of open space in surrounding districts, and improve the vibrancy of Hong Kong's recreational opportunities and leisure activities
- The planned multi-purpose stadium complex and other sports and recreation venues are all positive measures in promoting sports, recreation, cultural and entertainment activities
- The co-location of living and employment areas within Kai Tak development, travel distance is expected to decrease for passengers. The planned road links and rail-based transport are expected to promote a safe, accessible, efficient and clean transport network of Hong Kong



## Sustainable Design Concepts

"Station in the Park"

"Shop in the Park"

"Stadium in the Park"

"Living on the Runway"

## “Station in the Park”



### Station Square

- focal point of the new city centre, where visitors come off from Kai Tak Station
- lush green Square surrounded by small shops
- the only station in the urban area with no overhead development and located within a park
- developments are planned around the station to form the city centre



## “Station in the Park”



### Surrounding:

#### Kai Tak River

- Kai Tak Nullah will be opened up and turned into a river to improve the micro-climate in dense urban core area
- a riverside walk on both sides of the river channel is planned with shop frontage and eating places to create a vibrant and festive public gathering place



#### Grid Neighbourhood

- located to the south of the Station Square
- unique form of residential development with intimately scaled urban street blocks
- 3-storey townhouses and tree-lined streets
- small sites, pedestrianized streets, podium free and air ventilation considerations



## “Shop in the Park”



### Commercial/Office Belt

- variety of commercial, office, hotel and retail developments around the SCL Kai Tak Station and extending along the Prince Edward Road East to the future Sung Wong Toi Park
- surrounded by a dynamic environment of diverse buildings, this contemporary park with cafes, restaurants and shops serves as a gateway to Kai Tak



## “Stadium in the Park”



### Sports Hub

- sports policy: in hosting major international sports events and encourage community's participation in sports activities
- a 45 000-seat main stadium, a 5 000-seat secondary stadium and a 4 000-seat indoor sports arena
- the concept of “Stadium in the Park” so as to integrate the sports facilities with the other leisure activities
- located in the waterfront to achieve a new icon in Victoria Harbour
- to help the revitalization of the adjacent old districts



## “Living on the Runway”



### Runway Precinct

- quality hotel and residential developments will be provided
- low density residential development
- continuous waterfront promenade on both sides of the Precinct
- landscaped deck to separate vehicles and pedestrian traffic
- to enjoy spectacular views of the harbour area
- an open space corridor reminisce the previous aircraft landing activities



## “Living on the Runway”



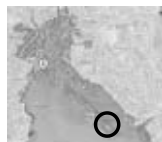
### Surrounding:

#### Metro Park

- located in the northern part of the former runway
- a unique waterfront park in Hong Kong
- helps to keep the collective memory of the former airport



## “Living on the Runway”



### Surrounding:

#### Cruise Terminal

- to support Hong Kong as a cruise hub in Asia by providing 2 berths for mega cruise ships
- a landscaped deck will be provided to facilitate the public to access the waterfront
- the heliport located is to cater for the cross-boundary helicopter services in the Pearl River Delta region



### Tourism Node

- hotel/retail/entertainment facilities
- aviation theme runway park
- a landmark building with a public observation gallery will form a major icon for the cruise ships entering the harbour and achieving a more dramatic height profile
- visitors can command a panoramic view of the harbour and an extended vista beyond Lei Yue Mun

### Cruise Terminal Building



## Sustainable Features

in Kai Tak Development

### Podium-Free Design

Developments within Kai Tak area are podium-free; carparks will be located at basement level.

The podium-free design will enhance air ventilation particularly at street level and maintain visual corridor.



## Sustainable Features

in Kai Tak Development

### Greening

Developments within Kai Tak area are encouraged to provide greening measures, such as roof greening, vertical greening and roadside greening, to enhance the overall amenity, to serve as a visual relief on the public utility structures as well as to reduce gas emission and carbon footprint.



## Sustainable Features

in Kai Tak Development

### Gradation Building Height Profile

Starts with tallest commercial buildings at City Centre and gradates along the residential neighbourhood towards the Stadium Complex and Metro Park. Rises again from the Runway Precinct to a new landmark at the Tourism Node.

Gradation height profile can help to protect the view to ridgeline, the views beyond the neighbourhoods to maintain one's orientation within the city, the visual corridor to the mountains and harbours and to enhance visual quality of the Kai Tak development.



## Sustainable Features

in Kai Tak Development

### Air Ventilation

Measures to improve the air ventilation within Kai Tak development, include:

- open space and water body serve as breathing space
- site disposition and street pattern – the size of most land parcels is reduced to below 2 hectares, grid street pattern is designed to capture prevailing wind
- pedestrian streets and green corridors serve as breezeways
- stepped height concept to minimize ventilation impact



## Sustainable Features

in Kai Tak Development

### Environmentally Friendly Transport

To develop a sustainable living environment, a rail-based Environmentally Friendly Transport System (EFTS) will be provided to minimize vehicular traffic. The proposed EFTS will circulate throughout the Kai Tak area and serve as an icon enhancing the overall tourism appeal of the Kai Tak site.



## Sustainable Features

in Kai Tak Development

### Cycle Track & Heritage Trail

The only cycle track in the urban area of Hong Kong. The cycle track will allow people to access the waterfront easily and to cut down vehicular trips.

Several sites/building/structures of cultural and historical significance are located within Kai Tak, which include the Lung Tsun Stone Bridge Archaeological Site, Fishtail Rock and Sung Wong Toi Inscription Rock, etc. These are worthy of preservation.

Selected links of the pedestrian network will be packaged and enhanced as the heritage trail of Kai Tak. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets.



## Sustainable Features

in Kai Tak Development

### District Cooling System

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient with less discharge of direct and indirect effluents to the environment. The system would be supported by two chiller plants and a pumping station, which have been reserved in the Area.



***Kai Tak Development will be a showcase of sustainable planning and development in Hong Kong. It will also be developed as a low-carbon city and a green hub of Hong Kong.***

## (11) KAGOSHIMA

### Building a Sustainable and Environmentally-conservative City

**Mr. Hiroyuki Mori**  
**Mayor of Kagoshima City**

#### Introduction to Kagoshima City

This city lies on the southern tip of Kyushu, and, with a population of 600,000 people, has prospered as a focal city since ages past. It sits within a lavish environment coexisting with nature, a world which boasts beautiful scenery surrounded by the peaceful waves of Kinko Bay, and the active volcano Sakurajima erupting smoke before the very eyes of the city even now. Behind, there are deep green forests and many clear flowing streams, and a wealth of hot springs dot the land.

The average temperature for 2009 was 19 degrees, but in the past 100 years the average temperature has risen more than 2 degrees. In this same time period, Japan as a whole has risen 1 degree, so we have risen more than two times than that of Japan as a whole. It is said that half of this is due to global warming, but the other half is due to the effect of the city's heat island phenomenon.

#### The Greenhouse Effect in Kagoshima City

Recently, in the waters of Kinko Bay, coral reef chlorosis has been observed, and there have been confirmed sightings of a tropical fish known as *caesio diagramma* which live in the waters from Okinawa to the Indian Ocean.

In addition, sightings within the city of a breed of butterfly from the Philippines and Taiwan known as *chilades pandava*, and an insect which lives in tropical areas known as *latrodectus geometricus*, have been confirmed, spawning thoughts that this may be due to global warming.

#### Building an environmentally-friendly and sustainable city

Amongst this, our city places the “environment” as the most important policy, and as such endeavours to build a city from an environment viewpoint in every field whenever possible.

- “Coexisting with nature”: in order to enjoy blessings from nature in the future.
- “Recycling society”: driving down excess in the environment as much as possible through resources circulation.
- “Low-carbon society”: experiencing the abundance of life while working to drastically reduce greenhouse gases.

With these three elements in mind, we progress with building an environmentally-friendly and sustainable city, aiming to becoming a leading city in the environmental era.

In order to involve citizens and businesses in this sort of city building, we enforced a ‘Kagoshima Environmental City Statement’ in collaboration with the citizens in October 2008.

### **Coexisting with nature**

With Sakurajima, Kinko Bay, and the spreading greenery in the neighbourhoods, our city is blessed with abundant nature. Nature plays the important role of nurturing richness in one's heart, and as such we must make efforts to leave it in a better condition to our future generations while making use of its diverse functions.

From the preservation activities of the loggerhead turtles which come on shore to lay eggs, to the revitalization of Kotsukigawa, the river which runs through our city, we endeavour to heighten the environmental preservation awareness of citizens through increasing the opportunities they have in interacting with nature.

Next November, the 10<sup>th</sup> Conventional on Biological Diversity Conference of Parties, aka COP10, will be in held in Nagoya City. The preservation of the biological diversity which supports the “life” and “living” of all living things in earth is an extremely important topic.

Using this opportunity, we are planning our own Kagoshima version of the biological diversity area strategies by preserving the rich biological diversity of our city, and making coexistence with nature a reality we can pass on the future generations.

### **A recycling society**

In recent years, as a result of mass production, mass consumption and mass waste in the lifestyle and activities of citizens, the amount of wastage has increased.

However, we have now implemented a ‘Reduce, Reuse, Recycle’, aka the 3R (three Rs) initiative in an attempt to reduce the burden on the environment, and effectively use the resources and energy to promote a recycling-oriented disposal system. With the 15 categories of garbage separation in our city, we have not only reduced the amount of combustibles, but also increased the resource materials like aluminum cans, glass bottles and used paper.

80% of waste is incinerated at either one of our two waste disposal plants. In each plant, the heat energy generated from the incineration process is turned into usable energy, and the leftover heat is used as effectively as possible.

In the future, we are looking to investigate further ways to effectively use these precious resources by producing biogas, one of the reusable energies from waste, and reducing the emission of greenhouse gases.

### **Low-carbon society**

Global warming counter-measures is an urgent issue in today's world, and our city established a ‘Kagoshima Global Warming Counter-measures Area Promotion Plan’ in 2007 with the goal of developing policies to reduce emissions.

Within this, there is a goal to reduce the greenhouse gas emission levels in 2011 by 8% of the 1990

levels. We are working with citizens and businesses to actively make a low-carbon society a reality.

To go into detail, I will firstly talk about the introduction and promotion of solar power. From 2004, the city gives out support funds to residences using solar power. As of 2009, approximately 3,700 establishments within the city use solar power, a top level for the country.

Furthermore, the introduction of solar power is being introduced into the city's public establishments. With a goal of further lowering the emission of greenhouse gases, 3 megawatt solar generators are scheduled to be built by 2020, as part of the 'Megasolar Power Plant Plan.'

### **Other counter-measures to global warming**

Next there is the promotion of electric assistant bicycles.

Electric assistant bicycles are bicycles fitted with a motor to assist the rider. As our city does not consist of much flat land, many residences are built on hilly areas, and most households use a car to commute or go shopping.

In order to encourage people to make the transition from cars to bicycles, financial support for electric assistant bicycles, which can be used to easily climb hills, was introduced from last year and is enjoying great success.

Additionally, in an attempt to promote electric cars, 10 will be purchased for official use.

### **Turf-laying on city tram tracks**

Next is the turf-laying on the city's tram tracks. The tram has been operational since 1914, and with 10,870,000 users in 2008, it has been a long-loved mode of transport for short distances, playing a big role in the reduction of CO<sub>2</sub>.

From 2006, in order to combat the heat island effect and improve the scenery of the city, turf was laid on a railway track for the first time in this country. Currently, the turf runs for 4.8km through the urban part of the city, and the rich color of the "green carpet" shines on the main street.

In addition, the base for the grass uses the white sand, hardened in cement, from the endless supply of volcanic products Kagoshima possesses. The railway's temperature has been reduced by 18 degrees; in particular the median strip has seen a huge temperature reduction of as much as 24 degrees. The noise of the tram has also been reduced by 4 decibels, and the riding sensation improved. It has received highly favourable responses from citizens and tourists alike, with comments of how the attractiveness of the city has been raised.

### **Other turf-laying**

Furthermore, as part of the mitigation for the heat island phenomenon, every year turf is laid on the roof of one of the city's establishments and schoolyards. We also provide assistance in laying turf on the roofs and walls of private residences.

### **Cooperation with citizens**

With a stance that all citizens should work together to make the city beautiful, periodic area cleaning activities involving communities and companies are run. Every year, the first Sunday of August is ‘Green Kagoshima’ Day, a day where citizens come together to beautify and clean the city. This year saw 80,000 people participating in the cleanup.

In ways like these, we have been progressing our environmentally-conservative and sustainable city building, establishing partnerships with the citizens, and linking with the independent initiatives of communities and businesses.

### **Kagoshima Environmental Future Centre**

I would like to now introduce the Museum of the Environment, a core facility in enforcing the collaboration of environmental activities with citizens and businesses.

This facility acts as a base point for learning about the environment, the conveyance of environmental information, and environmental-conservation activities, as well as acting as an “Eco-model facility” with minimal impact on the environment. It was opened in October 2008.

With the whole area covered in grass and trees, the facility fully utilises the benefits of natural ventilation and lighting, underground water, solar power and other forms of natural energy. It is also a facility which mitigates the heat island effect and reduces greenhouse effect gas emissions.

Before the roof was laid with grass, the temperature of the surface was 68 degrees Celsius. However, after the turf-laying it was reduced to 38degrees Celsius, seeing a 30degrees Celsius reduction. Compared to other buildings of the same type, the CO2 emissions are reduced by 60%.

Within the facility itself, in addition to displays of rubbish washed ashore and photos of global environmental problems, there are also exhibits where one can enjoy learning about waste, food, water and other environmental problems. There is also a room equipped to display videos.

The facility is also used as a venue for hands-on workshops concerning a range of subjects, from local nature to global environment. Various events like exhibitions and lectures are also held in cooperation with citizens and businesses in order to support the spread of information to citizens and instill a desire for environmental conservation into individuals.

This Museum of the Environment is loved by many, and the opportunity to pass it on to the next environment-protecting generation is anticipated to spread from Kagoshima to beyond.

### **Future Plans**

Currently, our city is running two policies: the ‘Kagoshima City Environmental Basic Plan, 2nd phase’ and the ‘Kagoshima City Global Warming Counter-measures Action Plan’ for short-term, mid-term, long-term counter-measures against global warming.

With these as a base, we aim to develop even more active policies, building a sustainable society over the future and becoming a leader in this global environment era.

## Building a Sustainable and Environmentally-conservative City



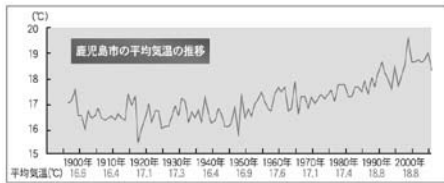
Mayor of  
Kagoshima,  
Hiroyuki Mori

## Introduction to Kagoshima City

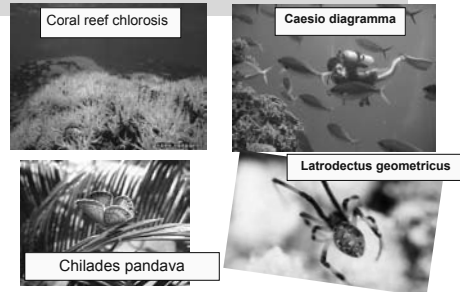


## Kagoshima City's Average Temperature

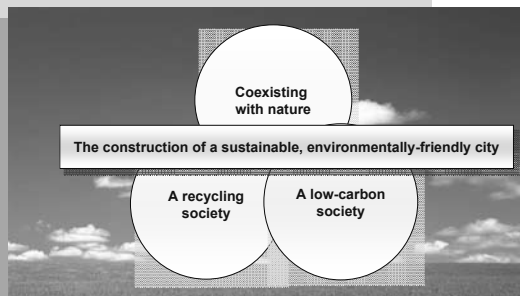
The average temperature has risen in the past 100 years  
Japan – approx. 1°C  
Kagoshima City – approx. 2.2°C



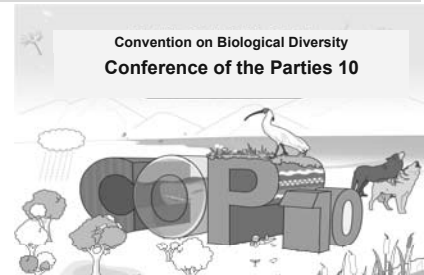
## The Greenhouse Effect in Kagoshima



## Building a sustainable environmentally-friendly city



## Coexisting with nature



## A recycling society ①



## A recycling society ②

North Waste Disposal Centre





## A low-carbon society

Kagoshima Global Warming Counter-measures  
Area Promotion Plan

### City Emissions Reduction Goal

Reduce emissions by 8% of 1990 levels by 2011

## Introduction of solar power

Introduction and promotion of solar power



- Home solar power system support program
- Mega solar power plant plans (2010~2020)



## Other measures to counter global warming

Promotion of Electric Assistant Bicycles

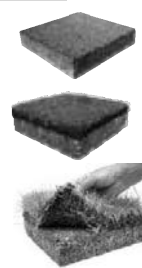


Introduction and promotion of electric vehicles

- Introduce 10 electric cars for official use



## Turf-laying on city tram tracks



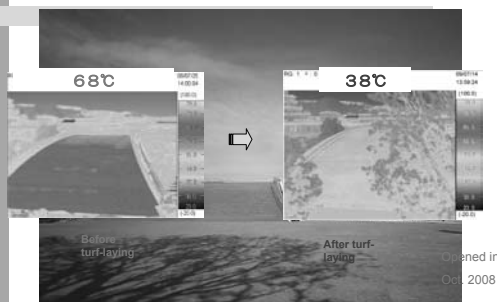
## Other turf-laying projects



## Cooperation with citizens



## Kagoshima Museum of the Environment ①



## Kagoshima Museum of the Environment ②



## Future plans

- Kagoshima City Environmental Basic Plan, 2<sup>nd</sup> phase  
Fundamental environmental policies over the 2012~2021 period
- Kagoshima City Global Warming Counter-measures Action Plan  
Short-term, mid-term, long-term counter-measures against global warming for 2012 onwards

## Building a sustainable, environmentally-friendly city



Thank you for your audience

## **(12) MIYAZAKI**

### **New City Development Strategies ~ Efforts of Miyazaki City**

#### **~ Citizen-Initiated and Community-Oriented City Development ~**

**Mr. Tadashi Tojiki**

**Mayor of Miyazaki City**

#### **1. Outline of Miyazaki City**

Miyazaki City is situated on the south-east of Kyushu Island, facing the Pacific Ocean. It is a city blessed with a mild climate and abundant nature. After merging with the adjoining town, Kiyotake-cho in March this year, the city now has the population of approximately 400,000 with a total land area of about 644 k m<sup>2</sup>.

Under the slogan, “Miyazaki, the City of Sunshine, Full of Energy and Greenery”, we are placing priority on measures regarding industrial promotion (tourism and agriculture in particular) as well as health, welfare, education, culture, the environment and landscape. The city has developed as the capital of Miyazaki Prefecture.

You can see colorful flowers blooming seasonally all over the city. The beautiful cityscape also pleases visitors. Miyazaki City has been committed to making the whole city look like a park over the years. Such efforts have laid the foundation for the city’s tourism promotion, whose pillars are “Invitation of Conventions and Conferences” and “Invitation of Sports Training Camps.”

#### **2. Development of a City of International Tourism, Convention, and Resort**

I would like to introduce our strategies for making the city internationally recognized as a sightseeing, convention and resort destination, which were formulated to attract conventions and conferences.

The number of tourists to the city of Miyazaki from home and abroad in 2008 was approximately 6.16 million, of which about 67,500 were foreigners. According to the previous date, the number of tourists in 1965 was approximately 2.3 million. In 1973, the number reached about 6.13 million, almost the same as the present level. This increase resulted from the effort to make the whole city look like a park. But nothing good lasts forever. Five years after that, the number of tourists decreased by about 1 million. There were two reasons for this. One reason is that overseas travel was liberalized. The other is that other cities in Japan began promoting tourism-oriented development. Therefore Miyazaki City developed other strategies.

One strategy was to make the city internationally recognized as a convention and resort destination in order to invite conventions and conferences to be held.

The most well-known of the city’s tourist spots is a resort facility named “Phoenix Seagaia Resort”. This is a privately-operated resort facility built by Miyazaki Prefecture and Miyazaki City in accordance with the Comprehensive Recreational Area Improvement Law, the so-called Resort Law. The facility was the venue for the “Kyushu Okinawa Summit Foreign Ministers’ Meeting” in 2000. It consists of a convention center that hosted the foreign ministers’ meetings, hotels, a traditional

Japanese-style hot spring facility named “Shousen-kyu” and a golf course, home of the Dunlop Phoenix Golf Tournament.

A total of 183 conventions and conferences were held in the convention facilities in the city in 2008, participated in by about 203,000 people.

Our convention facilities are well-developed, among which the World Convention Center-Summit, the venue for the Kyushu Okinawa Summit G8 Foreign Ministers’ Meeting in Miyazaki, is Japan’s largest international arena. With a maximum capacity of 5,000, it is equipped with a simultaneous interpretation system that accommodates up to nine languages. It has 10 other small and medium sized conference rooms.

Other hotels, cultural halls, and gymnasiums in the city are also widely used as venues for small and big conventions.

The city offers quality tourism after conventions and conferences. Places of natural scenic beauty are “Aoshima”, an island surrounded by undulate rock formations referred to as the “Ogre’s Washboard”, and “Horikiri Pass” where you can enjoy different flowers in each of the four seasons and can feel the exotic atmosphere of the southern landscape of Miyazaki.

Miyazaki City has three swimming beaches, Aoshima, Shirahama and Sun Beach Hitotsuba. About 250,000 people came to the beaches in July and August this year.

Tourism in recent years has been putting more emphasis on interactions with local people and their hospitality. That is where local volunteer mythology tellers, tour guides and interpreters play important roles. Therefore the city emphasizes fostering such human resources.

The city has established a system to support conventions and conferences held in Miyazaki.

Facility usage fees, lecture fees, or expenses for site inspections are partially reimbursed by the city, depending on the number of guest nights. Consultation services are provided to convention organizers by the Miyazaki Convention & Visitors Bureau. They offer appropriate support designed to meet the needs of organizers.

### **3. Development of a Sports Land Miyazaki**

The city boasts its Miyazaki Prefectural Sports Park and Miyazaki Municipal Sports Park. They are fully equipped with athletic facilities for various sports like baseball, soccer, tennis, and track and field events. Therefore they are used as venues for a number of various sport events and training camps.

Recently, members of Japan’s national team who won the World Baseball Classic in March last year stayed at a training camp held in Miyazaki City for a week. During that period, as many as 240,000 fans visited the city and fully occupied the city’s accommodation facilities. When the 2002 FIFA World Cup Korea / Japan was held, the German and Swedish national teams had their training camps in our city. It was only Miyazaki City which hosted more than one team. In addition, Japan’s national baseball and softball teams had training camps in Miyazaki to prepare for big competitions like the Olympics.

Men’s and women’s professional golf tournaments are held in Miyazaki in November every year.

Therefore the city designates November as “Miyazaki Golf Month” to liven up the events.

When the city has training camps of national teams or competitions participated in by famous

athletes, a large number of people visit to see them.

Here in Miyazaki, marine sports are also actively engaged in. The city has beaches where good waves for surfing and body boarding beat. International competitions are held on the beaches. We take advantage of such facilities and good environment for sports to invite companies and universities to hold their training camps.

Such efforts have enabled us to continue having annual visitors of about 6 million, which greatly contributes to the city's economy.

We formulated the “New Miyazaki Tourism Promotion Plan” to implement new tourism promotion measures systematically and effectively. Following this plan, we would like to make Miyazaki the “Tourist city that local citizens can take pride in” by “developing unique sightseeing resort spots,” “fostering hospitality of citizens,” and “promoting the city as a sports land.”

#### **4. Development of a Community that values bonds**

The city of Miyazaki faces a rapid decline in the number of births, aging of the population, and increase in the number of nuclear families. These are some of the major issues that cities in Japan have in common. These issues have made interpersonal bonds poor, undermining the image of the city which is safe and livable without anxiety. Safety and security are the important factors for the city development.

Having this in mind, we established 21 regional residents' associations that initiate community development. They have facilitated local residents' voices to be reflected in the municipal policies. They have also assisted local people to discover their immediate problems by themselves and to solve them together, thus giving local communities more initiative. Such efforts have brought us a certain level of achievement, but we have realized that it has become necessary to further strengthen community bonds in order to make our city more safe and secure. We also believe it necessary for local people to become aware of the strengths and charms of their community and to create a “society that values community bonds” such as family ties, person-to-person interactions and interpersonal connections.

To this end, we believe it more effective to realign the association as a collective entity consisting of small community development groups that are engaged in activities mainly with school children. Miyazaki City has 48 elementary schools. We are considering forming a small community group in each of those 48 school areas. The groups can take initiative in rediscovering local charms such as traditional culture and history, and implementing community revitalization activities utilizing local identity, thus increasing opportunities for citizens to participate in their community development.

#### **5. Conclusion**

We will continue to commit ourselves to the development of our city with a local character by having local people's passions and affections for their local communities reflected in our policies so that local people will take pride in the city of Miyazaki, actively engage in “Citizen-Initiated and Community-Oriented City Development”, and consequently visitors will be more attracted to our city. I would be very pleased if you could find the opportunity to visit and appreciate our city.



## 新しい都市づくり New city development strategies ～宮崎市の取り組み Projects in Miyazaki City～

「市民が主役の市民のためのまちづくり」  
City development by citizens for citizens

第9回アジア太平洋都市サミット第2分科会  
The 9<sup>th</sup> Asian-Pacific City Summit; Sub-committee No.2

## 宮崎市の取り組み Projects in Miyazaki City

1. 「国際観光コンベンション・リゾート都市」づくり  
International Tourism and Convention and Resort City
2. 「スポーツランドみやざき」づくり  
Sports land Miyazaki
3. 「きずな社会」づくり(地域コミュニティの再生)  
Revitalization of social ties on local community level

## 「活力と緑あふれる太陽都市～みやざき」

The Sunshine City where vitality and greenery is abundant



・人口(Population)  
約400,000人  
・面積(Area)  
約644km<sup>2</sup>

## 宮崎市の景観

Landscape of Miyazaki City



## 国際観光コンベンション・リゾート都市づくり(1)

International Tourism and Convention and Resort City

### ◎ 宮崎市の観光客数 Number of Tourists of Miyazaki City in 2008

- 観光客数 Tourists  
⇒ 約616万人 about 6,160,000 people
- 外国人観光客数 Tourists from Overseas  
⇒ 約67,500人 about 67,500 people

1965年: 約230万人 about 2,300,000 tourists in 1965  
↓  
1973年: 約613万人 about 6,130,000 tourists in 1973  
↓  
1978年: 約501万人 about 5,010,000 tourists in 1978

★国際的なコンベンション・リゾート都市づくり  
International Convention and Resort City  
★大会・会議の誘致  
Attracting of conventions and conferences

## 国際観光コンベンション・リゾート都市づくり(2)

International Tourism and Convention and Resort City



● シーガイア Seagaia  
「シェラトン・グランデ・オーシャンリゾート」「フェニックスカントリークラブ」「松泉宮」  
"Sheraton Grande Ocean Resort" "Phoenix Country Club" "Spa & Onsen at Shosenkyu"

## 国際観光コンベンション・リゾート都市づくり(3)

International Tourism and Convention and Resort City

### ◎ 大会・会議の開催実績 Figures of conventions and conferences

- 開催件数 ⇒ 183件  
Number of events: 183
- 延べ参加人員 ⇒ 約203,000人  
Total number of participants: about 203,000



「九州・沖縄サミット  
外相会合(2000年7月)」  
2000 Kyushu Okinawa Summit,  
the Foreign Ministers' Meeting

## 国際観光コンベンション・リゾート都市づくり(4)

International Tourism and Convention and Resort City

### 宮崎市内のコンベンション施設 Convention Facilities in Miyazaki City



宮崎観光ホテル  
Miyazaki Kanko Hotel



宮崎市民プラザ  
Miyazaki Civic Plaza

## 国際観光コンベンション・リゾート都市づくり(5)

International Tourism and Convention and Resort City

青島  
Aoshima Island



堀切峠  
Horikiri Pass



海水浴場  
Seaside Resort



## 国際観光コンベンション・リゾート都市づくり(6)

International Tourism and Convention and Resort City

### 「神話・観光ガイドボランティア」の育成 Training of "Folk-story and travel guide volunteers"



ボランティア活動の様子  
Activities by volunteers



ボランティア養成研修  
Volunteer training

## 国際観光コンベンション・リゾート都市づくり(7)

International Tourism and Convention and Resort City

1. コンベンション開催支援補助金 Convention subsidy support system  
補助対象経費（会場使用料、設備リース料、講師等の謝金・旅費・宿泊費などの1/2以内で補助金を交付）  
Miyazaki Convention and Visitors Bureau will subsidize 50% of the cost facility and equipment rental, guest lecturer honorariums, travel and accommodation costs and many other costs up to 3.00 million yen, depending on participant number.

2. 主催者の現地視察招聘事業 Site Inspections Made Easier!  
コンベンション主催者に対して、事前会場視察経費等の一部を負担  
Miyazaki Convention and Visitors Bureau goes the extra mile to make site inspections easier by reimbursing part of the costs incurred during your inspection tour.

## 国際観光コンベンション・リゾート都市づくり(8)

International Tourism and Convention and Resort City

### コンベンション主催者からの相談窓口 Informations for organizers of conventions



### みやざき観光コンベンション協会 Miyazaki Convention and Visitors Bureau

- 主な支援内容 Provided Information
- コンベンション開催に関する相談・アドバイス  
consultation and counseling related to organizing conventions
  - 各種資料の提供（観光パンフレット、飲食店ガイドなど）  
provision of materials (Tourist Information Brochures, Restaurant Guides etc.)
  - コンベンション関連施設及び業者の紹介 など  
introduction of locations and businesses related to event managing

## スポーツランドみやざきづくり(1) Sports land Miyazaki

### WBC日本代表チームキャンプ(野球) World Baseball Classic Japanese Team Camp in February in 2009 (Baseball)

- 1週間で約24万人の観客  
About 240,000 people visited in a week
- 市内の宿泊施設は連日満室  
Accommodations in the city were full every day



## スポーツランドみやざきづくり(2) Sports land Miyazaki

### W杯キャンプ(ドイツ・スウェーデン) Training Camp of Swedish and German Soccer Teams during the 2002 World Cup



## スポーツランドみやざきづくり(3) Sports land Miyazaki

### 日本代表チームキャンプ(野球・女子ソフトボール) The Japanese Sports Camp (Baseball and Women's Softball)



### プロゴルフトーナメント(みやざきゴルフマンス) Professional Golf Tournament (Miyazaki Golf Month)



## スポーツランドみやざきづくり(4) Sports land Miyazaki

1年を通じてマリンスポーツが可能な恵まれた環境  
Water sports over the whole year in Miyazaki's mild climate



ボディボード  
Bodyboard



サーフィン  
Surfing

## 国際観光コンベンションリゾート都市づくり International Tourism and Convention and Resort City スポーツランドみやざきづくり Sports land Miyazaki

これからの取り組み Present Policies

- 個性的な観光リゾートづくりの推進  
promotion of individualization of tourist resorts
- 観光ホスピタリティ(おもてなしの心)の充実  
further nourishment of hospitality("welcoming heart")
- スポーツランドみやざきの推進 など  
promotion of Sports Land Miyazaki etc.

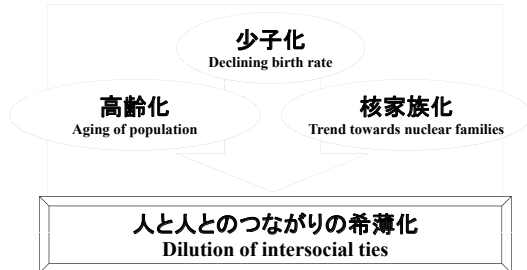


「市民が誇りを持つことができる  
観光都市宮崎の実現」を目指す  
Goal: Miyazaki as a touristic city based on pride of  
the local community by the citizens.



## きずな社会づくり(1) Revitalization of social ties on community level

宮崎市における課題 Issues in Miyazaki City



## きずな社会づくり(2) Revitalization of social ties on community level

市内に21の地域自治組織を設置  
Establishment of 21 autonomous neighborhood associations

- ① 地域住民の声を市政に反映させる仕組みの構築  
1. Installation of a platform to implement citizens' opinions into communal policies
- ② 地域の課題を地域で解決する枠組みの整備  
2. Creating possibilities to solve local issues within the community

地域における  
支え合い意識の醸成と  
支え合い活動の活性化  
Raising the Community Consciousness  
and Expanding Citizens' Activities



## きずな社会づくり(3) Revitalization of social ties on community level

安心して生活できる住みよい都市の実現のために  
For the creation of a safe city with good living conditions

- 住民同士のつながりをより深いものにする  
deepening ties between citizens
- 住民が自分の地域のよさを知る  
directing citizen's attention towards peculiarities of the local community
- 人と人との触れ合いやつながりがある  
fostering interaction and ties between people



「きずな社会」づくりが必要  
Creating a City of Social Interaction

## きずな社会づくり(4) Revitalization of social ties on community level

地域組織「ふれあい協議会」  
Local organization "Fureai Kyogikai"(Interaction Council)

- 小学校(48校)の校区ごとに設置  
establishment in each of the 48 elementary school districts of Miyazaki City
- 文化や歴史など地域の魅力の再発見  
rediscovery of peculiarities in local culture, history etc.
- 地域特性を生かした地域づくりの実践  
implementing local characteristics into community building



市民が「まちづくりに参画する機会」を増やす  
Increasing opportunities for citizens to participate in city development



ご清聴ありがとうございました  
Thank you for your attention



## 4. Asian-Pacific City Summit Secretariat Action Report

**Mr. Takeshi Chishaki**

**Director General, Fukuoka Asian Urban Research Center**

Thank you very much for your kind introduction.

On behalf of the Asian-Pacific City Summit secretariat, I would like to say a few words of greeting.

First, I would like to express my deepest gratitude to the mayor of Vladivostok, Mr. Igor Pushkaryov, for holding this magnificent summit, and I would like to show my appreciation for the efforts of all of the individuals who helped make this event possible.

Through the active utilization of research and inquiries, the Asian-Pacific City Summit secretariat has come up with solutions to the problems that our member cities face. At the same time, we have collected and distributed information to the world about the best practices for cities to utilize to improve their cities. Furthermore, from the great collective efforts of many citizens, the persistent development of our cities is one thing that we can look forward to.

In that regard, if we were to briefly report on the activities since the Dalian Summit in 2008, there are four main points.

First off, the publication of APCS-Press. In June of 2009 the first publication was launched and to date there have been nine issues published. Researchers of the APCS secretariat have gathered information and data on the best practices for cities and have published the results in both English and Japanese. At this time, we are distributing the APCS-Press to over 800 people who have an interest in city policy. We have realized that this has become one of the most important tools for disseminating information about the activities of APCS.

Second, the execution of the experimental public-private sector cooperation program that was developed during the Working-level conference held in Fukuoka in September of 2009. If we look at the trends in policies in cities around the world, we can see that the public-private sectors working together is extremely valuable and important for city development. In years to come, this model of public and private sectors working together is one that should be followed.

Third, improving the level of international conference technical management. In the time of inter-regional competition, the significance of holding international conferences where city leaders, strategists, and workers can come together and exchange information and discuss various issues is becoming increasingly important. In the interests of making it worthwhile to hold a conference once every year, the APCS secretariat is researching the best methods for holding conferences by participating in many different international conferences around the world.

Lastly, conducting surveys with participating members of the APCS on the methods and functions of

the summit. It is very important to have an understanding of current situation of our members. Therefore as much as possible, we would like to have a direct exchange of opinions with all of the member cities in 2010.

With the success of these activities, we present this year's Vladivostok Summit, and in the future,

In 2011 we will hold The 9<sup>th</sup> Working-level Conference in Kagoshima and in 2012 the 10<sup>th</sup> Asian-Pacific City Summit in Pohang.

We are looking forward to everyone's positive support of these conferences in the future.

As I said from the outset, through the transmission and reception of information, the Fukuoka Asian Research Center is promoting the application of our successful investigative research.

I sincerely hope that all of our members can proactively apply the successes of our group's research.

We are very much looking forward to meeting everyone in Kagoshima and Pohang.

Thank you very much for your kind attention.

-2009 - 2010 - 2011 - 2012-

## Asian-Pacific City Summit

Action & Plan

2010.9.30

アジア太平洋都市サミット事務局  
Asian-Pacific City Summit secretariat  
(財) 福岡アジア都市研究所  
Fukuoka Asian Urban Research Center  
Director General CHISHAKI Takeshi  
理事長 橋本 武

2009 -2010 Actions



APCS-Press



The 8<sup>th</sup> Working-level  
Conference



Research on  
Int'l Conference



Discussions

2011-2012 Plans

2011

The 9<sup>th</sup>  
Working-level  
Conference for  
Asian-Pacific City  
Summit in  
KAGOSHIMA



2012

The 10<sup>th</sup>  
Asian-Pacific  
City Summit in  
POHANG



谢谢你!  
고맙습니다!  
спасибо!  
cám ơn anh!  
Thank you!  
ご清聴ありがとうございました。

### ***III Vladivostok Declaration***

Representatives of 13 cities from six countries, including our new member city, Gwangyang City, South Korea, gathered in Vladivostok City to attend the 9<sup>th</sup> Asian-Pacific City Summit on September 30, 2010.

We are currently in an era of intercity competition. With the rapid expansion of globalization, people, goods, funds, and information are swiftly travelling around the globe, and it has come to note that one of the goals of urban policy is to become a city where the four aforementioned matters congregate.

Simultaneously, it is also currently an era of intercity partnerships and cooperation. In order to maintain and enhance city vitality while adapting to the rapidly evolving social environments, cities are required to collect and analyze information on international current affairs, and to approach these issues with a combination of knowledge and experiences from different perspectives. One of such effective measures is intercity partnerships and cooperation.

The main topic of this Asian-Pacific City Summit was Sustainable Development of Asian Pacific Cities: New Urban Policies under the Global Economic Crisis, whereas the sub-sessions focused on Efforts for Economic Development and New Urban Development. We acquired information on one another's city policies, and deliberated on the possibility of intercity partnerships and cooperation.

As a result, we confirmed that for sustainable development of the Asian-Pacific region, demonstration of leadership by the member cities in guiding these regions forward, as well as intimate and practical intercity partnerships and cooperation are indispensable hereafter for cities in the Asian-Pacific region.

For further collaborative development of our cities in the Asian-Pacific region, we hereby declare the following items as the Vladivostok Declaration:

1. In order to create a new vitality for the Asian-Pacific region, we will enhance sustainable and intimate intercity partnerships and cooperation beyond our current circumstances, by creating more opportunities for sharing of knowledge and experiences, and developing various implementations for and establishing a framework for this mutual learning.
2. We are determined to elevate the international status of the Asian-Pacific region in order to raise the competitiveness of our cities. We will work together to actively promote our potential and possibility to the rest of the world.
3. We will hold the 9<sup>th</sup> Working Level Conference in Kagoshima City, Japan, in 2011, and the 10<sup>th</sup> Asian-Pacific City Summit in Pohang City, South Korea, in 2012.

September 30, 2010  
In Vladivostok City, Russian Federation

## IV List of Participants

都市 City	役職 Position	氏名 Name
<p>バンコク都 (タイ王国) Bangkok Metropolitan Administration (The Kingdom of Thailand)</p>	知事諮問機関委員長 Chairman, Advisers to Governor of Bangkok	Dr. Vallop Suwandee
	財政局副局長 Deputy Director-General, Finance Department	Ms. Rossukon Semson
	国際部国際課長 Chief, International Relations Section	Mr. Piset Aramraks
	総務部 General Administrative Officer	Ms. Busakorn Nauliyong
	国際部 Foreign Relations Officer	Ms. Phojanee Kalapak
<p>釜山広域市 (大韓民国) Busan Metropolitan City (Republic of Korea)</p>	釜山国際交流財団事務処長 Secretary General, Busan Foundation for International Activities	金東旭 Mr. Kim Dong-wook
	行政自治局国際協力課実務担当者 Manager of Busan city International Relations Department	金善泰 Mr. Kim Sun-tae
	釜山国際交流財団ロシア語通訳 Interpreter, Busan Foundation for International Activities	金閔燮 Mr. Kim Yoon-suap
<p>大連市 (中華人民共和国) Dalian People's Government (People's Republic of China)</p>	副市長 Deputy Mayor	曹 愛華 Ms. CAO Aihua
	外事弁公室副主任 Deputy Director, Dalian City International Relations Bureau	史 明強 Mr. SHI Mingqiang
	外事弁公室外事弁公室アジア処長 Director, Asia Division, Dalian City International Relations Bureau	劉 舫 Ms. LIU Fang
	外事弁公室アジア処副処長 Deputy Director, Asia Division, Dalian City International Relations Bureau	陳 策 Mr. CHEN Ce
	外事弁公室ヨーロッパ・アフリカ処職員 Staff, Dalian City International Relations Bureau	戰 潔 Ms. ZHAN Jie
<p>福岡市 (日本国) Fukuoka City (Japan)</p>	副市長 Deputy Mayor	高田 洋征 Mr. Hiroyuki TAKADA
	総務企画局国際部長 Executive Director, International Affairs Department, General Affair & Planning Bureau	中川 伸司 Mr. Shinji NAKAGAWA
	総務企画局国際部国際課長 Director, International Affairs Department, General Affair & Planning Bureau	永浦 洋彦 Mr. Hirohiko NAGAWA
	総務企画局国際部国際係長 Chief, International Affairs Department, General Affair & Planning Bureau	古賀 有子 Ms. Yuko KOGA

都市 City	役職 Position	氏名 Name
福岡市 (日本国) Fukuoka City (Japan)	総務企画局国際部係員 Assistant Chief, International Affairs Department, General Affair & Planning Bureau	真藤 悠子 Ms. Yuko SHINTO
	総務企画局国際部(通訳・中国語) International Affairs Coordinator, International Affairs Department, General Affair & Planning Bureau	千葉 由紀子 Ms. Yukiko CHIBA
	総務企画局国際部(通訳・韓国語) International Affairs Coordinator, International Affairs Department, General Affair & Planning Bureau	朴 龍得 Mr. PARK Yongdeuk
	総務企画局国際部(通訳・英語) International Affairs Coordinator, International Affairs Department, General Affair & Planning Bureau	七條 真理子 Ms. Mariko SHICHIJO
光陽市 (大韓民国) Gwangyang City (Korea)	市長 Mayor	李聖雄 Mr. Lee Sung-woong
	港湾通商課長 Head of trade and port division	尹泳学 Mr. Yoon Yeong-hak
	港湾通商課 国際協力Team長 Team Leader, International Co-operation, Port & Trade Division	宋路鍾 Mr. SONG Ro-jong
	港湾通商課 Assistant Manager, Port & Trade Division	任東喆 Mr. Ihm Dong-chul
香港特別行政区 (中華人民共和国) Government of the Hong Kong Special Administrative Region (People's Republic of China)	計画局 地域計画担当官 Chief Town Planner, Planning Department	余賜堅 Mr. YUE Chi Kin
イポー市 (マレーシア) Ipoh City (Malaysia)	社会基盤担当上級技官 Senior Engineer of Infrastructure	Ms. Zuraina Binti Kamarul Ariff
	都市計画担当官 city planning officer	Mr. Mohd Zainal Bin Abdul Hamid
鹿児島市 (日本国) Kagoshima City (Japan)	市長 Mayor	森 博幸 Mr. Hiroyuki MORI
	総務局市長室国際交流課長 Chief of International Affairs Division	中園 豊明 Mr. Toyoaki NAKAZONO
	総務局市長室秘書課主査 Assistant section Chief, Kagoshima City Secretarial Division	迫田 和代 Ms. Kazuyo SAKODA
	総務局東京事務所主事 Staff, Kagoshima city Tokyo branch office	大庭 由記子 Ms. Yukiko OBA
	環境局環境部環境政策課主事 Staff, Environmental Policy Division	永田 晋介 Mr. Shinsuke NAGATA

都市 City	役職 Position	氏名 Name
北九州市 (日本) Kitakyushu City (Japan)	企画文化局国際部長 Executive Director, International Affairs Department, Planning & Cultural Affairs Bureau	高原 義弘 Mr. Yoshihiro TAKAHARA
	企画文化局国際部国際政策課交流企画係長 Manager, International Affairs Department, International Policy Division, Planning & Cultural Affairs Bureau	碓 政幸 Mr. Masayuki IKARI
熊本市 (日本国) Kumamoto City (Japan)	企画財政局企画情報部長 Senior Director, Planning and Information Department	坂本 純 Mr. Jun SAKAMOTO
	企画財政局企画情報部企画課主査 Chief, Planning Section	吉住 修 Mr. Osamu YOSHIZUMI
宮崎市 (日本国) Miyazaki City (Japan)	市長 Mayor	戸敷 正 Mr. Tadashi TOJIKI
	企画部長 Director, Miyazaki City Project Development Department	山田 義郎 Mr. Yoshiro YAMADA
	企画部秘書広報課主査 Manager, Miyazaki City Secretariat and Public Relations Division	宮里 克朗 Mr. Katsuro MIYAZATO
	企画部企画政策課主任主事 Senior Staff, Miyazaki City Project Development Division	岩村 隆史 Mr. Takafumi IWAMURA
浦項市 (大韓民国) Pohang City (Korea)	副市長 Deputy Mayor	尹 情 鏞 Mr. Yun Jung Yong
	国際協力チーム係長 Section Chief of International Cooperation Team	安 承 道 Mr. Ahn Sung Do
	国際協力チーム International Cooperation Team	金 永 俊 Mr. Kim Yung Joon
	港湾政策チーム長 Maritime Affairs and Port Team Leader	崔 永 嘯 Mr. Choi Young Ju
	東北アジア自治団体連合(NEAR) The Secretariat of the Association of North East Asia Regional Governments	金 尙 賢 Mr. Kim Yung Joon

都市 City	役職 Position	氏名 Name
ウラジオストク市 (ロシア連邦) Vladivostok City (Russian Federation)	市長 Mayor	Mr. Igor PUSHKARYOV
	副市長 Deputy Mayor	Mr. Alexey LITVINOV
	国際関係・観光部長 Head, International Relations and Tourism Department	Mr. Vladimir SAPRYKIN
基調講演者・座長 Coordinator	極東国立大学世界経済部長、APEC研究所特別研究員 Head, Department of World Economy, Fellow, APEC Study Center, Far Eastern National University, Vladivostok, Russia	Prof. Tagir Khuziyatov
アジア太平洋都市 サミット事務局 (財)福岡アジア都市研究所 (日本国) Asian Pacific City Summit Secretariat Fukuoka Asian Urban Research Center (Japan)	理事長 Director General	樗木 武 Mr. Takeshi CHISHAKI
	総務課長 Director, General Affairs Section	志田原 紳吉 Mr. Nobuyoshi SHIDAHARA
	研究主査 Chief Researcher	山下 永子 Ms. Eiko YAMASHITA
	係員 Staff	大関 麻里子 Ms. Mariko OZEKI



# ***V Covenant of the Asian-Pacific City Summit***

## **Chapter I General Provisions**

### **Article 1. (Appellation)**

The name of the organization shall be the “Asian-Pacific City Summit” (hereinafter referred to as the “City Summit”).

### **Article 2. (Objective)**

The objective of the City Summit is to provide an opportunity for leaders of major cities in the Asian Pacific region to promote inter-city cooperation and networking in solving urban issues, thus contributing to further development of the region and enduring world peace.

### **Article 3. (Activities)**

In order to achieve the objectives stated in Article 2, the City Summit shall:

- (1) convene the Mayors Conference.
- (2) convene the Working-Level Conference.
- (3) organize other necessary activities.

## **Chapter II Member Cities**

### **Article 4. (Member Cities)**

Member cities of the City Summit are as listed on the appendix.

### **Article 5. (Representation)**

Each member city shall, in principle, be represented by its mayor or by a person who holds the position equivalent to mayoralty.

### **Article 6. (Admission)**

1. Any city that intends to become a member city of the City Summit, shall submit a written application to the Secretariat.
2. The Secretariat shall put the submitted application on the agenda of the first Mayors Conference, to be held following its submission.
3. Membership shall take effect on the day of approval by the Mayors Conference.

### **Article 7. (Withdrawal)**

1. A member city may withdraw from the City Summit by transmitting a written application for withdrawal to the Secretariat.
2. Withdrawal by a member city shall take effect 30 days after the receipt of application by the Secretariat as stated under the previous clause.
3. Even after withdrawal, a member city shall faithfully perform its obligations born before the withdrawal under this Covenant.

### **Chapter III Mayors Conferences**

#### **Article 8. (Mayors Conferences)**

1. A Mayors Conference shall, in principle, be held every two years.
2. A Mayors Conference shall be convened by the representatives of the city where the conference is to be held(hereinafter referred to as a “host city”).

#### **Article 9. (Composition)**

1. A Mayors Conference shall consist of representatives of member cities.
2. A Mayors Conference shall be attended by the representative of a member city. However, if the representative is unable to attend the conference in person, the representative may delegate authority to another person who shall attend the conference.
3. A non-member city may send a representative to the Mayors Conference as an observer, with recommendation of a member city.

#### **Article 10. (Functions)**

A Mayors Conference shall perform the following functions.

- (1) to amend and revoke the Covenant of the City Summit
- (2) to approve new membership
- (3) to determine host cities of the next Mayors Conference and the Working-Level Conference.
- (4) to decide other important matters relating to the administration of the City Summit.

#### **Article 11. (Chairperson)**

A Mayors Conference shall, in principle, be chaired by the representative of the host city.

#### **Article 12. (Quorum and Voting)**

1. The quorum at a Mayors Conference shall be one half of the member cities.
2. All the matters shall, in principle, be decided by a majority of the member cities which are present.

#### **Article 13. (Defrayal of costs)**

1. The host city shall defray the costs incurred in hosting the conference.
2. The participating member cities shall bear the costs relating to their participation including travel costs and accommodation costs. However the host city may defray the part of the costs within its discretion.

#### **Article 14. (Determination of the host city)**

1. A member city which wishes to host a Mayors Conference shall submit an application to the Secretariat.
2. The Secretariat shall put the application on the agenda of the first Mayors Conference, to be held following its submission.

### **Chapter IV Working-Level Conferences**

#### **Article 15. (Working-Level Conferences)**

1. A Working-Level Conference shall, in principle, be held every two years.
2. A Working-Level Conference shall be convened by the representative of the host city.

**Article 16. (Composition)**

1. A Working-Level Conference shall consist of Working-Level officers of member cities.
2. A non-member city may send a representative to the Working-Level Conference as an observer, with recommendation of a member city.

**Article 17. (Functions)**

1. A Working-Level Conference shall hold consultations to realize the matters approved in the Mayors Conference.
2. The results of a Working-Level Conference shall, in principle, be reported to the Mayors Conference by the host city of the Working-Level Conference.

**Article 18. (Chairperson)**

A Working-Level Conference shall, in principle, be chaired by a person appointed by the host city.

**Article 19. (Defrayal of costs)**

To the costs related to a Working-Level Conference, Article 13 shall apply *mutatis mutandis*.

**Article 20. (Determination of the host city)**

To the determination of a host city of a Working-Level Conference, Article 14 shall apply *mutatis mutandis*.

**Chapter V Secretariat****Article 21. (Secretariat)**

1. The Secretariat of the City Summit shall be located in Fukuoka City, Japan.
2. The necessary costs for the administration of the Secretariat shall be defrayed by Fukuoka City.
3. The Secretariat shall have the following duties.
  - (1) Liaison and coordination among member cities
  - (2) Liaison, coordination and support in connection with administrative work related to the Mayors Conference, Working-Level Conference and City Summit.
  - (3) Keeping custody and submitting minutes of meetings and other information relating to the administration of the City Summit.
  - (4) Research and study relating to the administration of the City Summit in general
  - (5) Other items in connection with the administration of the City Summit.
4. Other necessary items related to the administration of the Secretariat shall be provided separately by Fukuoka City.

**Supplementary provisions (Revised as of August 31, 2002)****(Effective Date)**

This Covenant shall enter into force on August 31, 2002.

**Supplementary provisions (Revised as of September 29, 2008)**  
**(Effective Date)**

This Covenant shall enter into force on September 29, 2008.

**Supplementary provisions (Revised as of September 30, 2010)**  
**(Effective Date)**

This Covenant shall enter into force on September 30, 2010.

(Appendix)

**List of Member Cities**

Auckland, New Zealand  
Bangkok, Kingdom of Thailand  
Brisbane, Australia  
Busan, Republic of Korea  
Dalian, People's Republic of China  
Fukuoka, Japan  
Guangzhou, People's Republic of China  
Ho Chi Minh, Socialist Republic of Vietnam  
Hong Kong Special Administrative Region, People's Republic of China  
Honolulu, United States of America  
Ipoh, Malaysia  
Jakarta, Republic of Indonesia  
Kagoshima, Japan  
Kitakyushu, Japan  
Kuala Lumpur, Malaysia  
Kumamoto, Japan  
Manila, Republic of the Philippines  
Miyazaki, Japan  
Nagasaki, Japan  
Naha, Japan  
Oita, Japan  
Saga, Japan  
Shanghai, People's Republic of China  
Singapore  
Urumqi, People's Republic of China  
Vladivostok, Russian Federation  
Jeju Special Self-Governing Province, Republic of Korea  
Pohang, Republic of Korea  
Gwangyang, Republic of Korea

# V References

## (1) Past Results

### ■ Mayors Conference

Host City	Dates	Theme of Plenary Session	Themes of Sub-sessions	Participants
1 <sup>st</sup> Fukuoka	1994. 9.22~ 9.25	“Harmony between urban Development and Human Living Environment in the Asian-Pacific Era”	“City and Transportation” “City and Housing” “City and Environment/Public Health”	21 cities from 11 countries and regions
2 <sup>nd</sup> Guangzhou	1996. 9.27~ 10. 1	“Urban Development In the 21 <sup>st</sup> Century”	“Future Urban Planning and Construction” “Modern Urban Environmental Protection” “Urban Modernization and Traditional Culture”	11 cities from 11 countries and regions
3 <sup>rd</sup> Fukuoka	1998. 7.11~ 7.13	“Future Prospects of Networking between Cities”	“Future Direction of Education for the Next Generation” “Establishment of Health and Medical Systems” “Waterworks and Sewer Systems in the City”	23 cities from 12 countries and regions
4 <sup>th</sup> Busan Metropolitan City	2000. 5.13~ 5.15	“Asian-Pacific Cities in the New Millennium”	“Enhancing Inter-City Exchanges and Trade” “Measures to Grow Tourism Industry”	22 cities from 11 countries
5 <sup>th</sup> Fukuoka	2002. 8.30~ 9. 1	“New Approach to City Planning for the 21 <sup>st</sup> Century -from ‘Governing’ to ‘Good Governance’-”	“City Planning with Citizen Involvement” “Customer-Based & Result-Oriented Governmental Reform” “e-Governance to IT & City Planning” “Collaboration among Industry, Academia and Local Government”	24 cities from 12 countries
6 <sup>th</sup> Bangkok Metropolitan Administration	2004. 11.30~ 12. 2	“Sustainable City Redevelopment: The New Approaches”	“New Urbanism: Values, City Governance, and People Participation” “New Public Management: Public Private Partnerships and Creating Opportunities for All”	14 cities from 10 countries
7 <sup>th</sup> Urumqi	2006. 8. 8~ 8.10	“Development of Harmonious City”	“Welfare services of the Future” “Development of Urban Infrastructures” “Promotion of New Industries”	13 cities from 5 countries
8 <sup>th</sup> Dalian	2008. 9.28~ 9.30	“Asian-Pacific Champion Cities – New Thoughts on Environment, Resources, Culture and Industry”	“Regional responsibility and cooperation of Asian-Pacific New Champion Cities” “Usage and management of modern city resources” “Sustainable economic & social development and environmental protection in urban areas” “Maintaining cultural heritage and innovation of modern city culture” “Natural conditions and industry choices of cities” “Protection of intellectual property” “Protection of urban ecological environment” “Urban transportation”	39 cities / regions from 11 countries
9 <sup>th</sup> Vladivostok	2010. 9.30~ 10.1	“Sustainable development of Asia Pacific cities: New urban policies under the global economic crisis”	“Strategic approach for economic growth” “New city development strategies”	13 cities / regions from 6 countries

## ■ Working-level Conference

Host City	Dates	Theme	Participants
1 <sup>st</sup> Fukuoka	1995. 10.26～10.27	“Management of Transportation in Cities of the Asia-Pacific Regions” -Transportation Operation Policy and Traffic Control-	20 cities from 10 countries and regions
2 <sup>nd</sup> Fukuoka	1997. 11.26～11.28	“Waste Treatment and Disposal” -Striving for a Sustainable Growth Environment-	18 cities from 9 countries
3 <sup>rd</sup> Fukuoka	1999. 11.30～12. 2	“The Supply of Safe, Clean Water to the City”	18 cities from 10 countries
4 <sup>th</sup> Busan Metropolitan City	2001. 9. 6～9. 8	“Measures to Enhance Inter-City Exchanges in Tourism in the Asia-Pacific Region	17 cities from 7 countries
5 <sup>th</sup> Kumamoto	2003. 11. 9～11.10	“City Planning with Citizen Involvement”	18 cities from 9 countries
6 <sup>th</sup> Urumqi	2005. 9.10～9.12	“To Promote City Development through Multi-layered Culture”	9 cities from 3 countries
7 <sup>th</sup> Kitakyushu	2007. 7.30～8. 1	“Urban Charm – Building a Beautiful City by Residents”	19 cities from 9 countries
8 <sup>th</sup> Fukuoka	2009 9.17～9.18	“Creation of city attractions through cultural and artistic activities”	17 cities from 7 countries

太平洋  
都市サ  
ミット  
アジア  
都市サ  
ミット

## 連携、協力で一致

## 宮崎市長 観光方針を発表



30日、ロシア極東ウラジオストクで行われたアジア太平洋都市サミットで発表する宮崎市の戸敷正市長（共同）

【ウラジオストク共同】一堂に会し意見交換を行うアジア太平洋地域の首長らが一堂に会し、宮崎市長は、宮崎市の戸敷正市長が参加し、温暖な環境を生かしたスポーツキャンプや会議の誘致を柱とした観光振興の方針などについて発表した。

推進し、アジア地域の国際的な地位向上に向け各都市が努力することになったウラジオストク宣言を採択した。本県からは、宮崎市の戸敷正市長が参加し、温暖な環境を生かしたスポーツキャンプや会議の誘致を柱とした観光振興の方針などについて発表した。

福岡市の提唱で1994年に始まった同サミットは今回が9回目。日本からは戸敷市長のほか、鹿児島市の森博幸市長、福岡市の高田洋征副市長、北九州市と熊本市の幹部が参加。中国・大連市、韓国・釜山市なども含め各都市の代表は経済成長のための都市政策や新しい都市づくりについて発表した。

森市長は、路面電車の軌道を芝生化し、ヒートアイランド現象の緩和や都市景観の向上を実現している環境を重視した施策などを紹介。高田副市長は、アジア地域に最も近い日本の大都市として物流や観光などの面でアジアとの交流強化で経済活性化を図る戦略を説明した。

北九州市の高原義弘国際部長は、公害克服に取り組んできた経験や技術を活用した開発途上国での環境改善への貢献について発表。熊本市の坂本順企画情報部長は、自然や文化の財産を活用し、市のブランドイメージを高める町づくり戦略を説明した。

上に向け各都市が努力することになったウラジオストク宣言を採択した。

高田副市長は、アジア表は経済成長のための都市政策や新しい都市づくりについて発表した。

■ October 1 The Nishinippon Shimbun  
(morning edition)アジア太平洋の  
連携推進を確認  
ロシアで都市サミット

【ウラジオストク共同】アジア太平洋地域の首長らが一堂に会し意見交換を行うアジア太平洋都市サミットが30日、ロシア極東ウラジオストクで開催され、日本の九州4県5市の代表を含む中国や韓国など6カ国13都市の代表が参加、都市間の連携、協力を推進し、アジア地域の国際的な地位向上

サミットが30日、ロシア極東ウラジオストクで開催され、日本の九州4県5市の代表を含む中国や韓国など6カ国13都市の代表が参加、都市間の連携、協力を推進し、アジア地域の国際的な地位向上

福岡市の提唱で1994年に始まった同サミットは今回が9回目。日本からは鹿児島市の森博幸市長、宮崎市の戸敷正市長、福岡市の高田洋征副市長、北九州市と熊本市の幹部が参加。中国・大連市、韓国・釜山市なども含め各都市の代表は経済成長のための都市政策や新しい都市づくりについて発表した。

高田副市長は、アジア表は経済成長のための都市政策や新しい都市づくりについて発表した。



# アシア太平洋サミット実務者会議 鹿児島市で来年度開催



環境保全を生かしたまちづくりについて紹介する森博幸鹿児島市長（左）  
＝ロシア・ウラジオストク

アシア太平洋地域の都市連携やネットワーク構築を目指し、行政関係者が意見交換などを行う「アシア太平洋都市サミット」の市長会議が9月30日、ロシア・ウラジオストクであり、来年度の実務者会議が鹿児島市で開催されることが決まった。日本からは同市など九州5市の代表らが出席、森博幸市長は環境保全に取り組むまちづくりを紹介した。

同サミット（事務局・福岡市の福岡アジア都市研究所）は、1994年に福岡市の提唱で始まり、中国・大連や、韓国・釜山など13カ国29都市が加盟。各都市の首長らが集う市長会議と、担当部署の職員らが集う実務者会議が毎年交互に開かれている。

今回の会議には6カ国13都市の関係者約80人が参加し、世界経済危機の下での都市戦略について協議。12都市の市長らが、各都市の

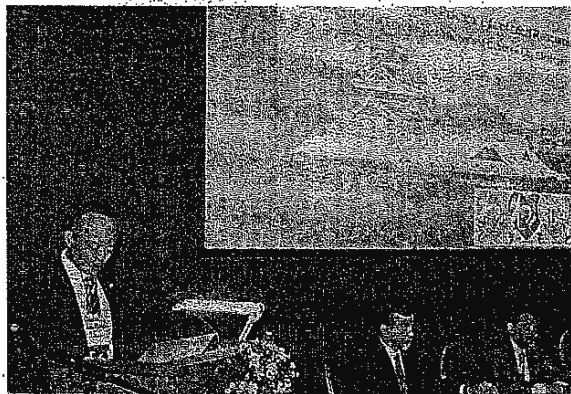
都市政策やまちづくり戦略を披露した。森市長は「低炭素社会」の実現などを目標とし、市電の軌道敷緑化やかごしま環境未来館の取り組みを紹介。市民と事業者が協働で進めるまちづくりが重要」と訴えた。

鹿児島市は、来年3月に九州新幹線が全線

開業するのを受け、多くの人に足を運んでもらうと、実務者会議開国17都市が出席した。催地に立候補してい

## アシア太平洋都市サミット 都市間連携 協力で一致

熊本市も参加



30日、ロシア極東ウラジオストクで行われたアシア太平洋都市サミットで発表する熊本市の坂本順企画情報部長（左）（共同）

【ウラジオストク共同】アシア太平洋地域の首長らが一堂に会し意見交換を行うアシア太平洋都市サミットが韓国など6カ国13都市

の代表が参加、都市間の連携、協力を推進し、アシア地域の国際的な地位向上に向け各都市が努力することをうたったウラジオストク宣言を採択した。

福岡市の提唱で1994年に始まった同サ

ミットは今回が9回目。日本からは鹿児島市の森博幸市長、宮崎市の戸敷正市長、福岡市の高田洋征副市長のほか、北九州市と熊本市の幹部が参加。中国・大連市、韓国・釜山市なども含め各都市の代表は経済成長のための都市政策や新しい都市づくりについて発表した。

熊本市の坂本順企画情報部長は、阿蘇山や熊本城など自然や文化の財産を活用し、市のブランドイメージを高める町づくり戦略を説明した。

ウラジオストク市のプシカリョフ市長はサミット終了のあいさつで「お互いの経験を学びながら自らの町の発

展を図っていく」と参加者に呼び掛けた。

# Идеальный город

Обеспечение высокого качества жизни  
- суть новой политики развития городов в АТ

Drugs: morphine 40 mg.

[illegible]

Государственное муниципальное предприятие (ГМП) создано для оказания услуг по сбору, обработке, утилизации отходов производства и потребления. Администрация муниципального образования (АМО) является собственником ГМП.

За 10 лет существования организации аттестовано в Приморской области 18 предприятий, представляющих страны - участниц, а также всевозможные организации и объединения городов. Темы: - Устойчивое развитие городов Азиатско-Тихоокеанского региона, новые стратегии развития в условиях мирового экономического кризиса.

В разномыслии предостиднее своим государям они представляли новую демократическую организацию. Традиционные религиозные расхождений не как ввести для работы, поскольку не представляли никаких в существующих ситуациях и в бизнес-центры. Сегодня же люди во всем больше заинтересованы, как ввести для жизни, как эффективно создавать комфортную и дружелюбную для человека среду обитания.

[illegible]

Цели поставлены, пути реализации обозначены. Реализация стартовый метропроектный уик-энд проходил в формате воркшоп, решение проблем осуществлялось коллективно и в процессе (идея «идеи в процессе»).

Отменить нужно  
в личном авто

Задачами становятся, что город – это ключевая ценность для жителей современного города. Поэтому комфортность проживания в мегаполисах напрямую зависит от уровня развития транспортной инфраструктуры. Мировой опыт показывает необходимость создания притягивающих и удерживающих потенциалов «капитала».



деревной сети всегда найдется на шаг впереди роста автономизации населения. Ученые пришли к выводу, что приоритет

тому транспортно-информационного комплекса, что обеспечивает повышение эффективности его функционирования. Ключевое место в нем занимает система автоматизированного управления движением поездов. Система автоматизированного управления движением поездов обеспечивает оптимальное использование мощностей железнодорожной инфраструктуры, и таким образом способствует повышению безопасности, эффективности и экологичности транспортного комплекса, что имеет большое значение для экономики страны.

[illegible]

Свести к нулю  
энергопотребление  
и бытовые отходы

[illegible]

мел. породы в мурло. Промысловый улов  
китов (включительно) составляет около  
пяти сот в годных породах Шен-  
цзи, Дунжа, Гирингтон.

На шибирь остроум, нем лесно  
мелкодроздочерину, в озерном  
нем городом, жемчужин, пробным  
ушачишам, булбашам и промашам  
примам, ослухам. Имям, именам, ку  
туры, отбавлением, вышало, на  
спешной, мушорной, шире. Выше,  
шестидесяти, ослухам, ушам,  
шестидесяти, шестидесяти.

С 50-х годов прошлого века ожесточенная борьба на мировом рынке нефти привела к тому, что в последние десятилетия резко распространилось в Европе, на ШОУ и в других странах путинский образ жизни, который не характерен для Европы. Как следствие из последнего доклада ООН, в последние 10 лет во всех странах происходит на увеличение численности населения, что приводит к тому, что население Европы будет уменьшаться, а население других стран будет увеличиваться.

[illegible]

осле и в потребности азбуки были. Механизация процесса кодирования на пишущую машинку представляла техническую задачу, которую автор «Кругов Мира» Хьюз также отметил, что в это время ему удалось изобрести, что на 18 месяцев сократил количество ошибок и увеличил количество ресурсного материала в виде жестики, банк, старую бумагу и прочее. 80 процентов горючих отходов подержали, что означало на две недели, тепловая энергия преобразовалась в электричество.



## ОБЕСПЕЧИТЬ ДОКАЗАТЕЛЬНОСТЬ ДЕСТВИИ

устройствами — одним из наиболее значимых и динамично развивающихся в современном мире. Микросенсоры используются в мировой промышленности и науке для измерения физических, химических, биологических параметров окружающей нас среды («экологические» — наземные устройства). Микросенсоры являются важной частью многих современных систем автоматизации производства и являются ценными ресурсами. Наблюдается неравномерность в развитии микросенсорного оборудования, особенно в области химии. Много трудностей приходится на пути развития

[illegible]

### Эстафету передали Похлону

Государственный университет  
экономики и статистики. Омск

содержания, с помощью различных технологий, внедряемых в организационные системы АТР и предприятий, что обусловлено их масштаба, форм, исторических условий развития и т.п. и наличием благоприятных или неблагоприятных условий, стоящих за пределами форм, масштабов и т.п. (таких как наличие кадров, технологий, финансов, информации и т.п.).

В ходе проведенного исследования выявлены следующие закономерности формирования дисматричной системы в зависимости от продолжительности заболевания (таблица 1).

— Мы получили подтверждения, что в современных условиях именно город является главной индустриальной единицей

тоу респект — отпавити за заштитом нечужиме словима и партизанској историји Перишара. При томе он је био једна од најважнијих разлика партизанског становништва и обичајних кметских жиги, безбожност и мафиозност грађанске средине. Међутим, неки антипартизански кметови и алаи мислили, да је овај биће у достојанству својим. Овај израз је био и партизанској историји, који је био једна од најважнијих разлика партизанског становништва и обичајних кметских жиги, безбожност и мафиозност грађанске средине. Међутим, неки антипартизански кметови и алаи мислили, да је овај биће у достојанству својим.

По итогам работы 9-го саммита участники приняли совместное декларацию, одобрили документ, касающийся взаимодействия с международными организациями. В преддверии двенадцатой сессии саммита на территории Республики Армения пройдет Форум «Свобода слова». Остается добавить, что следующий, 10-й Саммит состоится в 2012 году в американском городе Денвер.

## НОВОСТИ



Глава Владивостока Игорь Пушкарёв: За весь период развития города еще не отмечалось такого тесного сотрудничества со странами АТР

### Мэры городов АТР нашли точку соприкосновения. Во Владивостоке

Отдел экономики «В»

**НОВАЯ городская политика и развитие мегаполисов стали главными темами обсуждения на встрече представителей 14 городов шести стран в столице Приморья.**

30 сентября здесь прошел 9-й саммит городов Азиатско-Тихоокеанского региона «Устойчивое развитие городов АТР: новые стратегии развития в условиях мирового экономического кризиса». Впервые в этом значимом мероприятии принял участие новый член саммита – южнокорейский город Кванъян.

Приветствуя участников, глава Владивостока Игорь Пушкарёв отметил, что за весь период развития столицы Приморья еще не отмечалось

такого тесного сотрудничества со странами – соседями по Азиатско-Тихоокеанскому региону, экономические и культурные связи которых продолжают развиваться. В России есть пословица: «Хороший сосед лучше дальнего родственника». Сегодняшний визит – это подтверждение того, что мы выстраиваем добрососедские отношения. Чтобы развивать и поддерживать положительную динамику, необходимо обмениваться информацией о курсе развития своих городов, обсуждать возможность межгородского развития практического сотрудничества и углубления партнерских связей.

Материал о том, какие проблемы обсуждались на саммите городов Азиатско-Тихоокеанского региона, какие стратегические подходы к экономическому развитию городов были определены, читайте в следующем номере «В».

## ■ Internet News Coverage



PrimaMedia.ru

Владивосток Дальний Восток Политика Экономика Азия Спорт Авто АТЭС Hi-Tech Здоровье

Осторожно, грипп 50 детских садов Зажатые льдами Благоустройство Владивостока



8 февраля, 09:00  
Транспортно-экспедиторская группа TFM открыла новое направление бизнеса



7 февраля, 16:05  
Авиастроители Комсомольска-на-Амуре в 2011 году хотят собрать 14 самолетов Суперджет-100



3 февраля, 11:50  
Компания "Окна-Эталон" - 9 лет успешной работы на рынке Дальнего Востока



2 февраля, 11:50  
На заводе сокращают

1 октября 2010

14:55

ПИСЬМО В РЕДАКЦИЮ



### Участники саммита городов АТР намерены продвигать свои мегаполисы в мировом пространстве

**Обеспечение качества жизни, безопасности и комфортности городской среды с каждым днем становится все более актуальным**

**ВЛАДИВОСТОК, 1 октября, PrimaMedia.** Участники владивостокского саммита городов АТР приняли по итогам работы декларацию совместной деятельности. Принятием этого документа завершилась основная - рабочая - часть саммита, сообщает корр. РИА PrimaMedia.

Главная тема Девятого саммита, который проходит во Владивостоке с 30 сентября по 2 октября, - "Устойчивое развитие городов Азиатско-Тихоокеанского региона: новые стратегии развития в условиях мирового экономического кризиса".



Автор: Ольга Кускова  
Участники IX саммита городов АТР приняли резолюцию.

Выступая перед собравшимися на церемонии закрытия, глава Владивостока Игорь Пушкарёв отметил:

- Это подтверждает актуальность и эффективность Девятого саммита городов АТР. Мы получили подтверждение, что именно города являются в современных условиях главными генераторами экономического роста. При этом всё более важной задачей развития городов становится обеспечение качества жизни, безопасности и комфортности городской среды. Мы совместно, шаг за шагом движемся в этом направлении, учитывая опыт и достижения коллег. Эту возможность предоставляет нам саммит городов АТР. В этом заключается его практическая ценность.



Автор: PrimaMedia  
Участники саммита городов АТР намерены продвигать свои мегаполисы в мировом пространстве

По итогам работы участники саммита приняли совместную Декларацию, определяющую основные направления дальнейшего сотрудничества.

В принятой декларации отмечено, что для поддержания и развития городской динамики, а также адаптации к быстроменяющимся условиям социальной среды, городам необходимо собирать и анализировать информацию о современном положении дел в мире и подходить к решению возникающих проблем с различных перспектив, используя приобретенные знания и опыт. Одним из эффективных методов достижения данной цели является межгородское сотрудничество и партнерство.

Декларация 9 саммита городов АТР, подписанная во Владивостоке, провозгласила налаживание стабильных партнерских связей и укрепление дальнейшего сотрудничества между городами, что создаст больше возможностей для обмена опытом и знаниями, а также разработку и реализацию программ для взаимного обмена информацией. Участники саммита намерены повысить статус АТР в мире с целью повышения конкурентоспособности городов - членов саммита, а также проводить совместную работу для активного продвижения потенциала городов и имеющихся возможностей на международной арене.



Автор: PrimaMedia  
Участники саммита городов АТР намерены продвигать свои мегаполисы в мировом пространстве

Следующий, Десятый саммит состоится в 2012 году в городе Похан (Республика Корея).

**Справка:** Участниками саммита городов АТР являются 29 мегаполисов из 13 стран региона. Саммит проводится раз в два года, начиная с 1994 г. В его рамках главы городов АТР встречаются, чтобы обменяться опытом в области городского управления. Цель саммита - развитие дружбы и сотрудничества в регионе, направленное на решение городских проблем и укрепление взаимовыгодных отношений. Секретариат саммита работает при муниципалитете города Фукусима (Япония).



Общество Политика Экономика и финансы Происшествия Спорт Культура АТЭС-2012 Социальный мир Здоровье и экология  
Комментарии Авторская колонка Светская жизнь Оценки Владивостока Масс-медиа Дороги Владивостока Объявления

## Газета Владивосток №2810 за 06/10/2010

### Идеальный город

Обеспечение высокого качества жизни – суть новой политики развития городов в АТР

*Умный дом, авто по запросу, работа, сервис и развлечения в шаговой доступности. Жители пригорода – эталон культуры и образованности, они испытывают к собственным горожанам самые теплые чувства. Таким представляется идеальный для проживания город мэрам сегодняшних метрополисов АТР. Во Владивостоке градоначальники из стран Азиатско-Тихоокеанского региона определили стратегию развития, способную уже в недалеком будущем изменить облик городов.*



Фото:

В минувшие выходные во Владивостоке завершил свою работу саммит городов Азиатско-Тихоокеанского региона.

За 16 лет существования организации впервые в приморской столице встретились представители стран – участниц этой влиятельной организации и обсудили главную тему – «Устойчивое развитие городов Азиатско-Тихоокеанского региона: новые стратегии развития в условиях мирового экономического кризиса».

В проведенных презентациях своих городов они представили новую доктрину городского развития. Традиционно метрополисы рассматривались как место для работы, отсюда и определялся подход к обустройству сити как к бизнес-центру. Сегодня же города все больше рассматриваются как места для жизни, где необходимо создавать комфортную и дружелюбную для человека среду обитания.

Профессор Дальневосточного государственного университета, координатор программ Центра исследований АТР и АТЭС ДВГУ Тагир Хузинтов в основном докладе на саммите выделил четыре ключевых фактора, по которым можно определить, обеспечено ли в данном городе высокое качество жизни. Вот эти критерии: удобство и доступность городской инфраструктуры, достаточность, а в идеале – избыточность комфортного жилья, безопасность городской среды, гармоничные отношения между городом и окружающими территориями.

Цели поставлены, пути их достижения обозначены. Реализация отдельных мероприятий уже происходит в городах мира, решение проблем осуществляется комплексно и позволит сделать сказку жизнью.

#### Отменить нужду в личном авто

Эксперты отмечают, что время – это ключевая ценность для жителя современного города. Поэтому комфортность проживания в метрополисах напрямую зависит от уровня развития транспортной инфраструктуры. Мировой опыт показывает обреченность политики привязки к личному автомобилю. Развитие дорожной сети все-таки находится на шаг позади роста автомобилизации населения. Ученые пришли к выводу, что приоритет необходимо отдать общественному транспорту: высокоскоростному, на выделенной полосе движения. Кроме того, внедрение пока непрерывного для нас сервиса – автоматизированной системы муниципальной аренды автомобилей позволит эксплуатировать индивидуальный автотранспорт непрерывно, а также предоставит горожанину возможность пользоваться тем типом авто, который нужен ему в данный момент. За счет вытеснения личного автомобиля современными видами общественного транспорта можно повысить эффективность использования дорожной сети в 2-3 раза, а также снизить проблему дефицита площадей под парковки.



Фото:

Смешанная многофункциональная застройка создаст новую среду обитания, более интенсивную по коммуникации – такие территории живут все 24 часа.

#### Свести к нулю потребление в бытовых отходах

Среди самых серьезных задач городов на первом месте решение проблемы мусора. Один из путей – массовое строительство энергоэффективных домов. Условно эффективный дом производит собой энергетическую систему по количеству энергии потребления, компенсируя в том числе и затраты на отопление. Второе, необходимое сотрудничество с компаниями, производящими и утилизирующими отходы. За счет подобной меры потребление можно свести к минимуму, почти к нулю. Примеры таких энергоэффективных комплексов уже есть в таких городах, как Сеул, Дали, Хуанчжоу.

Но много острее, чем проблема мусора, в современном городе проблема жилищного рынка и привлекательности города. Улучшение условий проживания является основой конкурентоспособности города. Выход, который был бы для решения этой проблемы.

С 16-го октября в этом городе на территории выставочного центра в экспозиционном центре будут проводиться мероприятия в рамках программы «Азиатско-Тихоокеанский регион». Как сообщили на заседании президиума комитета, в последние 15 лет все больше стран начинают на региональном уровне использовать механизмы сотрудничества между городами, способствующие развитию экономики и культуры. Например, активно развиваются программы, с точки зрения взаимодействия на уровне городов, метод переезда с помощью транзитной инфраструктуры. При этом важно учитывать особенности, но и общие черты городов, рассматривая на уровне регионов. На основе опыта взаимодействия можно выделить несколько основных принципов. Такие как: развитие в Японии, Китае, Австралии, США, Индии, Европе. Это один из основных принципов взаимодействия – развитие городов по принципу партнерства без дублирования. Получение в рамках г-а, который может использоваться в качестве модели, и универсальной модели. По мере развития таких отношений развитие городов становится более доступным для большего количества городов. А пока в разработке программы по развитию городов в Азиатско-Тихоокеанском регионе на первом этапе, программа развития городов. Как отметил Мэр Хуанчжоу, что в этом году город сотрудничает с 15 странами. Он планирует сократить объем строительства в рамках программы развития городов в виде восточных, старых городов и других. В развитии городов есть много возможностей, но для этого, чтобы города могли развиваться в будущем.

#### Обменять жильцов друг на друга

Урбанизация – один из наиболее значимых процессов в современном мире. Многие страны уже являются в мировом городе – между метрополисами в своем развитии перенятые элементы по принципу сотрудничества – создание ресурсов. Многофункциональные комплексы городского назначения, включая жилье и нежилые помещения, являются основой в развитии городского обслуживания, образования, культуры. Мало того, город представляет из себя целый район – на уровне.

– Проблема обеспечения развития городов в будущем – это проблема развития, – отметил Тагир Хузинтов. – А город является основой для развития на городском уровне, включая, основной сервис. Это же идет в русле создания инфраструктуры. Развитие городов является основой для развития городов. Сегодня, что касается развития городов, это является основой для развития городов. И город как основа для развития, а также это является основой для развития городов.

#### Эксперты передали Паскью

Соборная комиссия 12 презентаций в формате, связанном с развитием городов, включая в презентации саммит АТР. В результате, что касается и метрополисов, которые являются основой для развития городов. Это означает, что развитие городов является основой для развития городов.

В ходе обсуждения обмена жильцами участники саммита приняли решение о создании нового города в рамках программы развития городов в рамках программы.

– Мы получили подтверждение, что в современном мире города являются основой для развития городов, – отметил в заключительном слове Мэр Владивостока Игорь Пушков. – При этом все более важным фактором развития городов является обеспечение качества жизни, безопасности и комфорта городской среды. Мы считаем, что это является основой для развития городов. Это означает, что развитие городов является основой для развития городов.

По итогам работы 4-го саммита участники приняли решение о развитии, определении основных направлений дальнейшего сотрудничества. С этого момента можно ознакомиться на официальном сайте администрации города: [www.vladivostok.ru](http://www.vladivostok.ru). Отметим также, что саммит АТР в 2011 году в г. Владивосток пройдет в формате саммита.

Автор: Ольга Женикина "В"

дальневосточная  
**ЗВЕЗДА**  
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Новости Владивостока, Новости Приморского края

[Новости]

Во Владивостоке открылся саммит городов Азиатско-Тихоокеанского региона

Сегодня, 30 сентября, во Владивостоке, в зале «Даймонд» гостиницы «Хендэ» начал работу девятый саммит городов Азиатско-Тихоокеанского региона. Его основная тема – «Устойчивое развитие городов АТР: новые стратегии развития в условиях мирового экономического кризиса».

Мероприятие столь высокого уровня впервые проходит в столице Приморья, что является еще одним свидетельством признания Владивостока как перспективного центра международного сотрудничества в АТР. В нем принимают участие 13 делегаций из

городов Фукуока, Кагосима, Миядзак, Китакусю, Кумамото (Япония), Пусан, Кванъян, Похан (Республика Корея), Далянь (Китайская Народная Республика), Гонконг (специальный административный район КНР), Ипо (Малайзия), Бангкок (Таиланд) и Владивостока, а также руководители и сотрудники постоянно действующего секретариата саммита. В составе делегаций – мэры городов, главные архитекторы, специалисты, курирующие направления городского развития, руководители международных направлений муниципалитетов.

«Работа саммита во Владивостоке, - отметил в своем приветственном слове глава города Владивостока Игорь Пушкарёв, - находится в контексте реализации федеральной подпрограммы «Развитие Владивостока как центра международного сотрудничества в Азиатско-Тихоокеанском регионе. Владивосток на глазах меняет менталитет – от закрытой военной крепости с задачей «оборонять и не пускать» в гостеприимный город, призванный «приглашать и восхищать». Мы уверены, что в ходе оживленного обмена мнениями участники саммита наметят новые совместные планы по дальнейшему развитию городов бассейна Тихого океана. Владивосток является для этого перспективной коммуникативной площадкой».

С пожеланиями успешной работы к участникам саммита обратились также заместитель мэра города Фукуока Хироюки Такада и генеральный директор Азиатского центра городских исследований, руководитель секретариата саммита городов АТР Такеси Чисаки.

С основным докладом «Устойчивое развитие городов в современную эпоху» выступил заведующий кафедрой мировой экономики Дальневосточного государственного университета, координатор программ Центра исследований АТР и АТЭС профессор Тагир Хузиятов. Затем участники саммита приступили к обсуждению актуальных вопросов восстановления экономики через международные обмены и посредством продвижения имиджа города. В представленных презентациях своих городов они наметили основные направления городского планирования и развития, включая актуальные вопросы охраны окружающей среды и формирования новых городских достопримечательностей посредством создания культурных и творческих площадок.

Сегодня в 15 часов состоится церемония закрытия девятого саммита городов АТР. На 15 часов 30 минут намечена итоговая пресс-конференция руководителей делегаций. Она пройдет в малом зале «Опал» отеля «Хендэ». Завтра, 1 октября, участников мероприятия ждет обширная программа знакомства с Владивостоком и объектами саммита АТЭС-2012.

Источник: vladnews.ru

30-09-2010, 14:07 : Просмотров: (70) : Комментарии (0)

### (3) The 9th Asian-Pacific City Summit in Vladivostok



## Feedback from Participants



Fukuoka Asian Urban Research Center  
Asian-Pacific City Summit Secretariat

#### 1. Profile

- City

Name of City	Number
Miyazaki	4
Pohang	3
Busan	3
Ipoh	2
Kumamoto	2
Vladivostok	1
Bangkok	1
Gwangyang	1
Hong Kong	1
Kagoshima	1
Dalian	1
Kitakyushu	1

#### 2. Thoughts or opinions on programs

##### 1) Keynote Speech on September 30

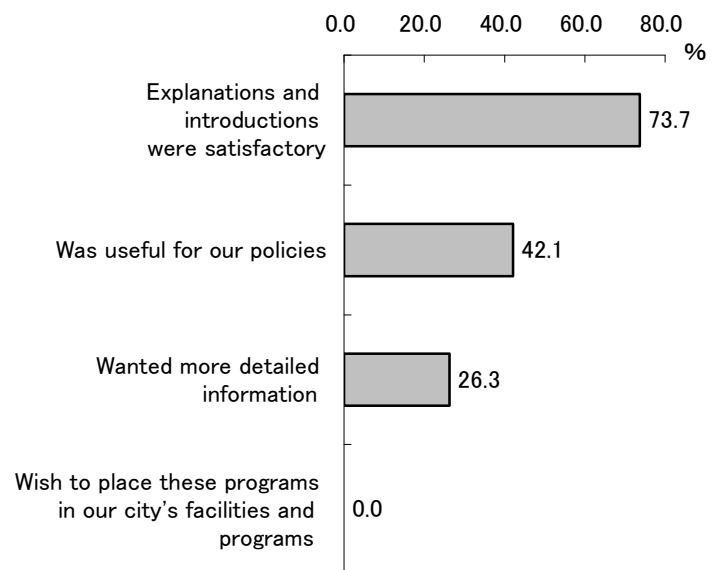
9/30 Keynote Speech (N=19) MA



Free Expression
It would have been easier to understand, if I was provided with printed materials of PowerPoint slides.
Keynote speech was not available in the handout for the participants.
Please send me a Keynote speech in English.
Without materials (written and translated materials), it was difficult to see the whole picture.
Translation was not correct, so to be honest, I could not understand the presentations very much.
I wanted to have printed materials of PowerPoint slides.
It would have been better if I received the information of the keynote speaker.
I think that the keynote speech was informative, but it was difficult to communicate his message only by simultaneous interpretation. I wish we had supplemental materials to deepen our understanding.
Simultaneous interpretation didn't catch up with speakers. LCD projector should be utilized more effectively.
The recommendations on establishment of a data bank and promulgation of best practices are supported.
The contents of the presentation such as global warming, climate change and eco-friendly city planning were timely.

## 2) City Presentations

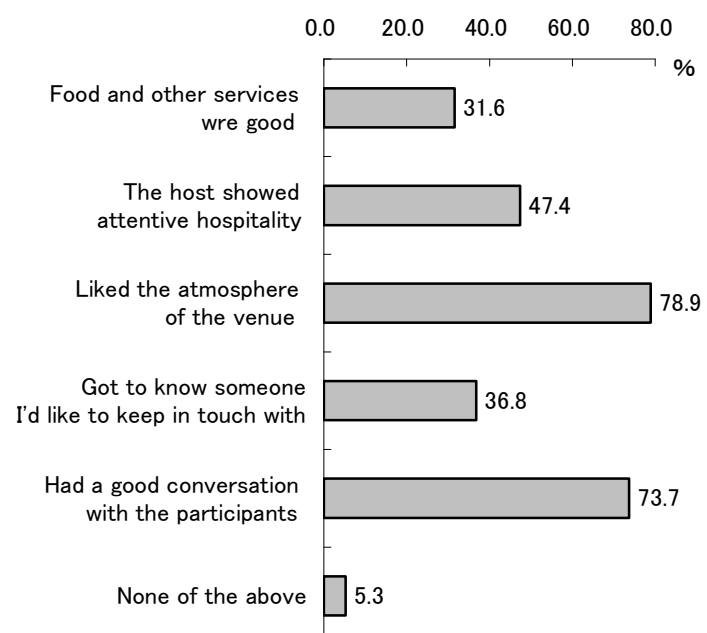
City Presentations (N=19) MA



Free Expression
I strongly felt the need for a minimum level of English. Since sometimes simultaneous interpretation didn't work, I think cities which make presentation need to submit notes for PowerPoint presentation (or speech drafts) to interpreters prior to the Summit.
City presentation for sustainable development was not clear. However Kai Tak Development was very good.
Different approaches toward city exchange by each city were informative.
Interpretation for presentations by cities other than Japan sometimes didn't make sense.
Simultaneous interpretation for Japanese was not very good. For a conference like this requires more than 2 interpreters for one language. Interpreters always need a team to work in turns.
Each city presentations has been informative, through and provided detailed city profile.
The time for each presentation was too short, so it was difficult to understand them.

## 3) Welcome Reception

Welcome Reception (N=19) MA

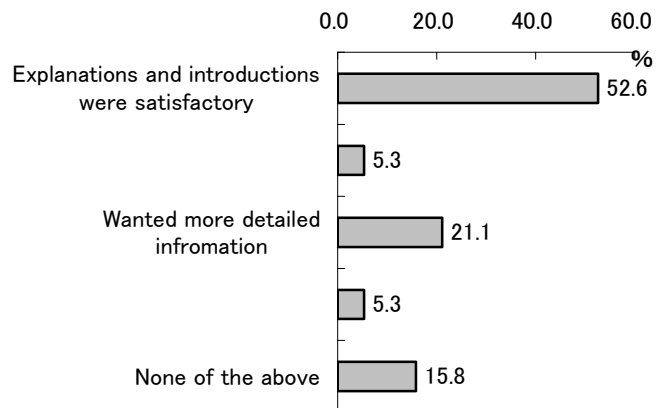




Free Expression
Above all, it was a good opportunity to meet with people from various cities and also with people from Vladivostok City. It would have been better if we had Mayor of Vladivostok at the reception.
Live music at the reception was great.
The generosity and hospitality are greatly appreciated. First time I drank Vodka, three glasses!!
The staff who gave instructions were kind, but the procedures and services were not very good. I felt a bit of confusion about the fact that the opening of the Summit was not on time.
It was friendly and good atmosphere.

#### 4) City Tour on October 1

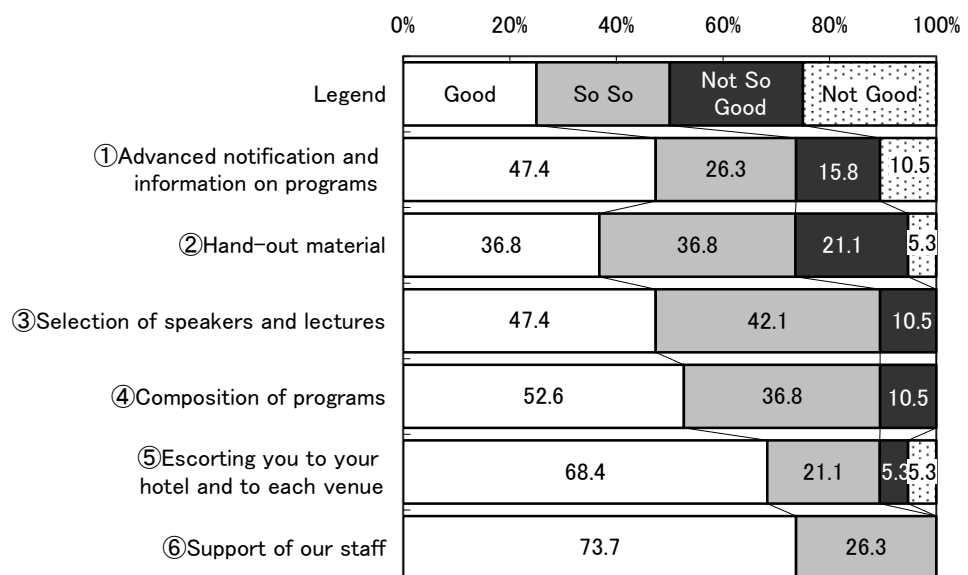
10/1 City Tour (N=19) MA



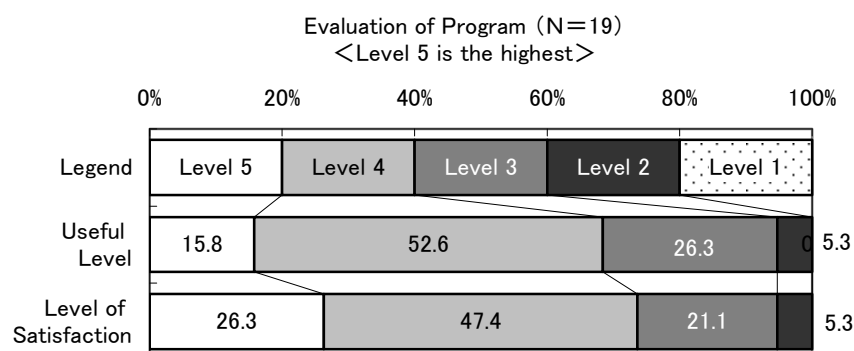
Free Expression
We have shutter street issues in our CBD area. I could sense the atmosphere of the city by seeing the scenery and walking back alleys.
We had an enjoyable day. I can understand the city by walking around it rather than visiting tourist sites.
It would have been much better if we could visit facilities belong to Vladivostok City.
The city tour and sea tour were excellent and showed Vladivostok has great potential for tourism.
I was sorry that I could not join the city tour.

### 3. Evaluation of Operations

Evaluation of Operations (N=19)



#### 4. Evaluation of Program



#### 5. Thoughts and opinions on the conference or advice to the organizers and the secretariat

Free Expression
If the interpretation does not work well, it will be difficult for participants to understand presentations. Cities which make presentation should submit speech drafts so that interpreters can understand how PowerPoint presentations flow. And if possible, not only presentations by each city, it would be better if the host city can provide opportunity for participants to freely exchange their views (we do not necessarily come to a conclusion.) That opportunity will deepen the discussion and facilitate communication. However arranging interpreters involves various issues such as cost, so I think we can take such measures to the fullest extent possible. For your information, information of Miyazaki City in the handouts was misprinted. (It was double printed.)
The conference allowed participants to set up bilateral contact and networking which would allow best practices to be used in respective country or city.
It is useful for participants to practice and bring knowledge to cities.
Thank you very much for the hard work of the secretariat and the host city. I enjoyed the warm hospitality throughout the entire program operation. I am not fully satisfied with the simultaneous interpretation, but I guess it is not because of inappropriate response of the secretariat.
I wished to have people from Vladivostok City to be seated at the dinner before the conference day as the host.
I know there were limitations for hotel rooms, so it could not be helped, but the room for the joint press conference was rather small. It would have been better if we had much bigger room where mayors could comfortably seated.
Simultaneous interpretation didn't work well this time. This situation can be happen again at city-level conferences. The ideal procedures for the conference is: submit presentation materials, translate them into English, share those translated materials to participating cities prior to the conference. At the conference, participants should more emphasize two-way Q&A sessions rather than one-way explanation of the contents. Speakers give priority to the questions they received before the conference day. In this way, we will be able to solve the issue of simultaneous interpretation and improve the policy debate.
I think it would be better to have Q&A session. I am hoping that the operation will be more English-oriented...
The Summit was very well organized and the efforts of the organizer and the secretariat were greatly appreciated. All the events were held on schedule and smoothly. Thank you very much for organizing the Summit and keep up with the excellent work for the next Summit.
I could understand the need for cooperation in Asia-Pacific region. I hope we can develop plans for further cooperation and implement them.

## 6. Advice to the 9th Working-level Conference in 2011 and the 10th Mayors' Summit in 2012

### 1) The 9th Working-level Conference in 2011 (host city: Kagoshima City)

Free Expression
Kagoshima City will host the working-level conference next year. We are going to make inquiries to the secretariat. Thank you very much for your kind cooperation.
With the continuous unfailing support and the strong commitment of the staff at the secretariat, I am sure that the conference in Kagoshima will be a great success.

### 2) The 10th Mayors' Summit in 2012 (host city: Pohang City)

Free Expression
The participants does not necessarily have a thorough knowledge of overseas, so it would be much help if they are provided with detailed information such as hotel amenities prior to the conference.
It would have been better if the joint press conference took place in a larger room.
With the continuous unfailing support and the strong commitment of the staff at the secretariat, I am sure that the Summit in Pohang will be a great success.
It would be nice if we have more time for individual meeting between mayors. And it would be also better to introduce each delegation country-by-country at the reception.

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