

Program

13:30-14:00	등 록 (Registration)
14:00-14:10	개 회 식 (Opening Ceremony)
개회사 Opening Address	백용호 / 서울시정개발연구원장 Yong-Ho Baek / President, Seoul Development Institute
축 사 Congratulatory Address	Ronald H. Roberts / 남가주정부협의회(SCAG) 의장 Ronald H. Roberts / President, SCAG
14:10-15:00	주제발표 (Presentation)
사회자 Chair	최상철 / 서울대학교 환경대학원 교수 Sang Chuel Choe / Professor, Seoul National University
발표 1 (30mins)	Ronald H. Roberts / President Mark Pisano / Executive Director, 남가주정부협의회(SCAG) 남가주대도시권의 당면과제와 대응방안 Southern California Megalopolis Region : Growth Trends, Challenges, and SCAG Initiatives for A Sustainable, Prosperous, and Equitable Future
발표 2 (30mins)	정희윤(Hee-Yun Jung) / 서울시정개발연구원 도시계획설계연구부장 서울대도시권의 성장패턴과 정책 이슈 The Seoul Metropolitan Region : Spatial Growth Patterns and Policy Agenda
15:10-15:30	휴 식 (Coffee Break)
15:30-17:30	종합토론 (Discussion)
	최상철(Sang Chuel Choe)/ 서울대학교 환경대학원 교수 Ronald H. Roberts / President, 남가주정부협의회(SCAG) Mark Pisano / Executive Director, 남가주정부협의회(SCAG) 박재길(Jae-Gil Park) / 국토연구원 지역·도시연구실장 이상대(Sang-Dae Lee) / 경기개발연구원 도시지역계획연구부 연구위원 이종현(Jong-Hyun Lee) / 인천발전연구원 도시계획연구부장 정희윤(Hee-yun Jung) / 서울시정개발연구원 도시계획설계연구부장
17:30	폐 회 (Closing)

Opening Address

Yong-ho Baek

President, Seoul Development Institute

Honorable Mr. Roberts, President of Southern California Association of Governments (SCAG), Mr. Pisano, Executive Director of SCAG, Professor Choe, the first President of Seoul Development Institute(SDI), distinguished guests, and ladies and gentlemen!

I would like to thank you all for coming to the international symposium for celebrating the 12th anniversary of the founding of Seoul Development Institute and promoting cooperative relations between SCAG and SDI.

Twelve years have passed since the City of Seoul founded SDI to contribute to the development of urban policies and administrations. During all those years, SDI has dedicated itself to solving the problems besetting Seoul and providing vision of the future through systematic surveys and studies on various issues arising from the sprawling of the metropolitan area.

This symposium is designed to recognize the key problems that Seoul metropolitan region is facing now, and to find effective solutions by comparing the current issues and policies of Seoul metropolitan region with those of Southern California megalopolis region. Since this is the first joint academic activity under the Cooperative Relationship Agreement between SDI and SCAG, I hope it would mark as a significant step to further promote exchanges and cooperations between our two organizations.

We have been witnessing rapid changes in our society occurring through unrelenting trend of globalization, informationization, and localization. These changes have given rise to complicated and

formidable problems in our society such as population concentration in metropolitan area, intense competition between the cities and regions, bipolarization of the classes and unbalanced development within the city. In addition, the rapid development of the city has resulted in destruction of environment disconnecting the ecological cycle. On the other hand, the self-governing system in local cities has been requiring citizens to actively participate in the public administration.

As a result, the old paradigm, which focused on economic growth, is being rapidly replaced by environmentally-friendly and culture-oriented development, and the administration system which had been bureaucratic and authoritative is giving way to performance and customer-oriented one. Along with this, competition between nations has gradually changed to race among cities. Today, in order to secure their competitiveness, all the cities in the world are doing their best to get the most of their potential based on their unique culture.

It would be safe to say that the future of the city depends on the response of its government to these changes. Against this backdrop, I should say it is very meaningful for our two institutions, which take on developing the urban policies of Seoul and Los Angeles metropolitan region respectively, to hold this kind of meeting.

I have no doubt that this symposium would provide a rare opportunity for stimulating the exchange and cooperation between us, and a timely chance to have in-depth discussion on the matters of our common concern, and hopefully produce constructive suggestions.

I would like to thank all of you again for supporting our effort without which this symposium would not be possible. Special thanks to Mr. Roberts, President of SCAG, Mr. Pisano, Executive Director of SCAG, Professor Choe who will moderate today's discussion, Dr. Jung, and all the panels.

Thank you very much.

Presentation I

Southern California Megalopolis Region : Growth
Trends, Challenges, and SCAG Initiatives for A
Sustainable, Prosperous, and Equitable Future

By

Ron. Roberts, President and Mark Pisano, Executive Director

Southern California Association of Governments

Presentation II

The Seoul Metropolitan Region : Spatial Growth
Patterns and Policy Agenda

By

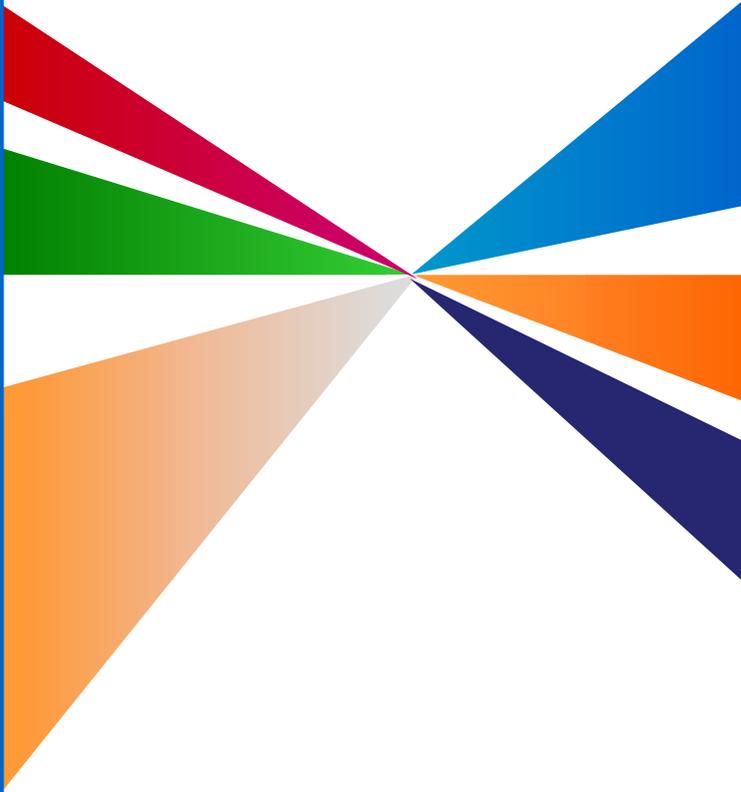
Hee-Yun Jung, Director, Department of Urban Planning and Design

Seoul Development Institute



Resolving Regional Challenges

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

www.scag.ca.gov

Resolving

Regional

Challenges

Ron Roberts, President

Mark Pisano, Executive Director

**Planning Issues and Policy Measures for
Sustainable Growth of Two Pacific Rim
Metropolitan Areas: Seoul and Los Angeles**

**Southern California Megalopolis Region:
Growth Trends, Challenges, and SCAG
Initiatives for a Sustainable, Prosperous,
and Equitable Future**

**Seoul Development Institute Symposium
October 13, 2004**



About SCAG

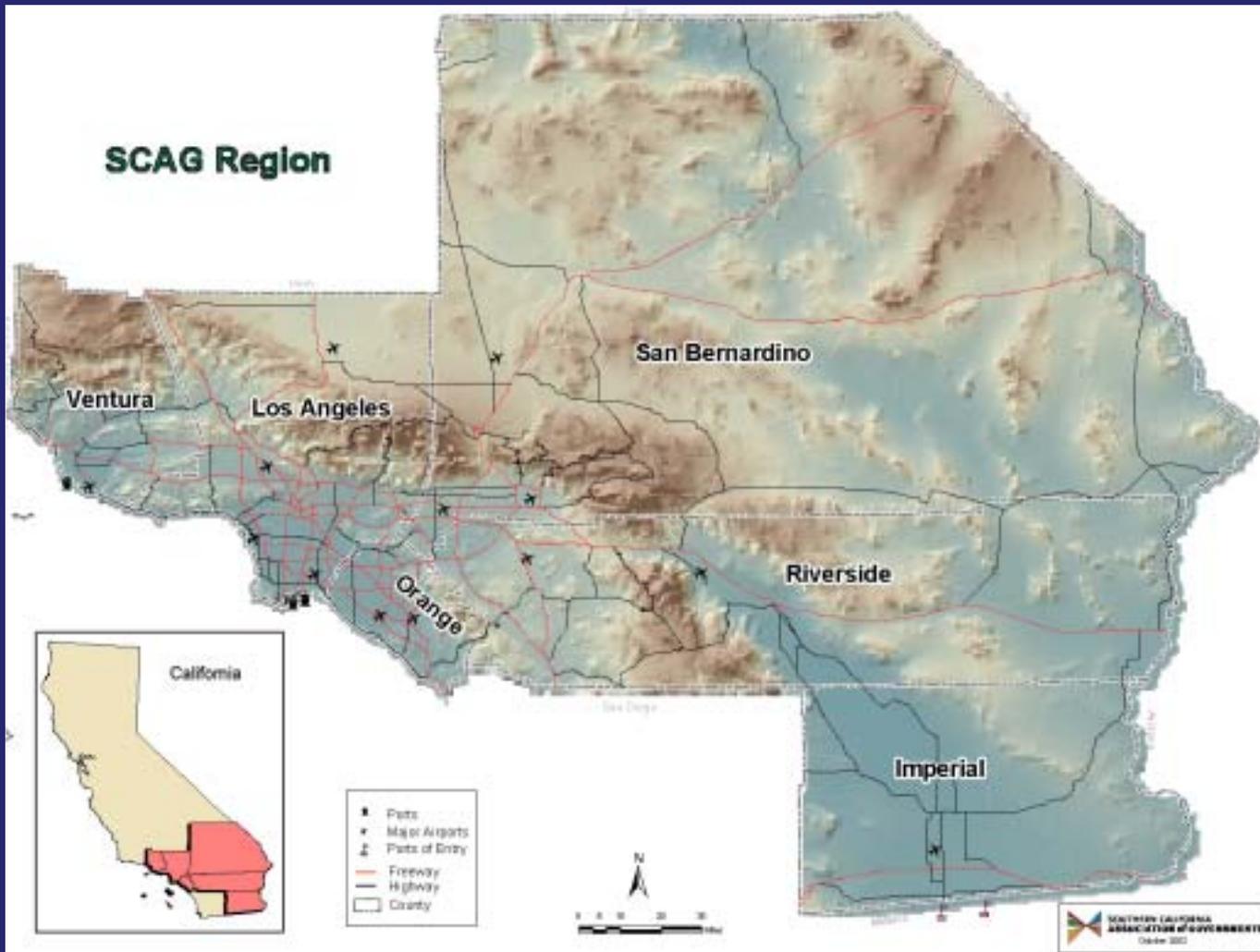


- SCAG is both the Council of Governments and the designated Metropolitan Planning Organization for Southern California
- It addresses regional challenges and issues that are vital in shaping our common future



Resolving Regional Challenges

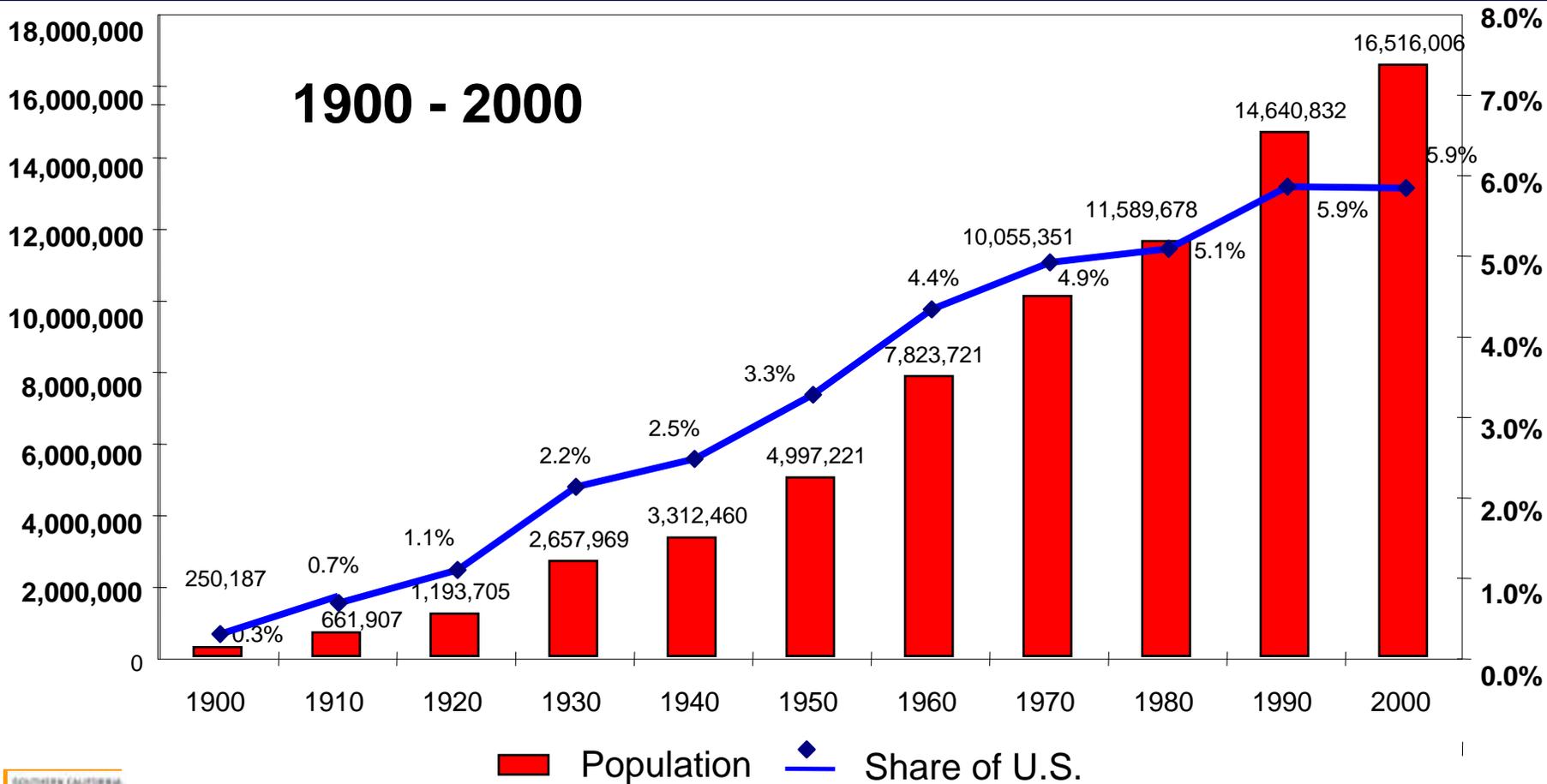
The SCAG Region



- 6 Counties
- 187 Cities
- 38,000 square miles
- 10th largest economy in the world
- 17 million people
- Projected to add 6 million more in next 25 years

Resolving Regional Challenges

SCAG Region Population and Share of U.S.



Source: Bureau of the Census and California Department of Finance (DOF), Created by Dr. Simon Choi, Community Development, Planning and Policy Department, SCAG.





GDP

Gross Product Comparisons 2003 Estimates

<u>Rank</u>	<u>Country/Region</u>	<u>GDP (\$Bil.)</u>
1.	United States	10,986
2.	Japan	4,302
3.	Germany	2,409
4.	United Kingdom	1,799
5.	France	1,754
6.	Italy	1,471
	 CALIFORNIA	1,440
7.	China	1,410
8.	Canada	867
9.	Spain	840
	 LA 5-County Area	665
10.	Mexico	626



Diversity

Demographics

<u>Population</u>	<u>Region's Share of U.S. Total</u>
General Pop.	6%
Mexican	25%
Korean	24% ★
Vietnamese	21%
Filipino	20%
Japanese	19%
Chinese	17%
Other Hispanic	12%

Source: 2000 Census



Trade

More than 95% of all goods entering the U.S. arrive by waterborne transportation

The twin ports of this region make up the largest seaport complex in the U.S.

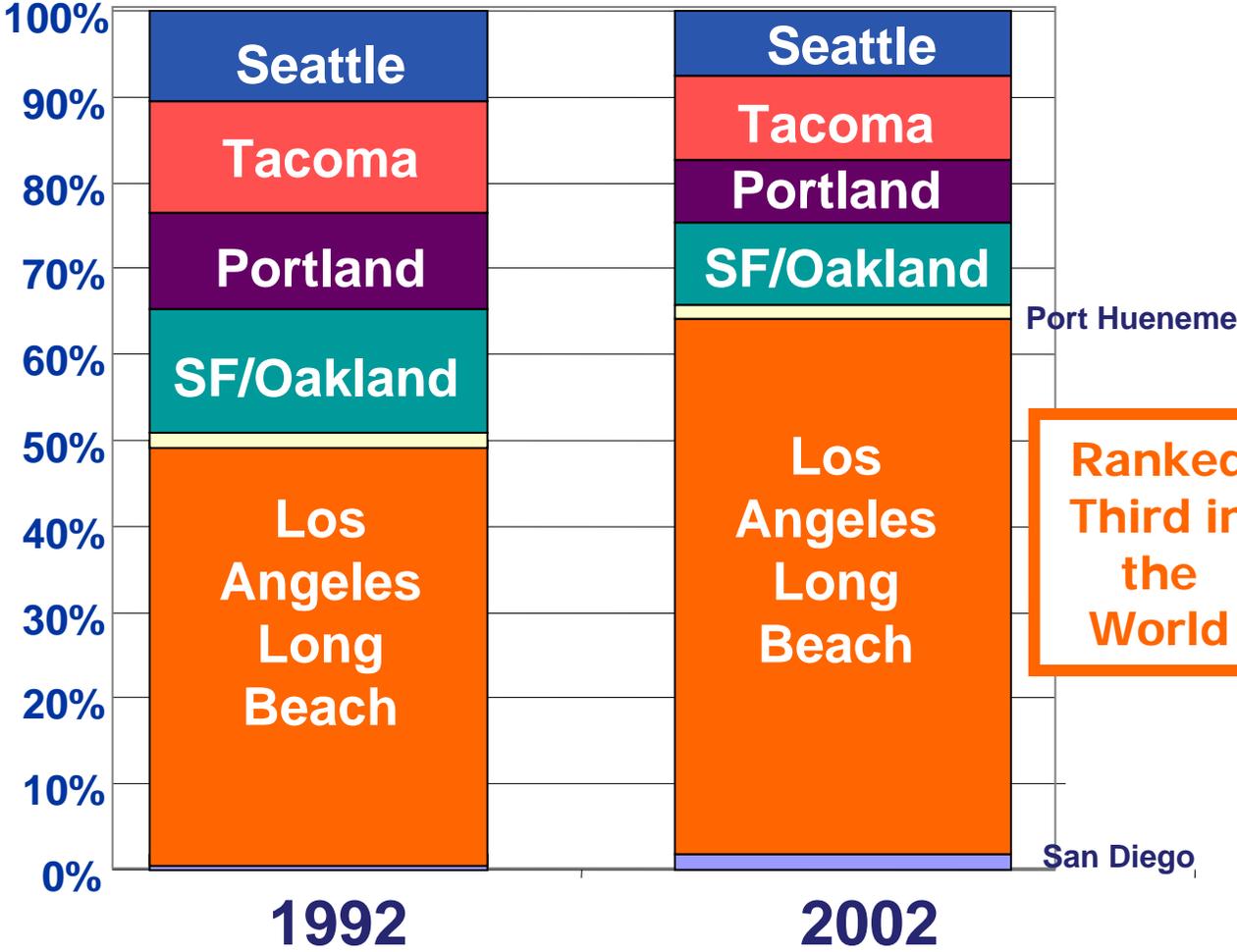
They are the keys to Southern California's economic power

Cargo at Major West Coast Ports

Tonnage Share



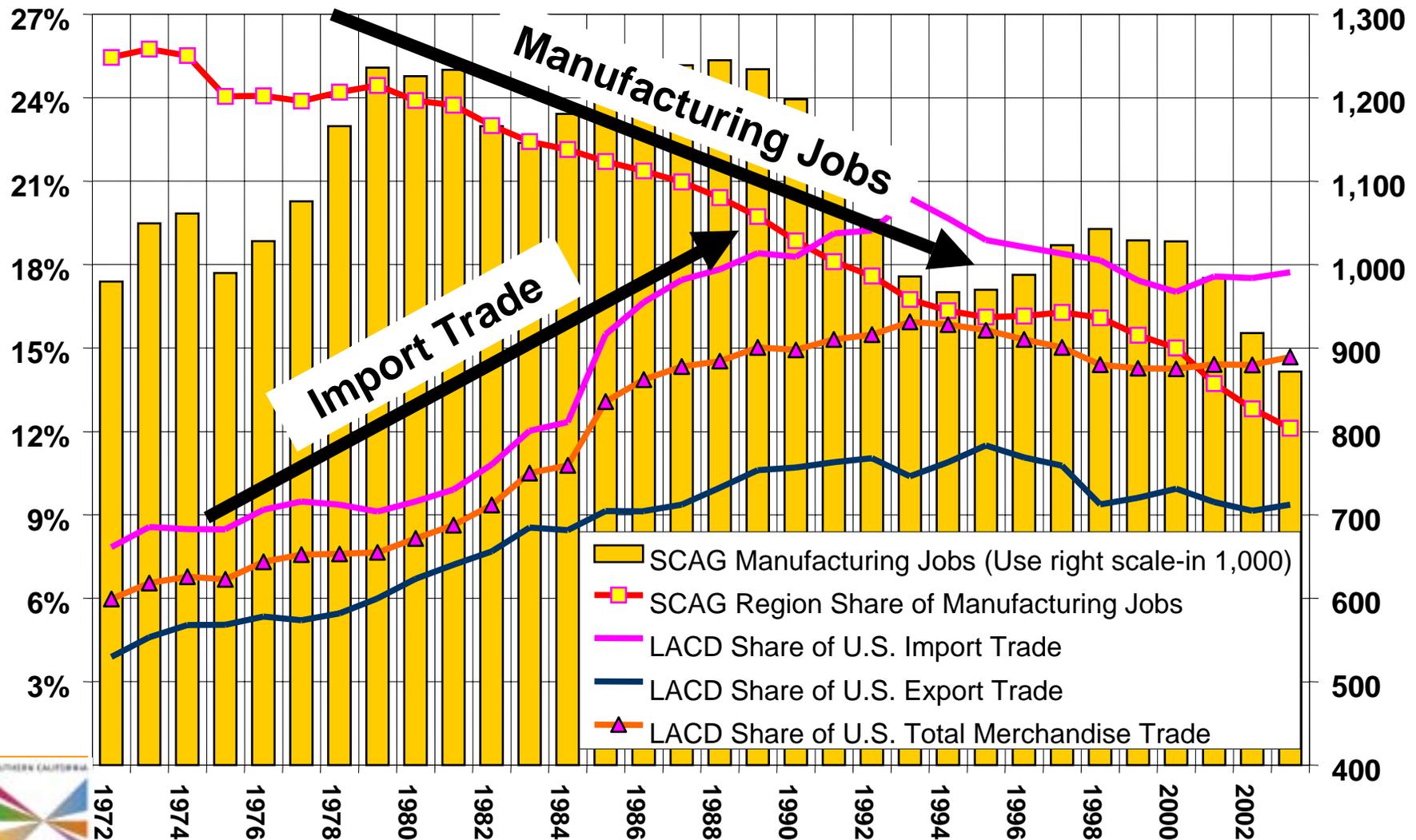
Trade



Ranked Third in the World

Source: Los Angeles Economic Development Corporation

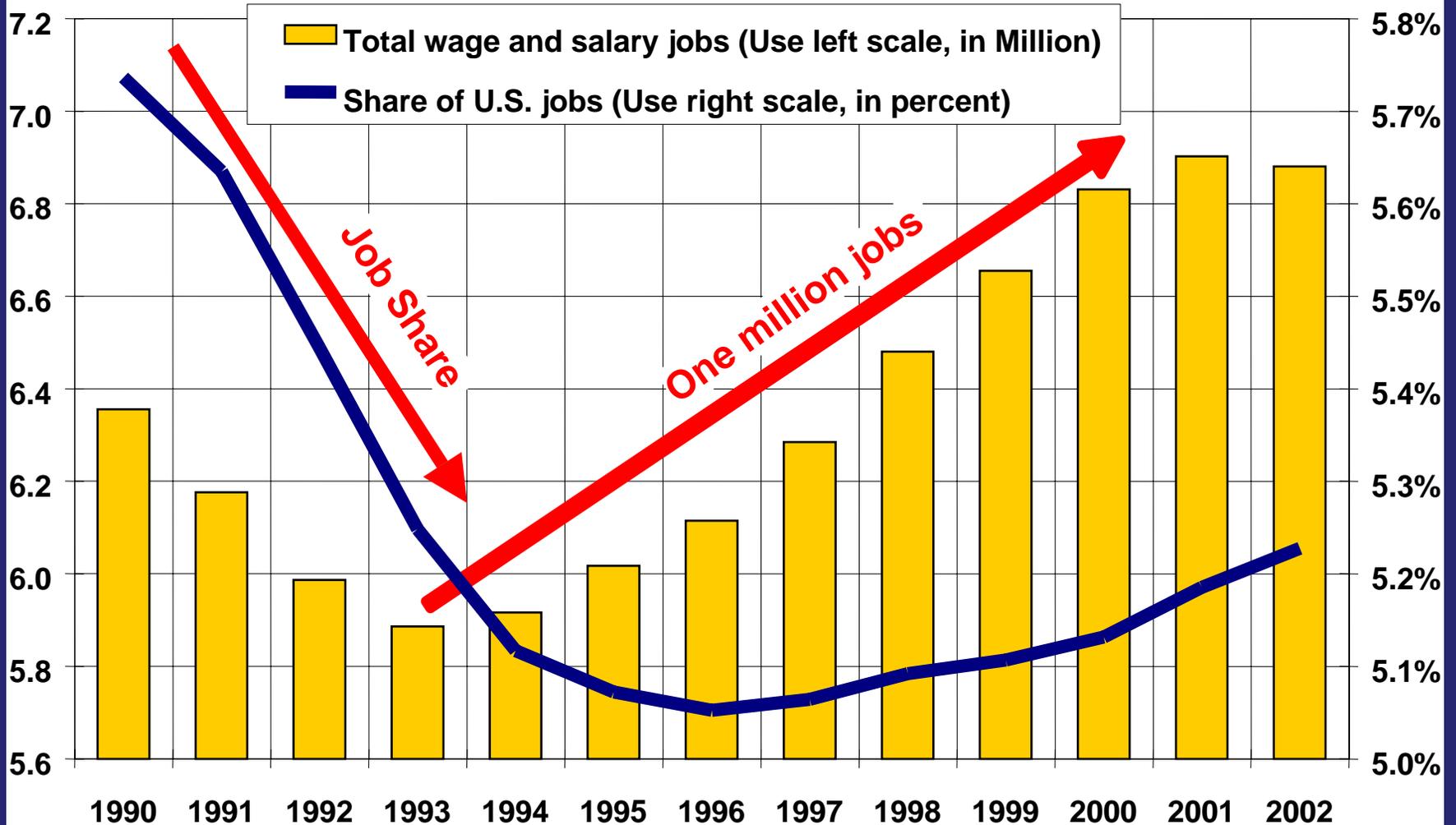
SCAG Region Impacts from Globalization and International Trade, 1972 to 2003



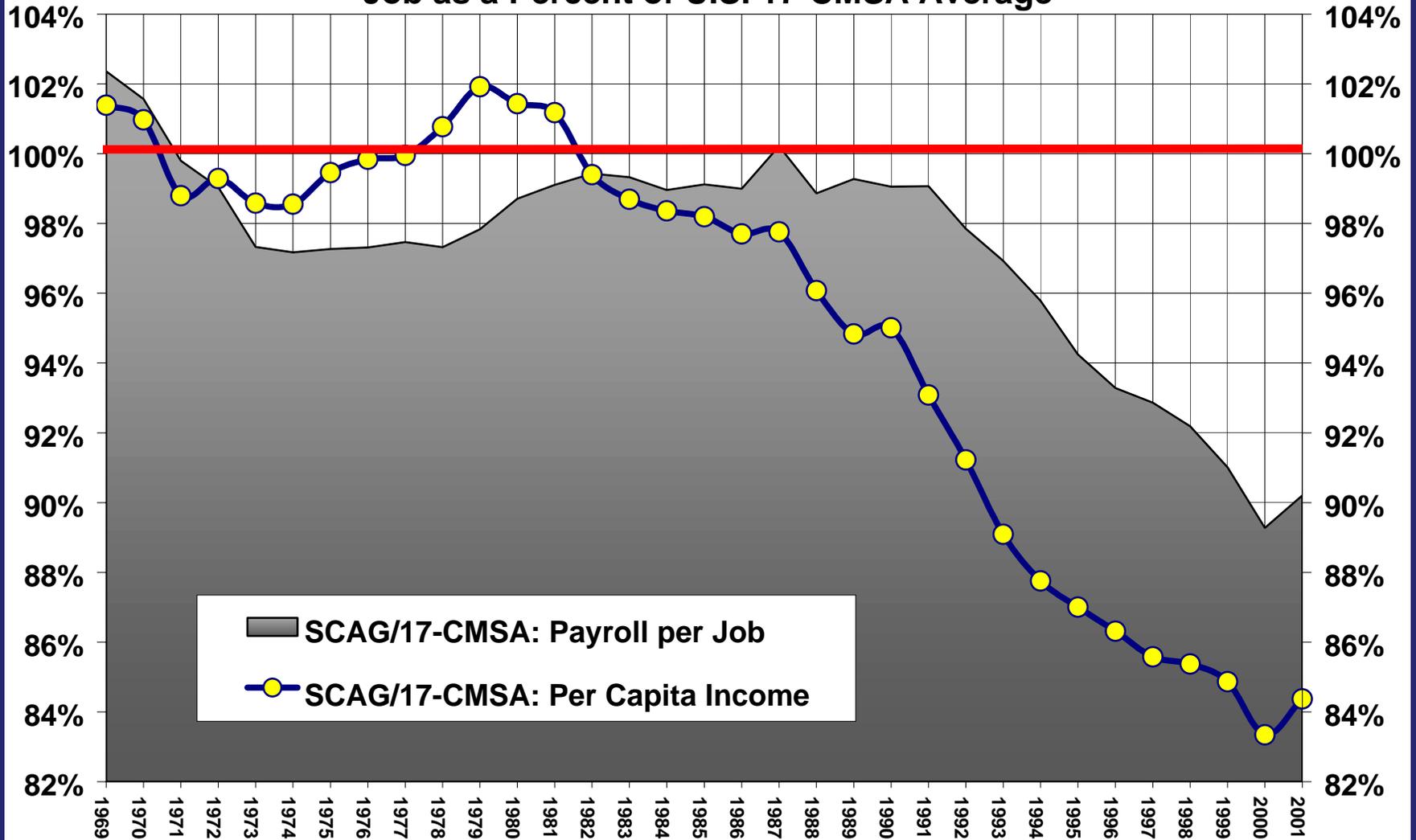
Resolving Regional Challenges

SCAG Region: 1993 - 2003

Jobs Increased - Share of Jobs Decreased



SCAG Region Per Capita Personal Income and Average Payroll Per Job as a Percent of U.S. 17-CMSA Average



Poverty

Poverty Concentration Changes between 1990 and 2000

	<u>High-Poverty Census Tracts*</u>			<u>Population Change</u>	<u>Concentrated Poverty Rate Change</u>
	<u>1990</u>	<u>2000</u>	<u>Change</u>	<u>Change</u>	<u>Total</u>
New York	279	253	-26	-15,037	-6.4
Chicago	187	114	-73	-177,908	-12.7
Detroit	150	53	-97	-313,217	-25.6
Houston	51	24	-27	-77,662	-10.9
Dallas	36	17	-19	-41,805	-11.6
Philadelphia	70	67	-3	-937	-7.4
St. Louis	39	26	-13	-38,866	-15.3
Pittsburgh	42	26	-16	-26,822	-20.7
SCAG REGION	63	157	+94	+353,907	+5.7

*Census tracts with 40% or higher population in poverty

Source: The Living Cities Census Series, May 2003, the Brookings Institution

Top 10 List for the SCAG Region

1. The largest county and the second largest city in the nation
2. 10th largest economy in the world
3. Most diverse region in the nation
4. Highest concentration of foreign-born population
5. Second most dense metro area in U.S. (Los Angeles)
6. Dominate position in international trade
7. Largest manufacturing center in the U.S. since 1996.
8. Ranked first nationally in minority, women-owned and small businesses.
9. Lead the nation and world in entertainment, motion picture, fashion design and apparel & textile industry and employment
10. Lead the nation in polycentric development



Top Factors Shaping SCAG Region Growth Patterns

- Globalization/trade create structural change in the economy
- Geographic imbalance between employment and population growth.
- Geographic imbalance between job wages and income
- Imbalances between transportation demand and growth in revenues for capacity expansion.
- Fiscalization of land use: local government fiscal arrangements favor retail development to residential and housing development.
- Immigration, foreign-born population, and Hispanic population
- Aging of population



Population Growth Shift: Aging

1975
to
2000



Under 20
27.5%



21-64
61.4%



65+
11.1%



2001
to
2025



Under 20
31.4%



21-64
38.9%



65+
29.7%



After the 2001 Plan...

Traditional
Planning
Approach



WOULD
NOT
WORK



By 2030: 6.3 million
more people and 3x
current freight volume



On top of Existing Challenges

CONGESTION



Worst in nation

AIR QUALITY



Bad and getting worse

**PERSONAL
INCOME**



**Ranked 16th out of
17 largest metros.**

(1 out of 6 living in poverty)

HOUSING



Severe crisis

ECONOMY



**Dependent on
efficient movement
of goods**



Resolving Regional Challenges

It Became Very Clear

We needed a new strategy

We needed a vision for a
brighter future

We needed a **COMPASS** to
point us in the right
direction



We Undertook a Major Initiative

- A “Growth Visioning” Exercise
- An exercise that had been undertaken successfully in Denver, Salt Lake City and Chicago to get in front of growth



Project Vision

**To Plan
Without
Boundaries**



Project Methodology

Extensive
Public
Participation

Hands-on
Workshops
Throughout
the Region



Resolving Regional Challenges

Project Methodology

**Presentations
of Alternative
Growth
Scenarios**

**Analysis of
Scenarios
Established
Four
Overriding
Principles**



Resolving Regional Challenges

Four Overriding Principles

MOBILITY



Locate new housing near existing jobs and new jobs near existing housing

Encourage transit-oriented development

Promote a variety of travel choices

Four Overriding Principles

LIVABILITY



Promote infill development and redevelopment to revitalize existing communities

Promote mixed-use development

Promote walkable communities

Four Overriding Principles

PROSPERITY



Provide, in each community, a variety of housing types to meet the needs of all income levels

Support growth of industries that offer high-paying jobs and allow upward mobility

Ensure environmental justice

Four Overriding Principles

SUSTAINABILITY



Preserve rural, agricultural and environmentally sensitive areas

Focus development in urban centers

Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and reduce waste

COMPASS



**Transportation
and Land Use
Principles**

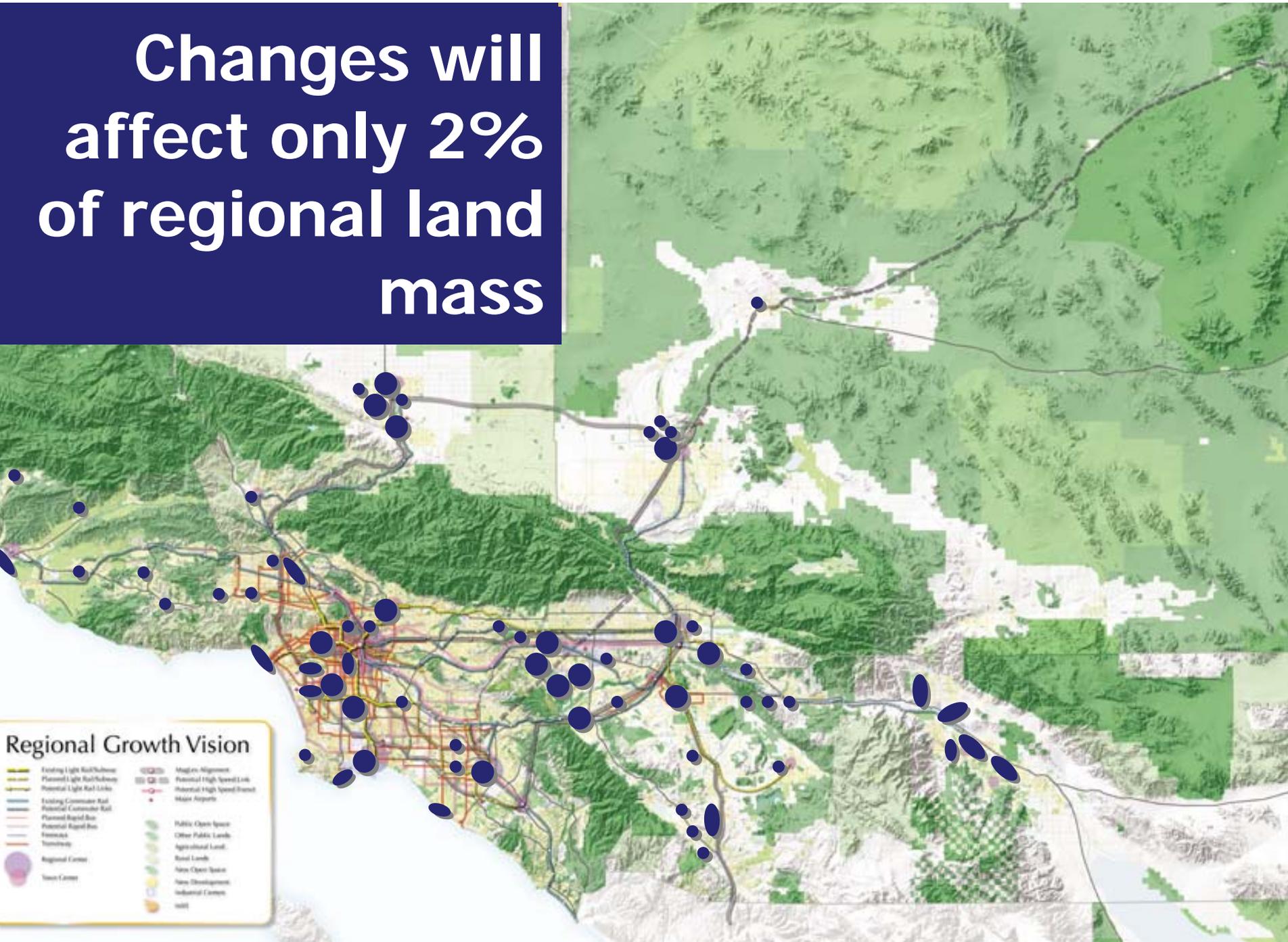
**The 2004
Regional
Transportation
Plan**

**The
Implementation
Strategy**



Resolving Regional Challenges

Changes will affect only 2% of regional land mass



**Concentration of new
development along existing and
planned transportation corridors
and in regional centers**





Key Features of the Compass Growth Vision Land Use Plan



Resolving Regional Challenges

Takes underdeveloped areas



And transforms them



Into mixed-use neighborhoods





Union Ave
800 S

UNION







Revitalizes existing communities



BILLAR

TV SPORTS

OPENING

clements
FURNITURE & HOME

Pizzeria

STOP
HERE





To create walkable communities



Key Features of the Regional Transportation Plan



Resolving Regional Challenges

Corridor Expansion

Transit Corridors



Heavy & Light Rail



Bus Rapid Transit

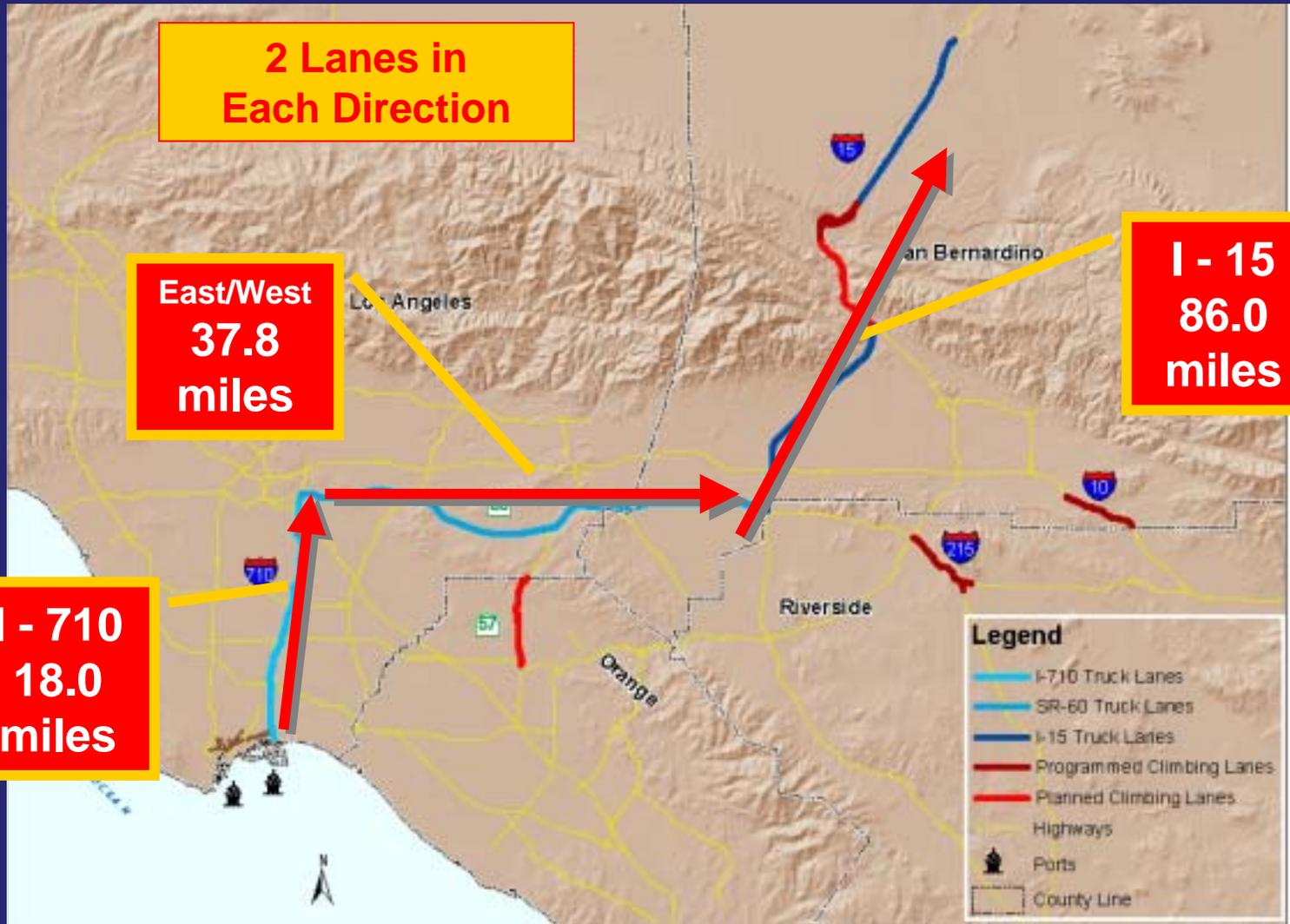
Freeway Corridors

North LA County to the High Desert
101 Corridor High Occupancy Lanes
Highway 30

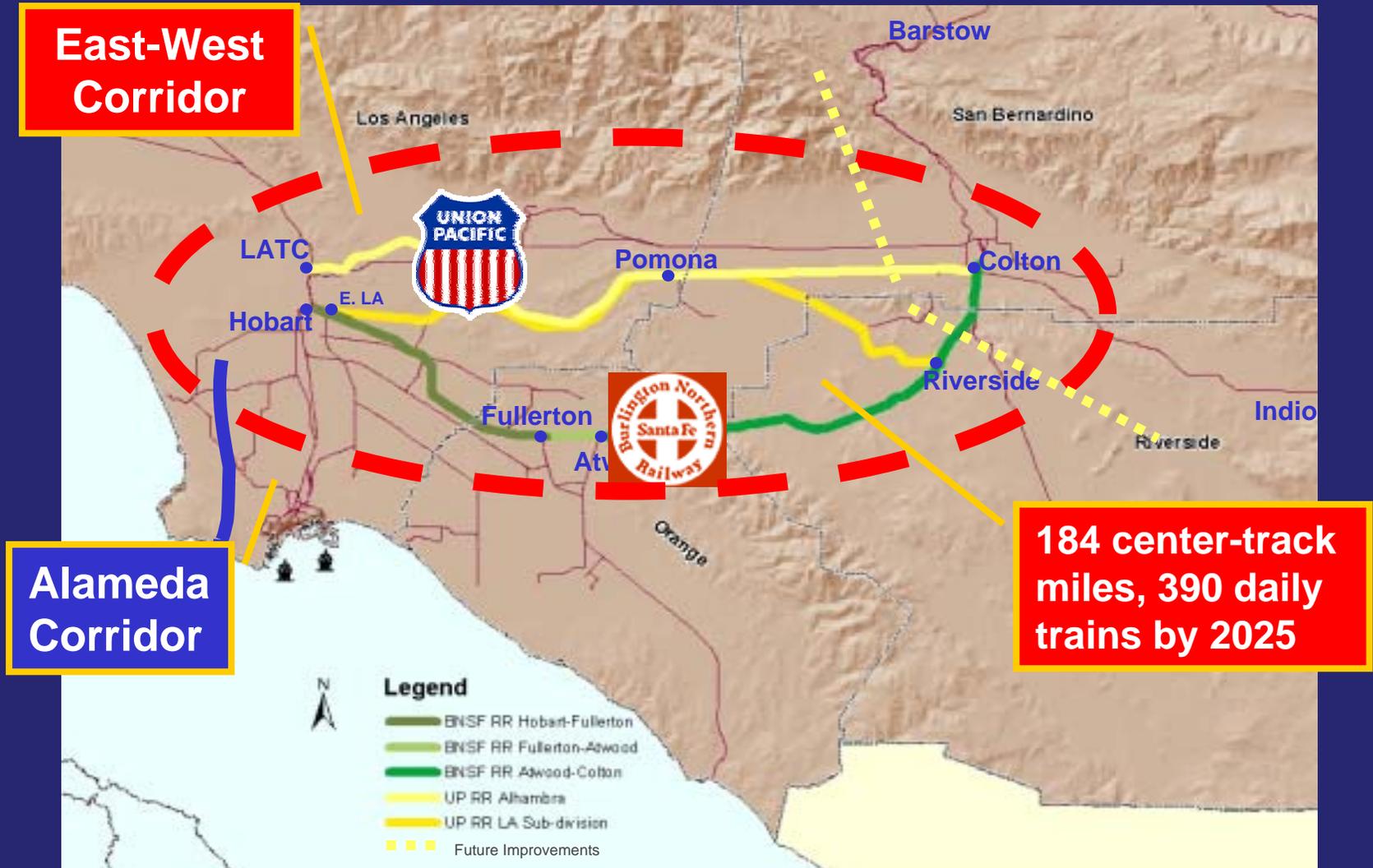


Resolving Regional Challenges

Dedicated Truckways System



Rail Capacity Improvements



Resolving Regional Challenges

Airport System Decentralization



Maglev High Speed Rail

New System to Connect Airports & Centers

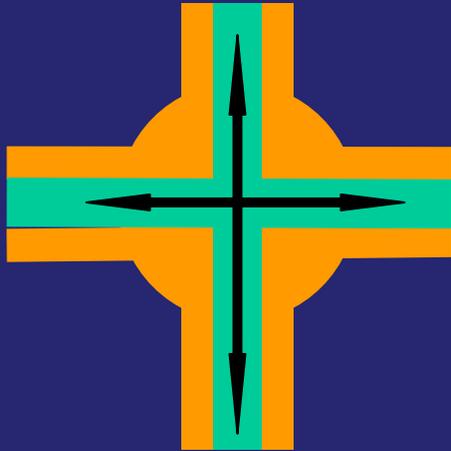
2018 Initial Operating Segment (West LA to Ontario)



Resolving Regional Challenges



Key Features



Targets growth to existing and planned transportation system



Preserves stable neighborhoods



Promotes mixed-use development to reduce number and length of daily trips





Key Features



Provides better access to jobs and improved jobs/housing balance



Conserves open space



Supports public/private partnerships and user-fee infrastructure financing



Resolving Regional Challenges



Key Benefits



Allows transit systems to become more productive
(22% increase in daily boardings)



Improves capacity and efficiency of goods movement, supporting growth of the Logistics Industry

Reduces Vehicle Miles Traveled

(-7 million VMTs/day)

travel delay

(-180,000 hours/day)

& emissions

(-17 tons VOC/day)

The region can achieve air quality

conformity.



Resolving Regional Challenges



Key Benefits



Improves housing availability and affordability
400,000 more units at 20% to 30% less cost



Renovates urban cores, creating wealth through increased property values



Creates over 300,000 high paying jobs



Resolving Regional Challenges



Implementation

- Implement *Destination 2030* financing strategies:
 - Public - \$31 billion
 - taxes & fees
 - Private - \$ 62 billion
 - user-fee supported project financing (e.g. tax-exempt & tax credit bonds)
- Nurture and support the creation of Private/Public partnerships for timely implementation of projects





Implementation

- Introduce facilitating legislation at both state and federal levels:
 - Innovative Financing
 - Design-build project delivery
 - Expeditious environmental reviews
- Complete new Regional Comprehensive Plan





Implementation

- Public Education Program
- Pilot and Voluntary Demonstration Programs
- Technical assistance to cities containing critical growth opportunity areas



Resolving Regional Challenges



Housing Implementation COMMUNITY

- Updated Development Standards and Codes
- Mixed Use Zoning for Transit Corridors
- Transit Village Plans
- Adaptive Reuse Ordinances
- Live/Work Housing Ordinances
- Townhome Ordinances
- Housing Trust Fund



Resolving Regional Challenges



Housing Implementation FINANCING

Must use private leveraging and enhancement strategies:

- Location Efficient Mortgage
- Mixed Use Financing
- Density Bonuses for Affordable Housing
- Private Investment Tipping Points for ROI



Project Financing as a Tool

Parking Requirements and Potential Redevelopment Value



Based on a Return on Investment threshold of 7%
the “tipping point” is at an average of
1 parking space per 1,000 sq. ft. of development



The 2% Strategy
Shared Values Shared Future

New Tool

- Can map eligible parcels:
 - at regional level
 - neighborhood level
 - parcel level
- Quantifies the current # of units on the parcels and calculates the net new number of units various strategies could yield
- Caters to the needs of developers, planners, city officials and policy makers



L.A. LOTS
Land Opportunities Tracking System



Resolving Regional Challenges

SOUTHERN CALIFORNIA

**Thank
You**

**ASSOCIATION OF
GOVERNMENTS**

Seoul Metropolitan Region : Growth Patterns and Policy Agenda



October 13. 2004

Hee-Yun Jung

Seoul Development Institute (SDI)

. Profile of the SMR

. Growth Patterns of the SMR

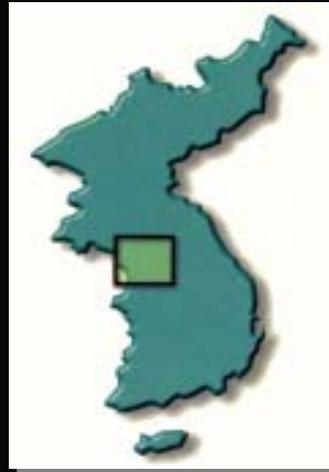
. Mobility Patterns of the SMR

. Policy Agenda

. Profile of the Seoul Metropolitan Region (SMR)

Profile of the Seoul Metropolitan Region(SMR)

.Profile of the SMR



- Political, economic and cultural center of the Korea
- Population : 46% of the national total (21.4mil.)
- Area : 12% of total national area (11,753 km²)

Profile of the SMR

.Profile of the SMR

- Administrative structure

- Seoul Capital City

- Inchon City

- Kyonggi province

(25 cities and 6 counties)

- Changes in the population

(unit : 1,000 persons)

	1980	1990	1995	2000
Seoul	8,364	10,613	10,231	10,373
Inchon	1,084	1,818	2,308	2,563
Kyonggi	3,850	6,156	7,650	9,280
SMR	13,298	18,587	20,189	22,216



Concentration in the SMR

.Profile of the SMR

- **Leading role in the growth of Korea**
 - high concentration of population, economic and other activities
- **Positive Side:**
 - growth engine of national economy
- **Negative Side:**
 - overcrowding
 - cause of regional disparity

Share of the SMR (2000)

Indices	Share of the SMR
Area	11.8%
Population	45.6%
GRDP	46.4%
Bussiness Establishments	43.7%
Manufacturing Establishments	48.8%
Bank Deposits	66.1%
Bank Loan	61.5%
Universites	42.3%
Government organigations	69.4%
Public Enterprises	83.3%

Population Density

.Profile of the SMR

Major Metropolitan Regions in the World (2000)

(Based on the administrative area)

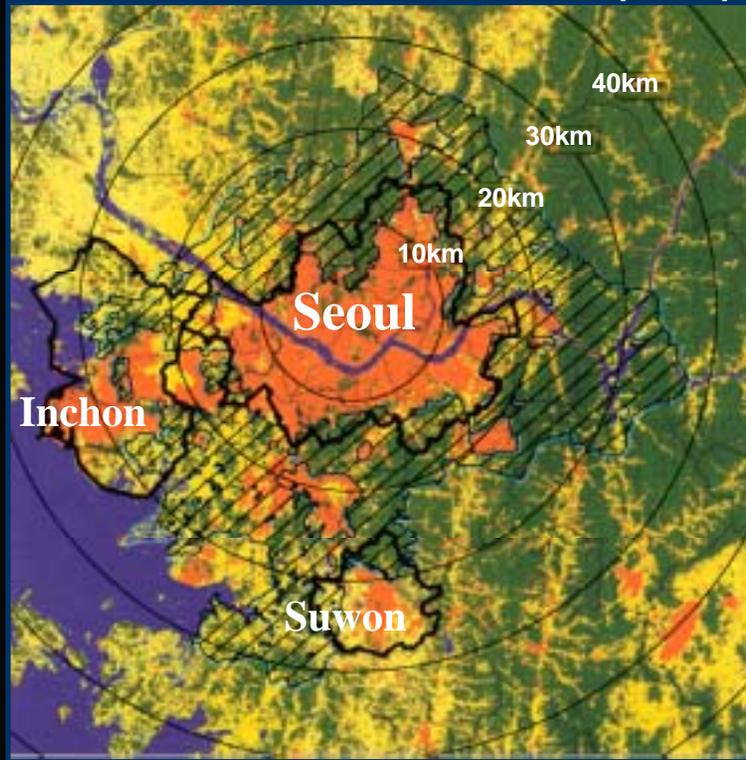
	Seoul (SMR)	L.A. (L.A, Orange country)	London (South East region)	Paris (Ile-de-France)	Tokyo	New York (Try-state)
Area (km ²)	11,753	12,500	26,976	12,072	13,494	32,792
Population (mil.)	21.4	12.4	18.2	11.0	33.5	29.3
Population Density(/ha)	18.2	9.9	6.8	9.1	24.8	8.9

. Growth Patterns of the SMR

Physical Growth Patterns

.Growth Patterns of the SMR

(1985)



(2000)

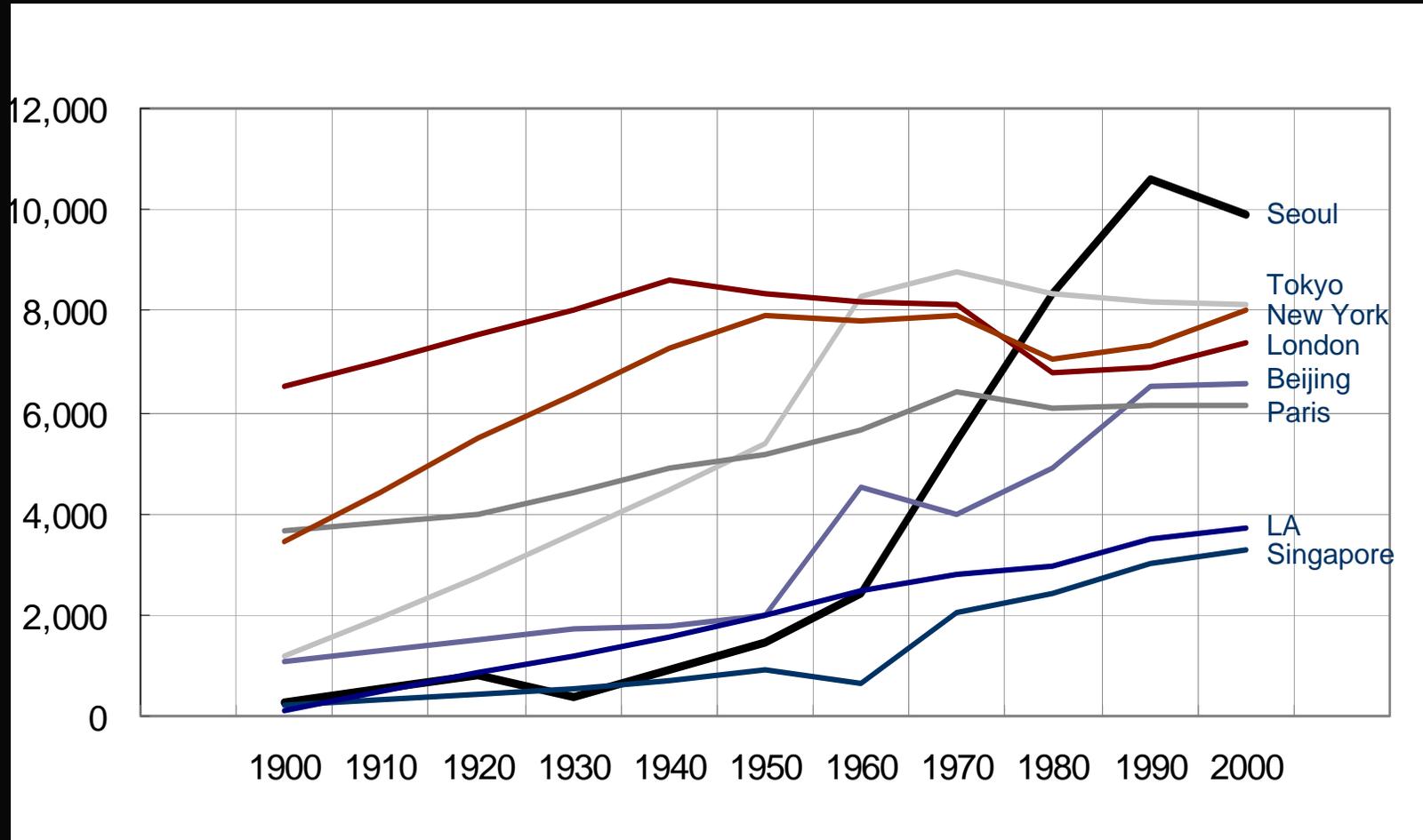


- Rapid urbanization of the SMA expanded from Seoul
- Dispersed pattern with new development corridors
- Leap-frog type urban sprawl beyond the RDZ

Population Growth Trends of Major World Cities

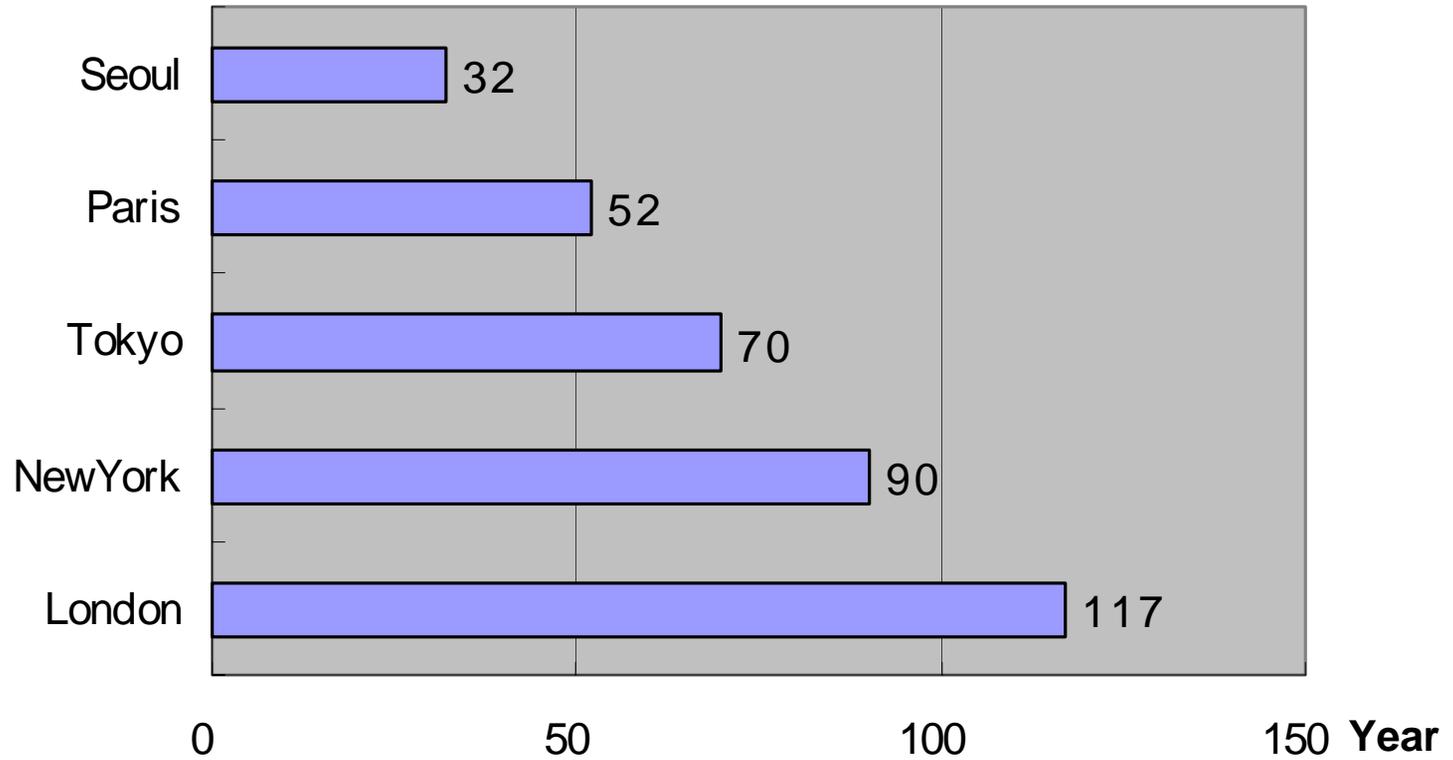
. Growth Patterns of the SMR

unit:1,000 person



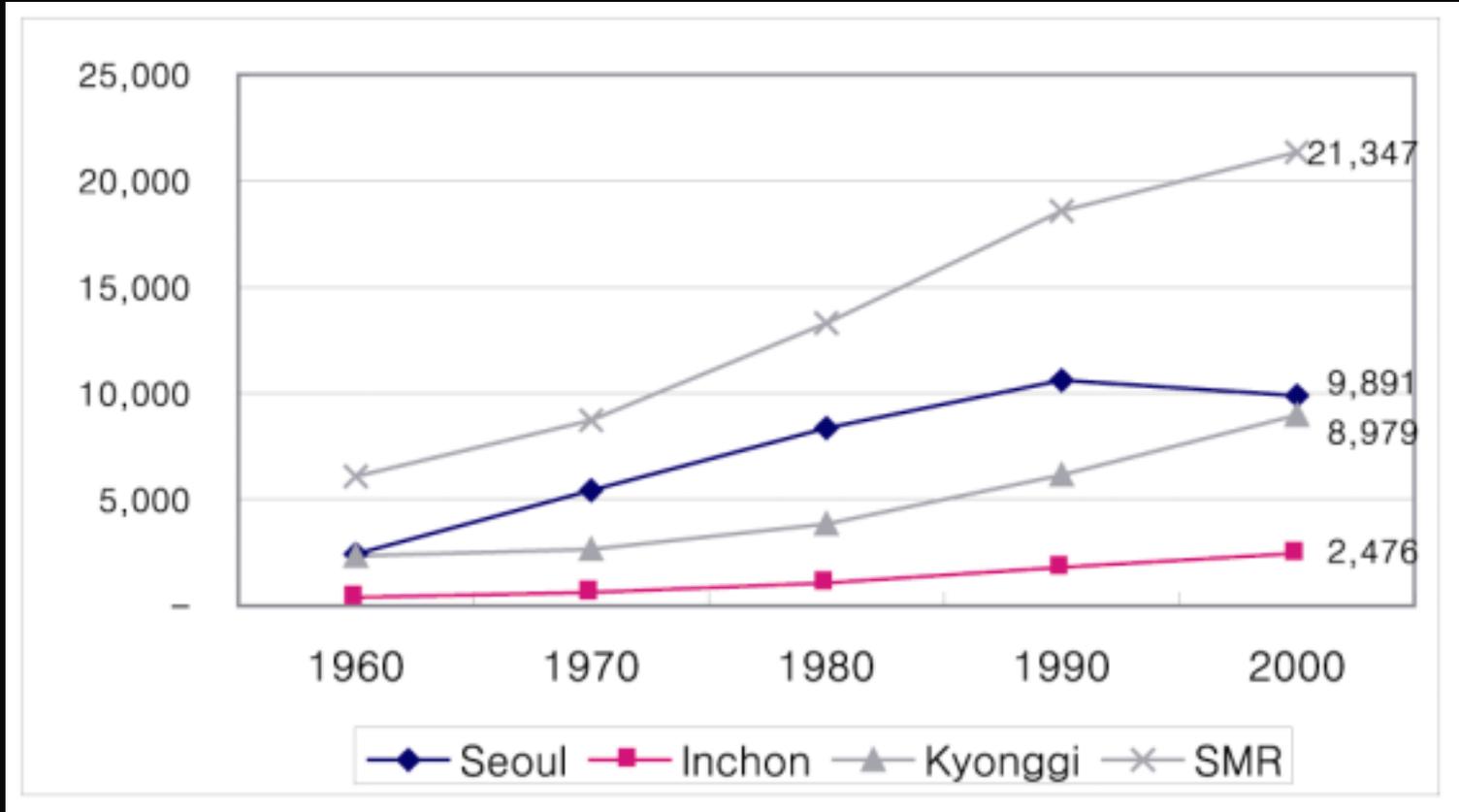
Years taken from 1 mil. To 5 mil.

. Growth Patterns of the SMR



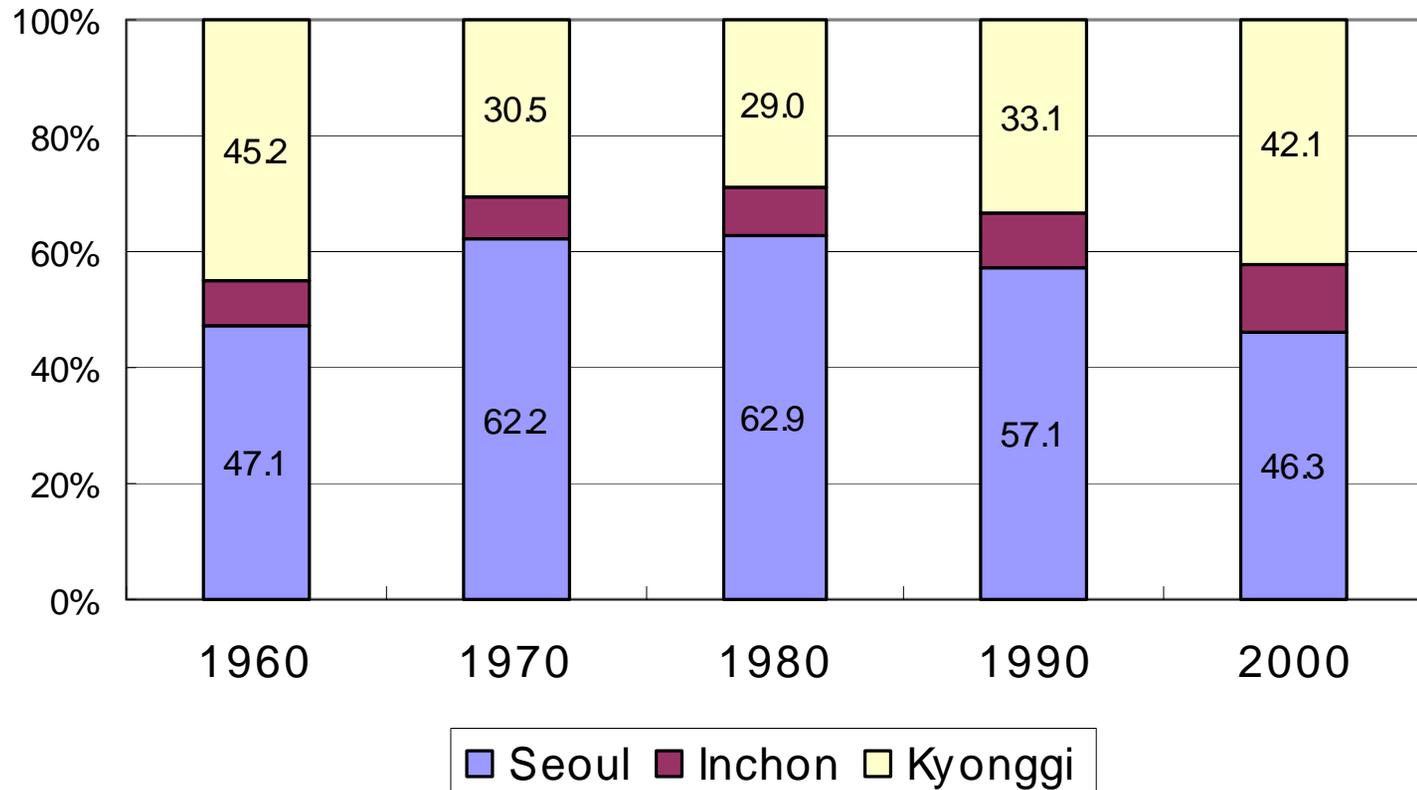
Population Growth Pattern('60~'00)

. Growth Patterns of the SMR



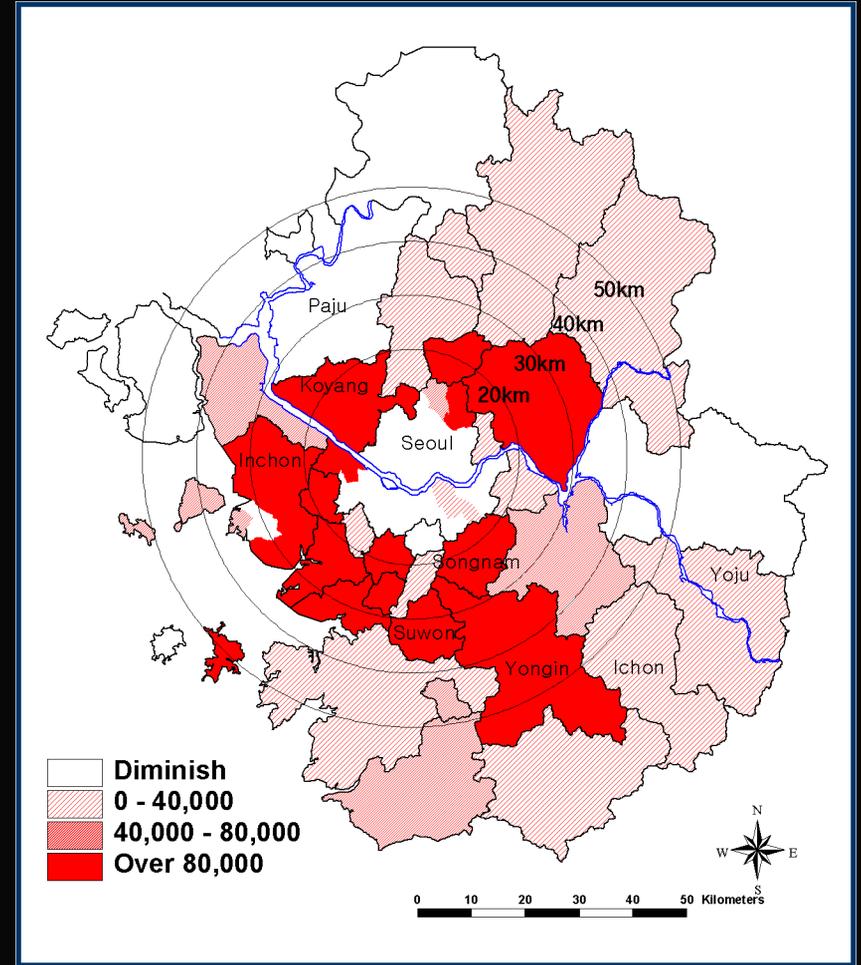
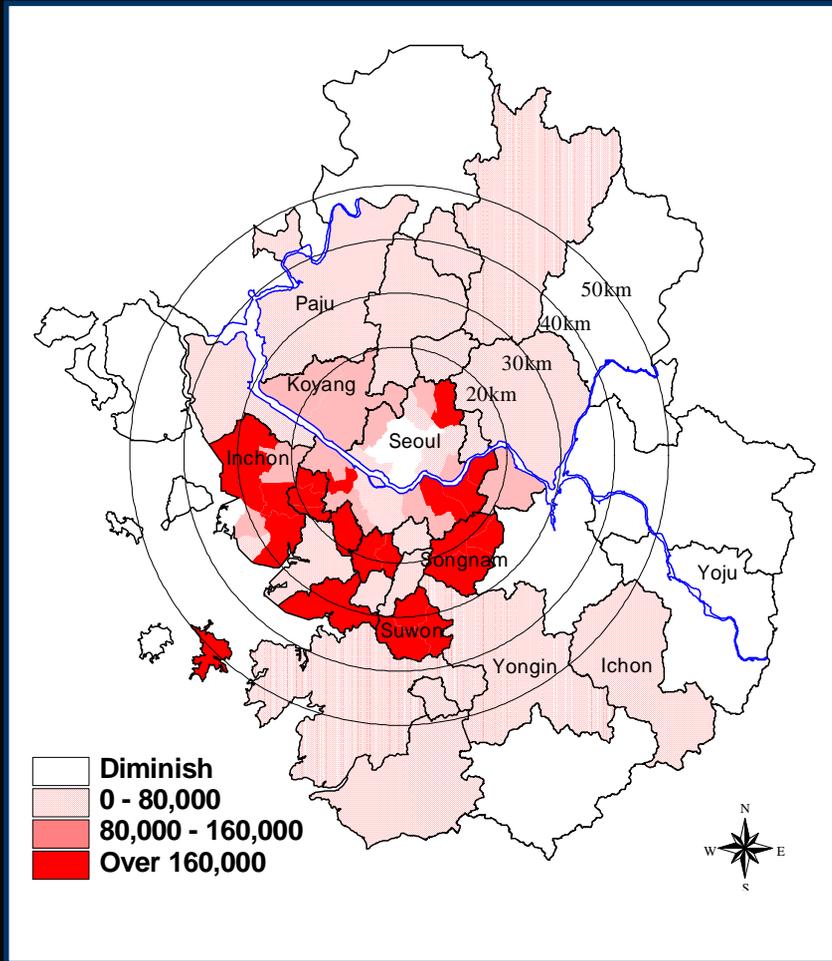
Population Share of the SMR by Region

.Growth Patterns of the SMR



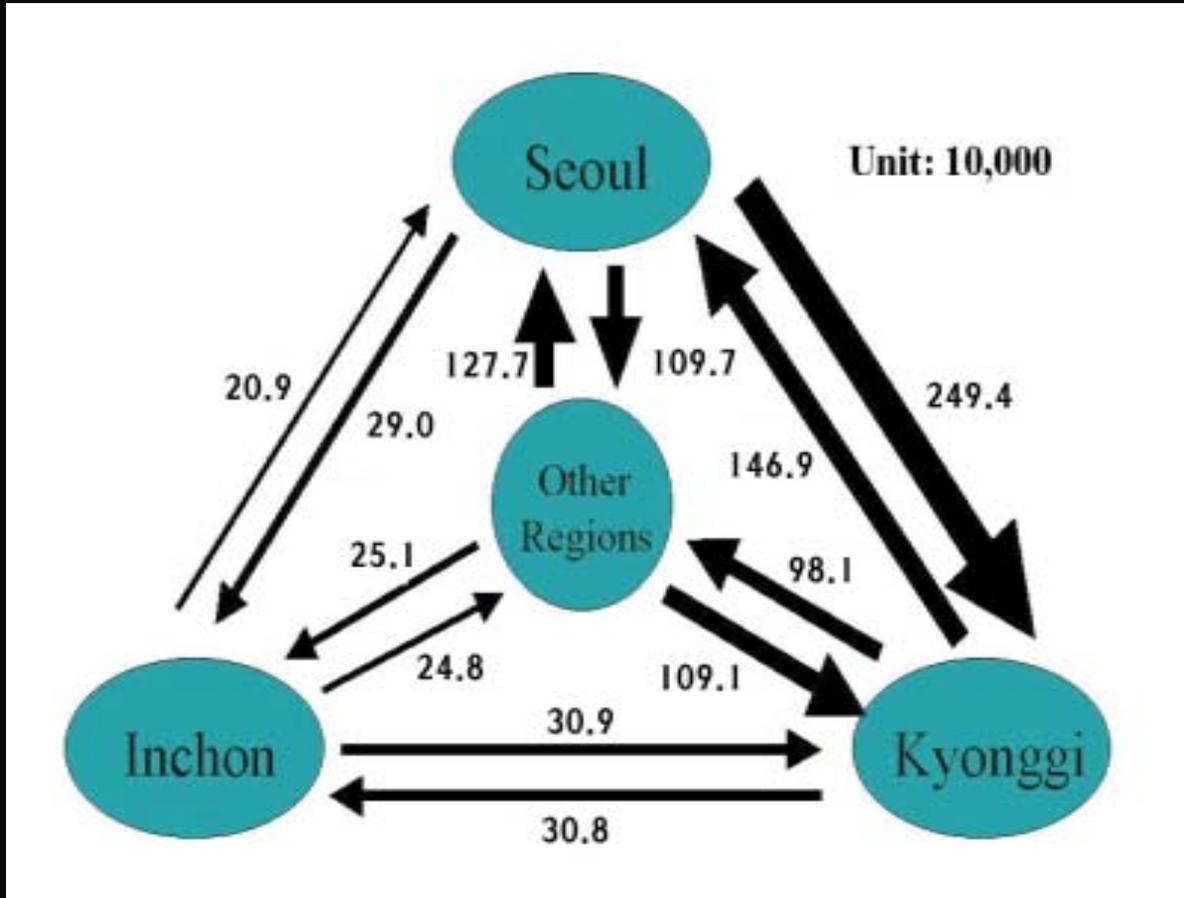
Population Growth Patterns

. Growth Patterns of the SMR



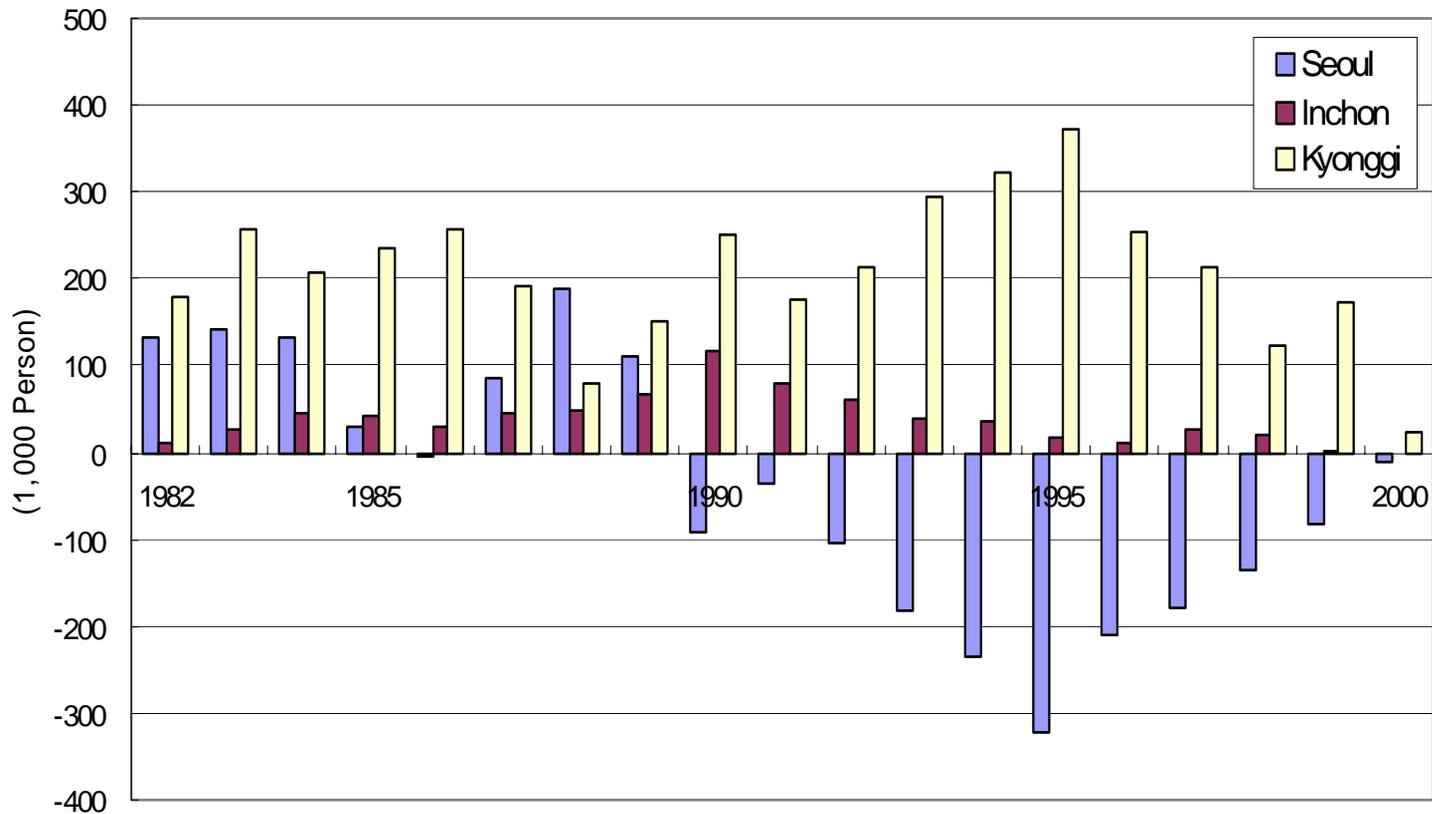
Inter-Regional Migration Pattern

. Growth Patterns of the SMR



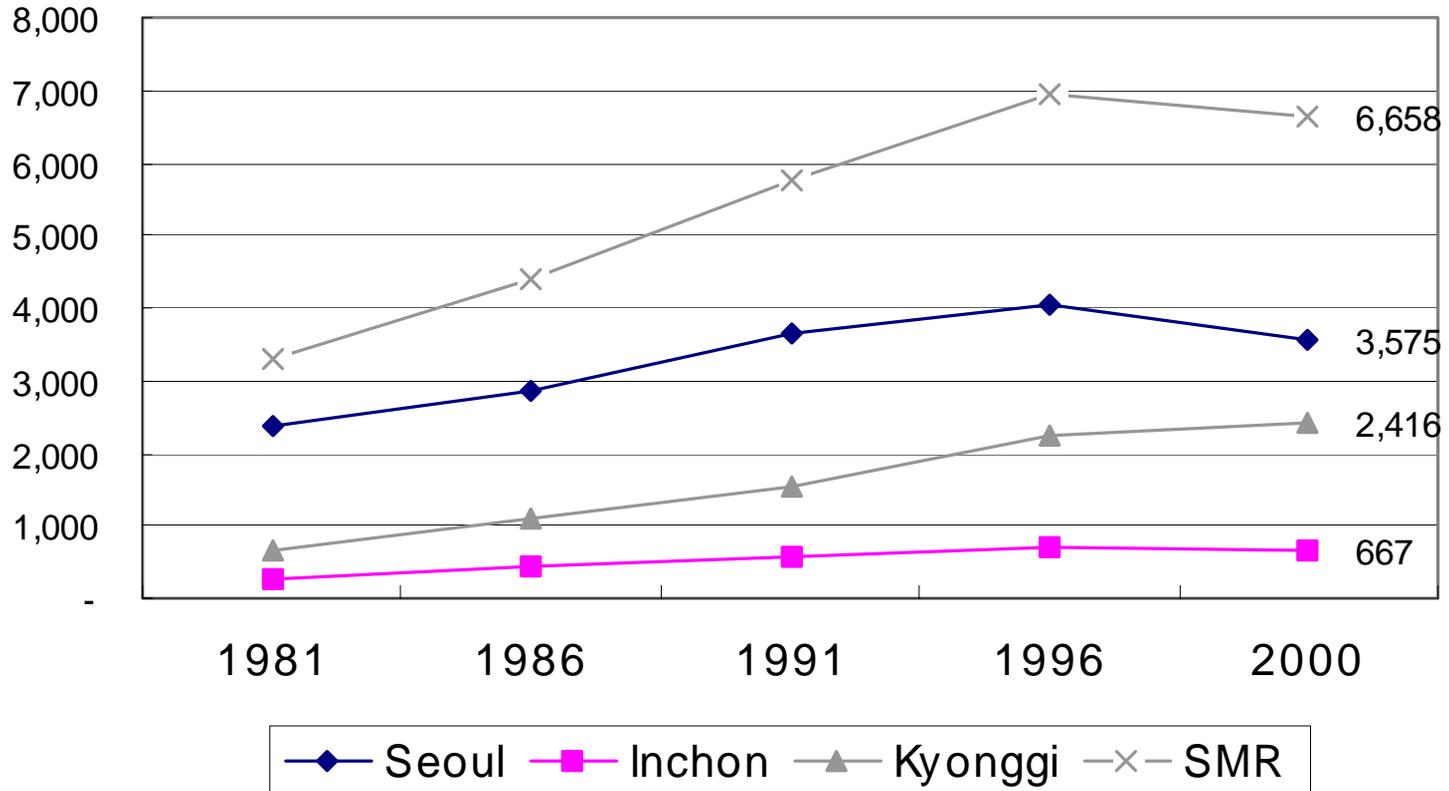
Net In-migration by Regions

. Growth Patterns of the SMR



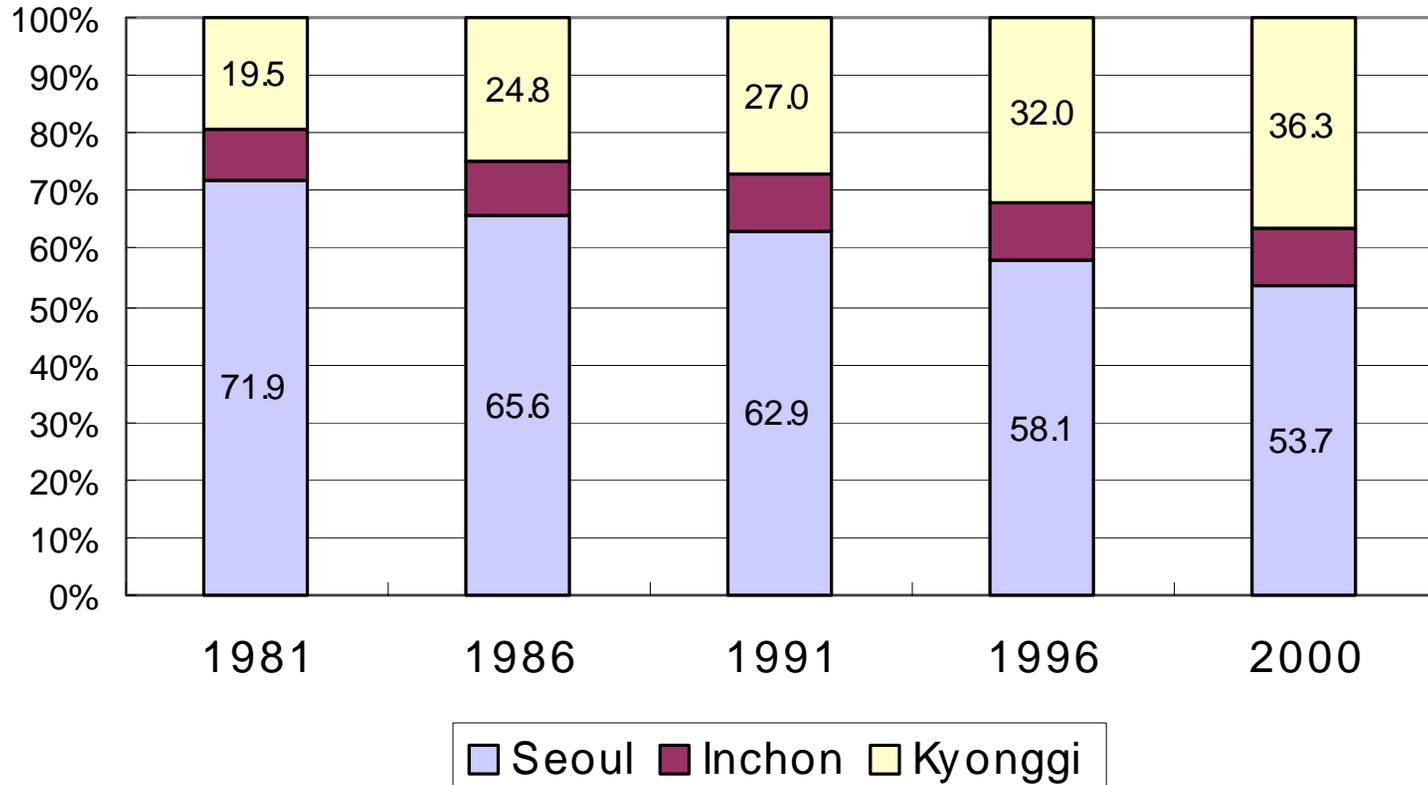
No. of Employment by Regions

. Growth Patterns of the SMR



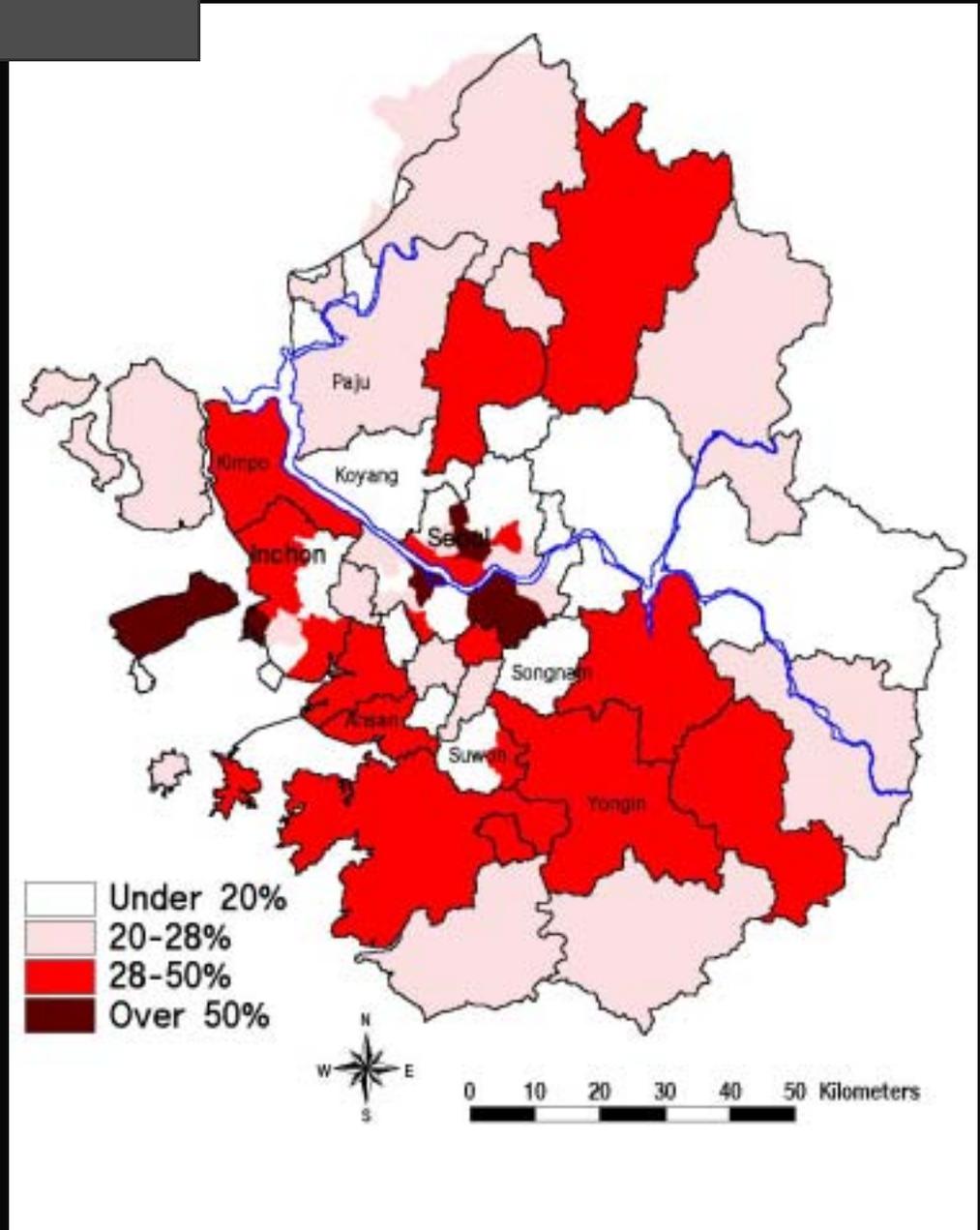
Employment shares of the SMR by Region

. Growth Patterns of the SMR



Employment of Population by Sub-regions

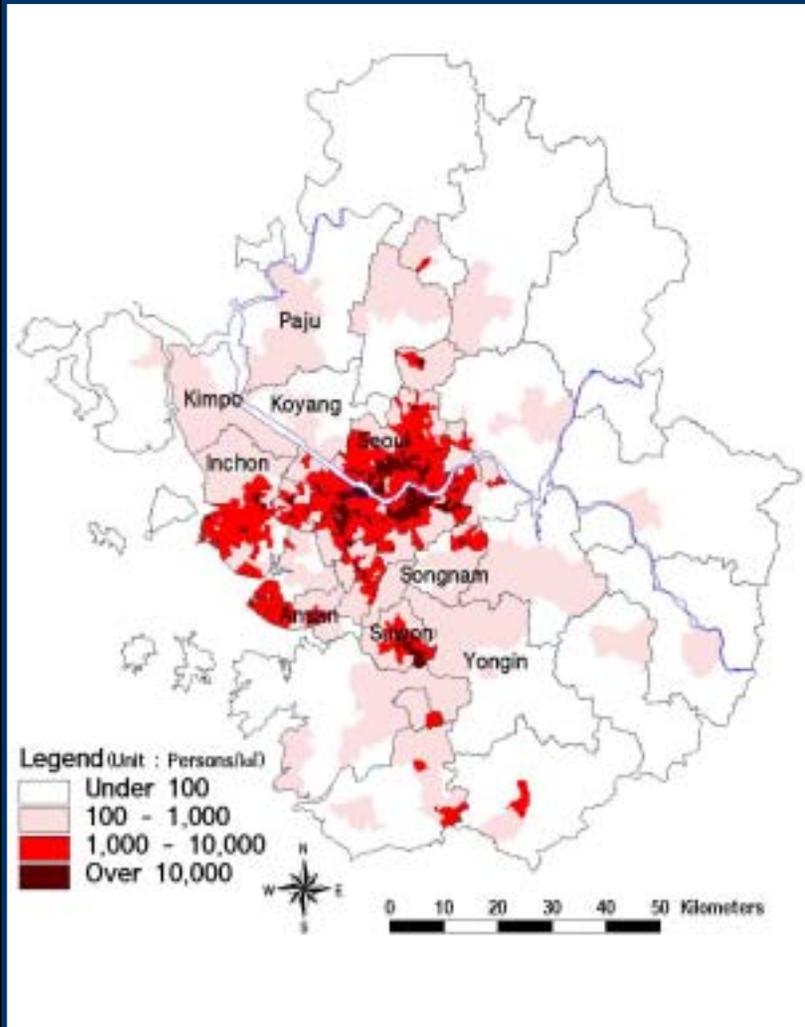
. Growth Patterns of the SMR



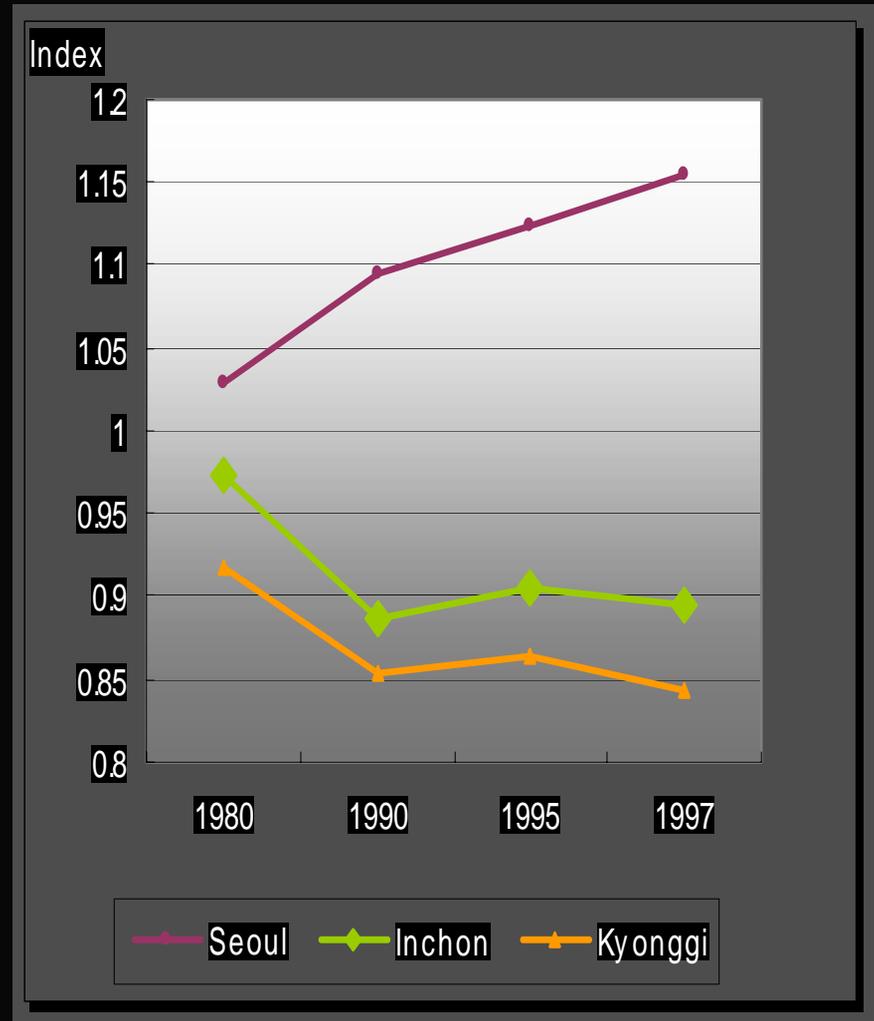
Employment /Job-Housing balance

. Growth Patterns of the SMR

Employment density ('97)



Trend of Job-Housing balance

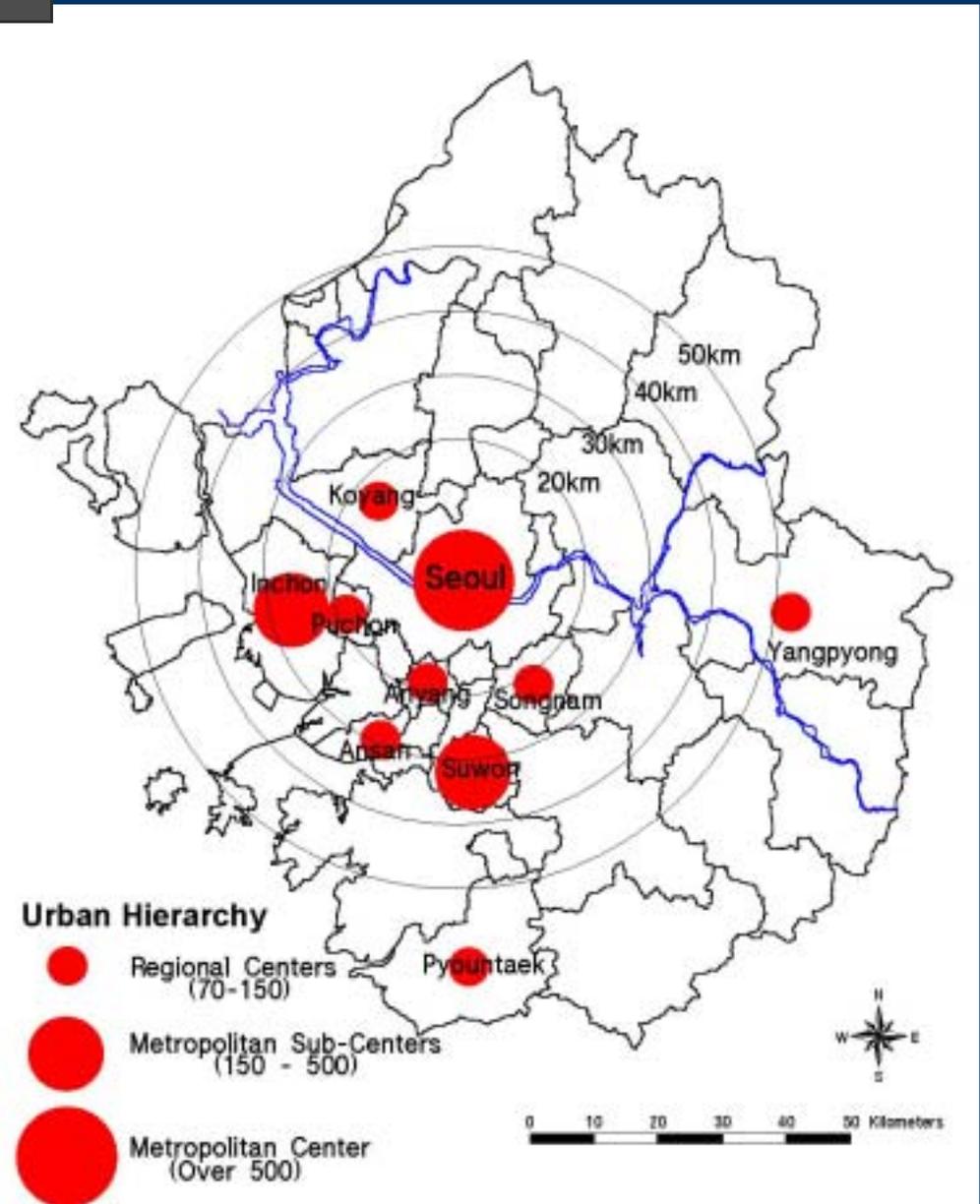


Urban Hierarchy System

. Growth Patterns of the SMR

Metropolitan Center	Seoul	3,241
Metropolitan Sub Center	Inchon	388
	Suwon	156
Regional Center	Songnam	103
	Puchon	101
	Anyang	91
	Yangpyong	79
	Ansan	92
	Pyongtaek	82
	Koyang	75

Benison's Method

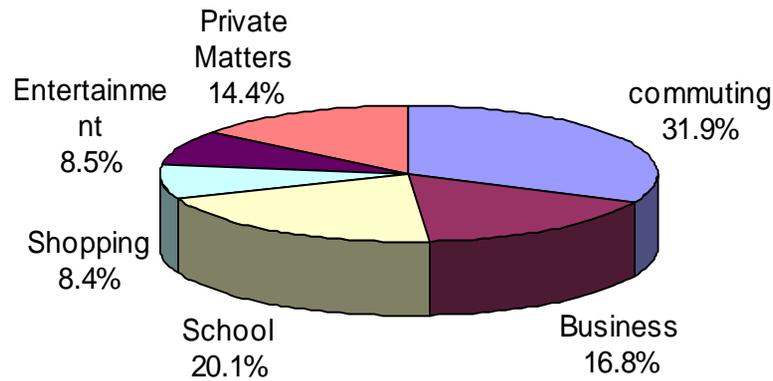


. Mobility Patterns of the SMR

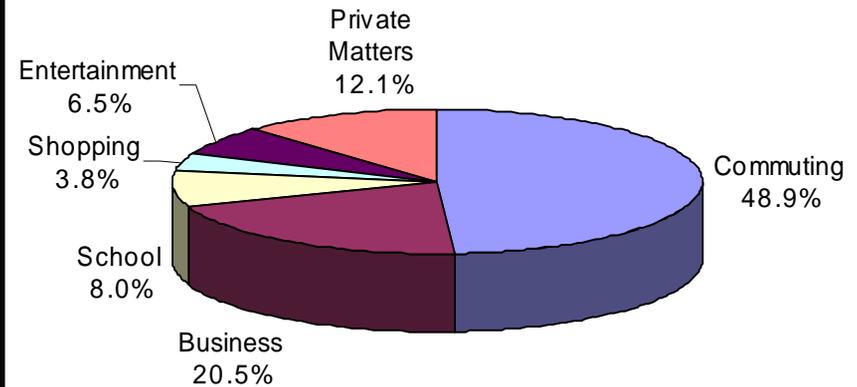
Mobility Patterns

. Mobility Patterns of the SMR

Proportion of Trip Purpose in the SMR



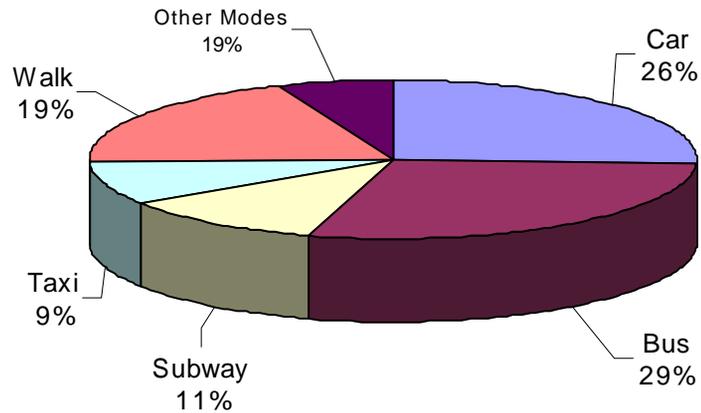
Proportion of Interregional Trip Purposes in the SMR



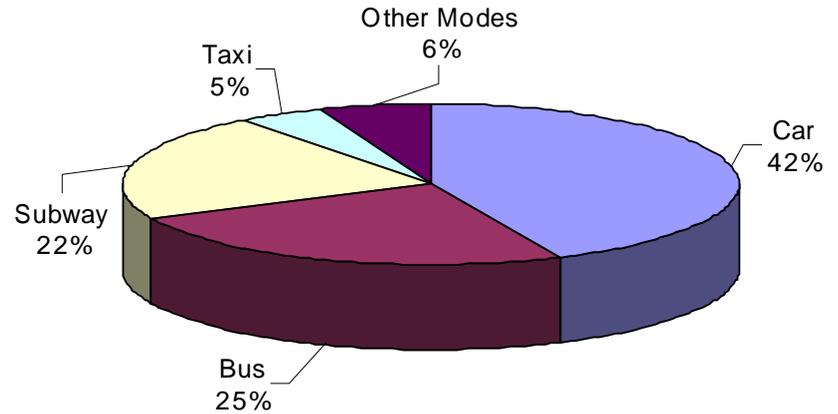
Mobility Patterns

. Mobility Patterns of the SMR

Modal Shares of Trips in the SMR



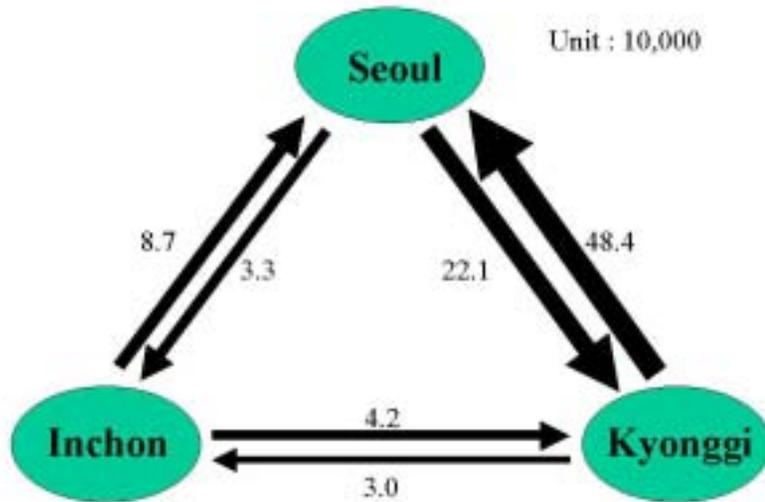
Mode shares of Interregional Trips in the SMR



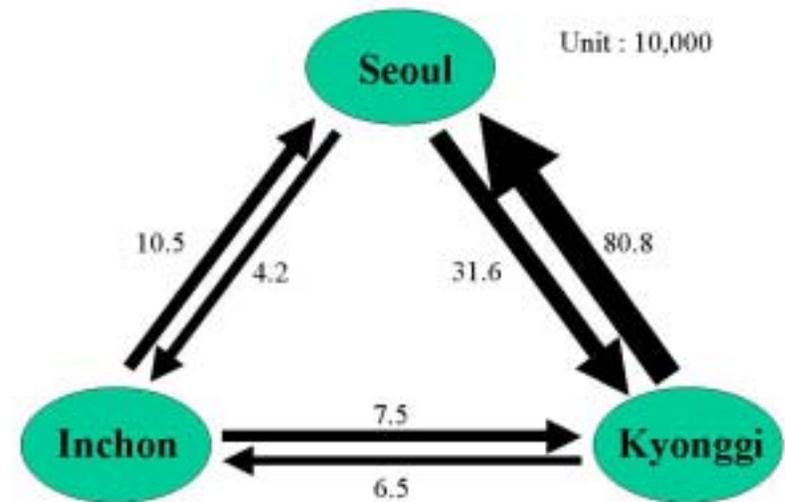
Mobility Patterns

. Mobility Patterns of the SMR

Interregional work trip patterns of the SMR in 1990



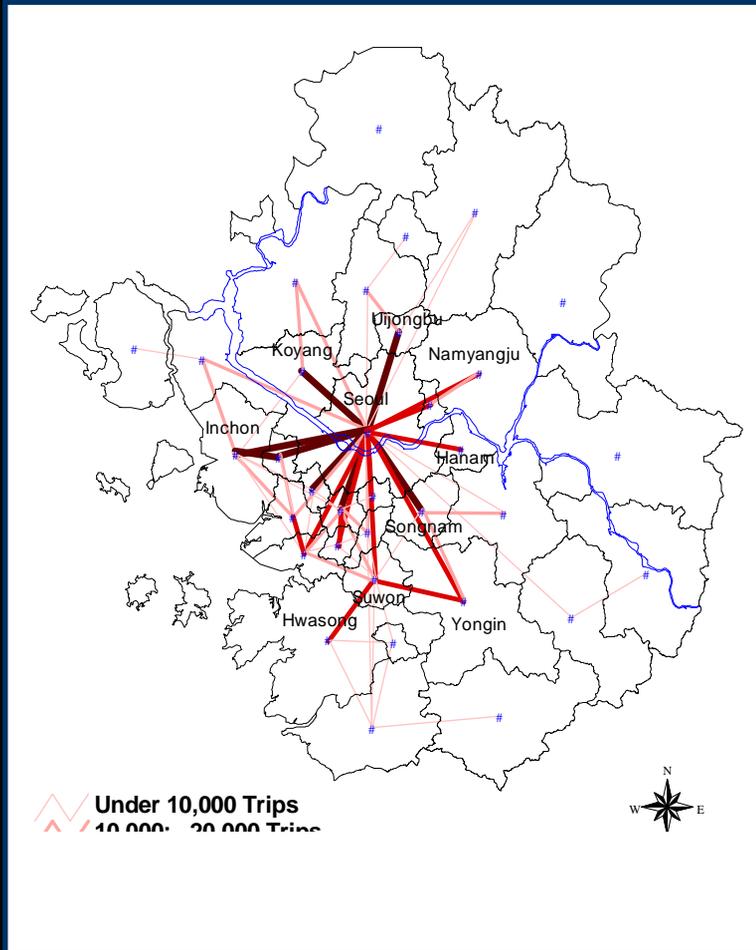
Interregional work trip patterns of the SMR in 1997



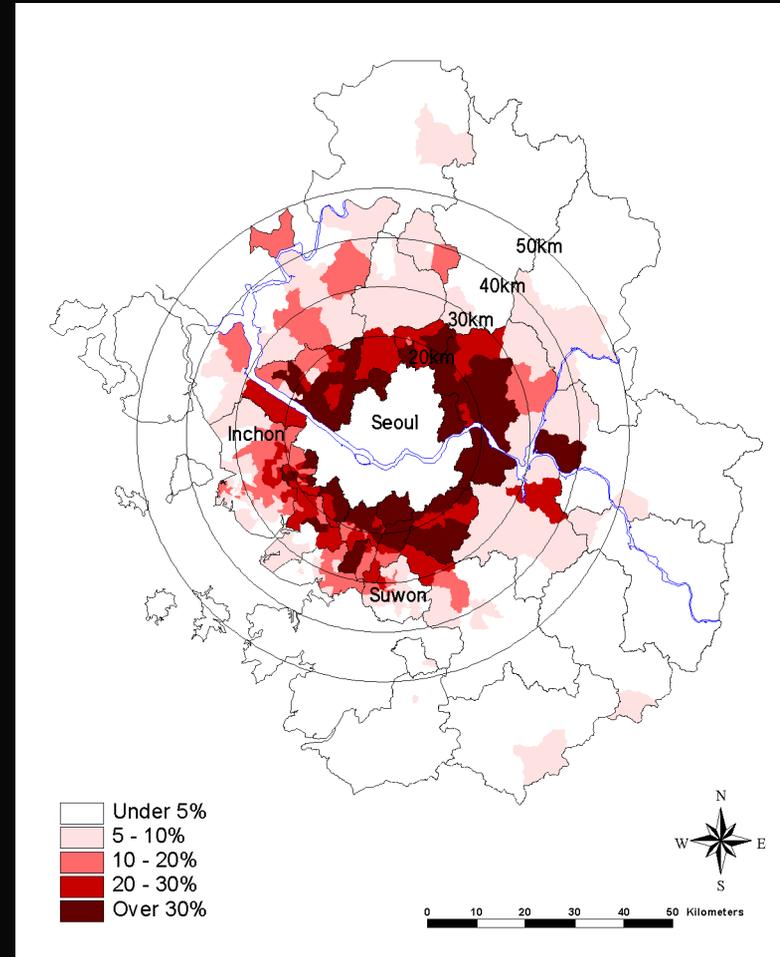
Commuting Patterns

. Mobility Patterns of the SMR

Commuting Trip in SMR ('97)

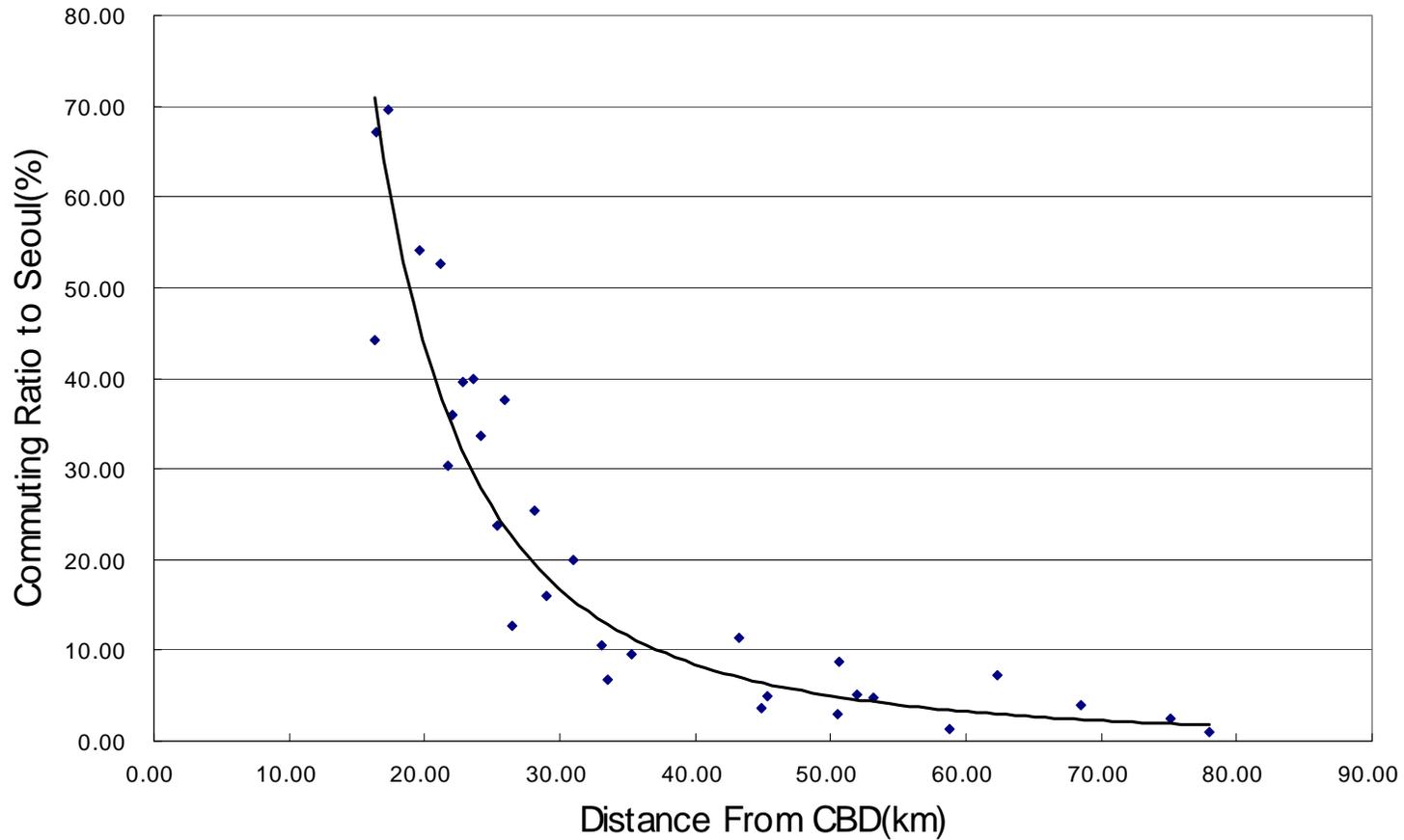


Commuting Ratio to Seoul ('97)



Commuting Patterns

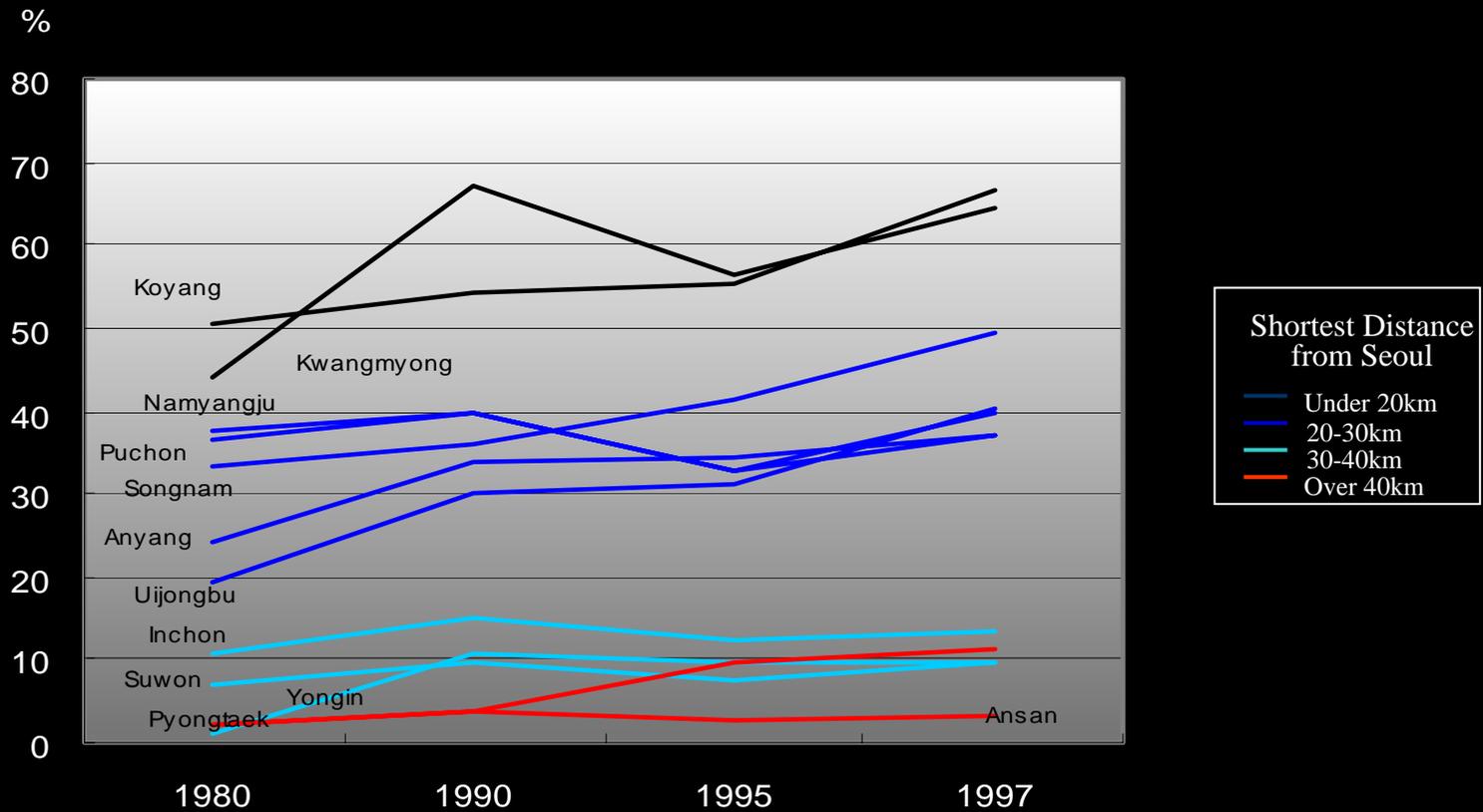
Commutation Ratio to Seoul by Distance from Seoul CBD



Interregional Commuting Trip Pattern

. Mobility Patterns of the SMR

Trends in Commuting to Seoul ('90~'97)

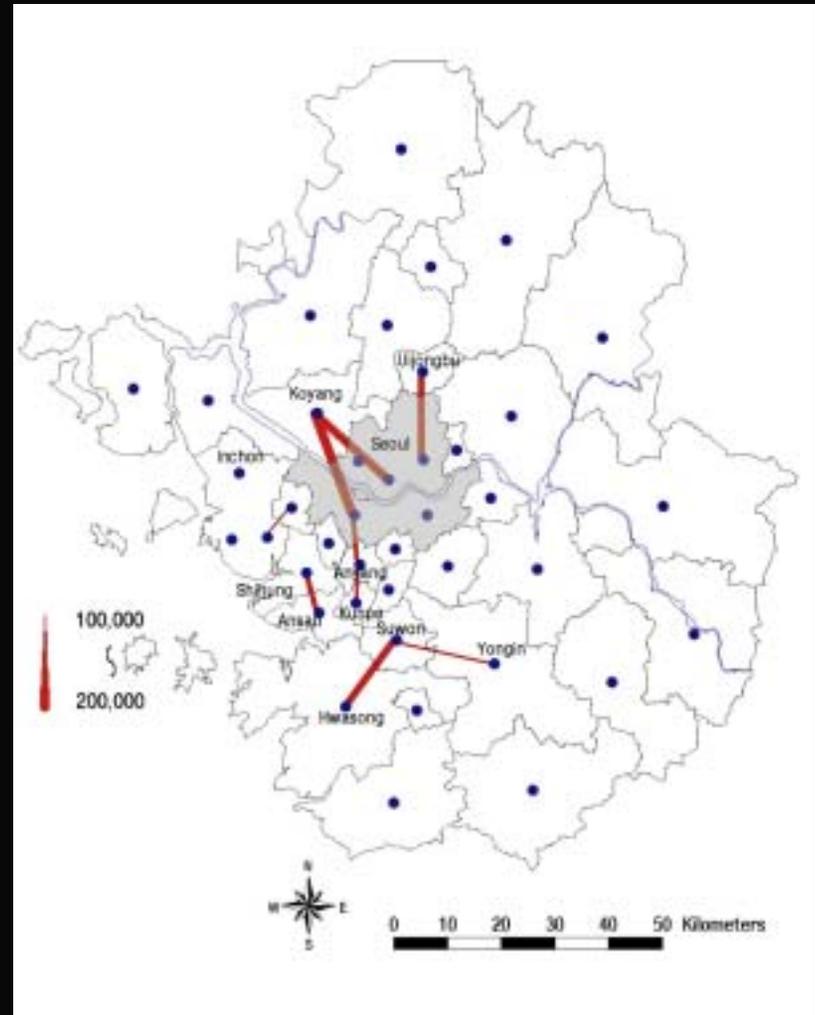
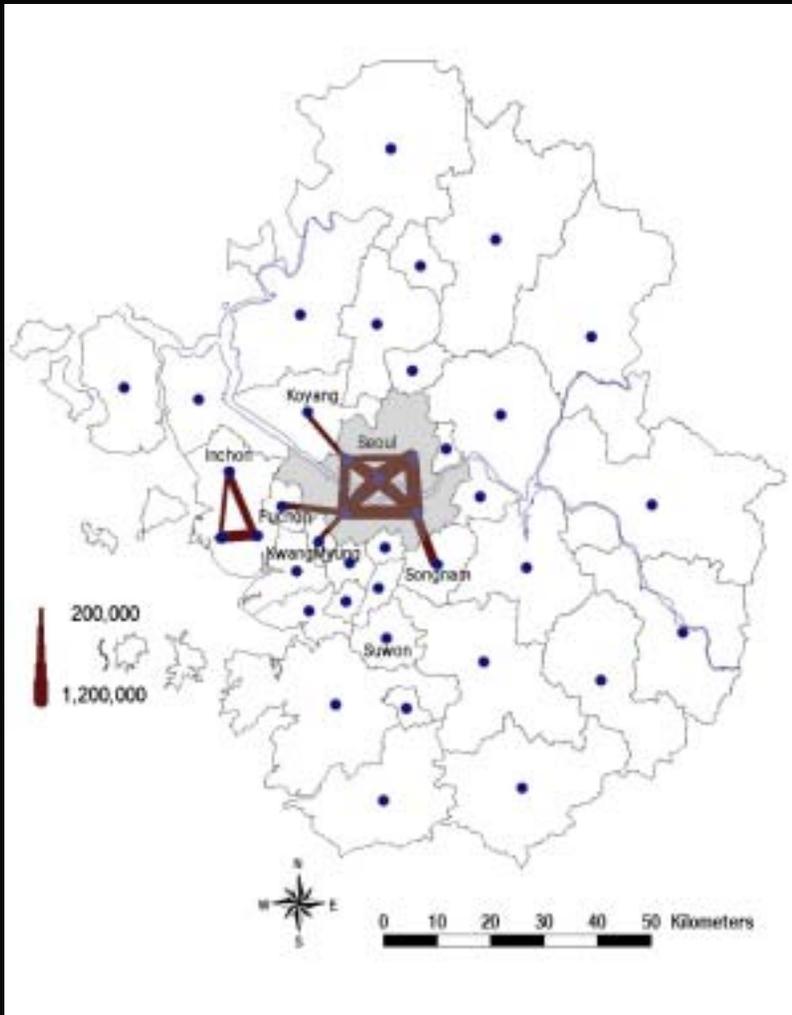


Mobility Patterns

. Mobility Patterns of the SMR

No. of Interregional Trips in the SMR(over 200 thousand)

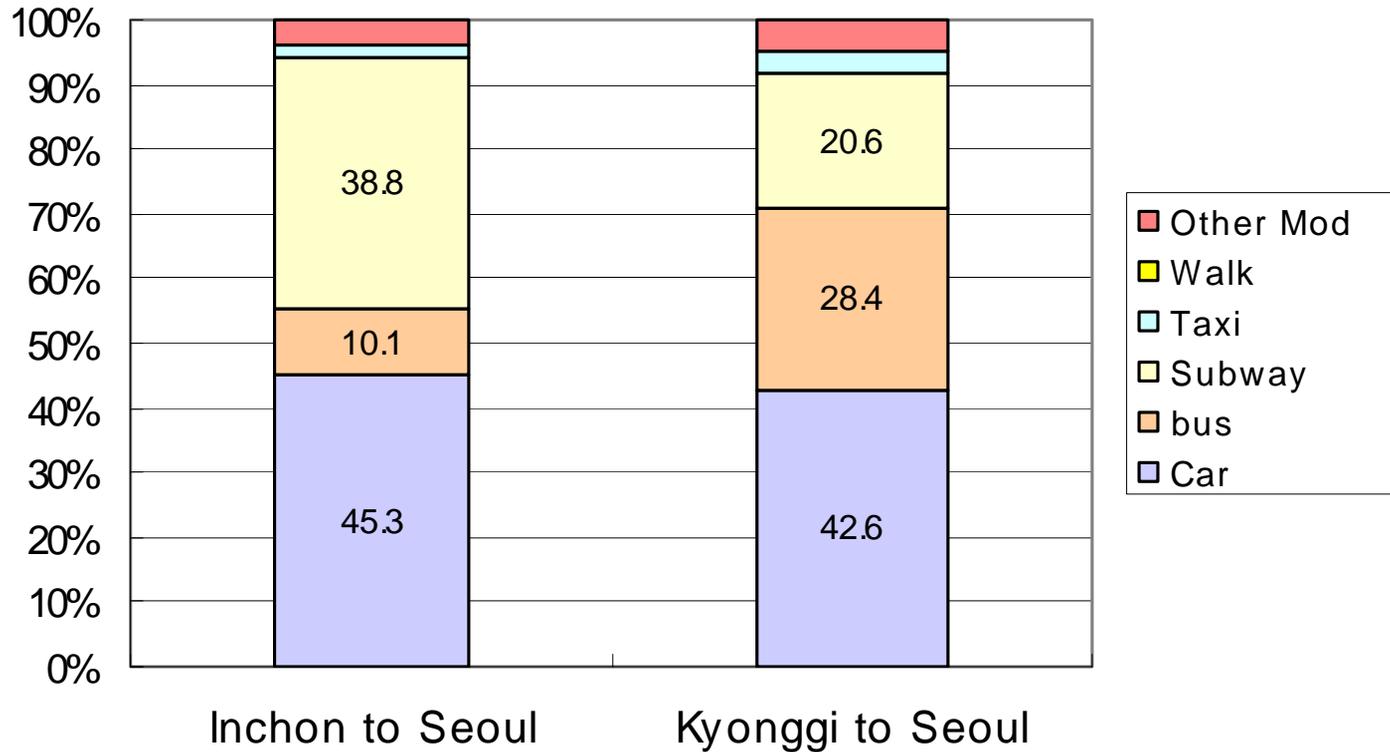
No. of Interregional Trips in the SMR(100-200 thousand)



Traffic Modal Patterns to Seoul ('97)

. Mobility Patterns of the SMR

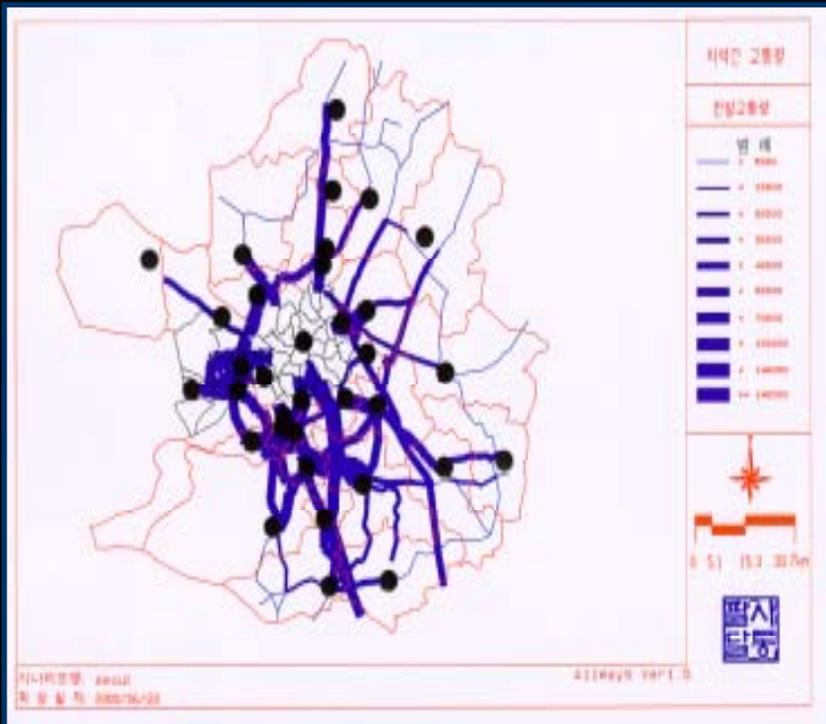
Mode Shares of Trips to Seoul by Regions



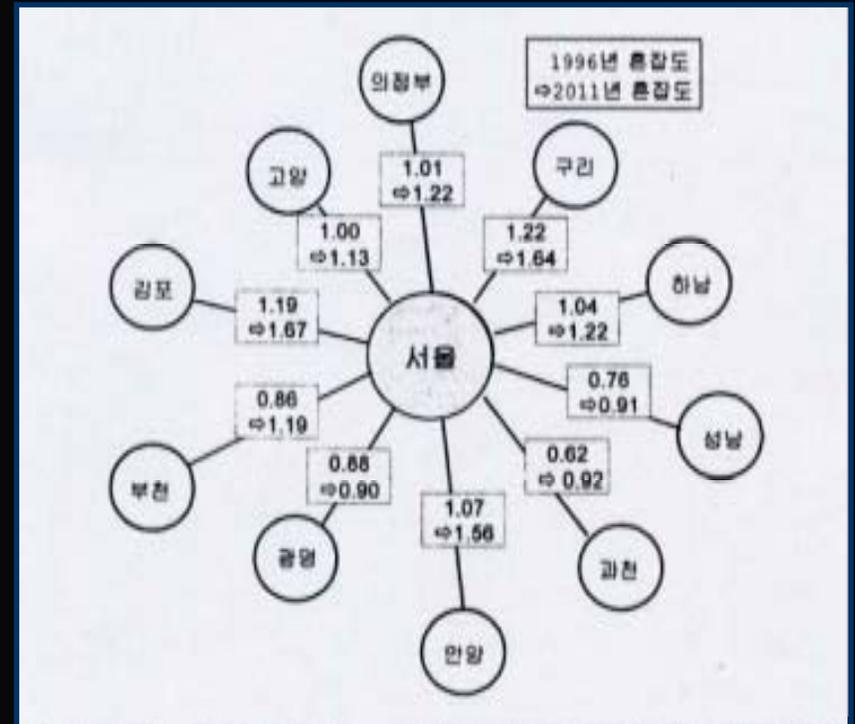
Traffic Volume on the Main Interregional Roads

. Mobility Patterns of the SMR

Interregional Traffic Volume ('98)



Prospect of V/C in SMA ('96 - 2011)



. Policy Agenda

Major Policy Responses of Central Gov't

.Policy Agenda

Major Policies and Control Measures

The Restriction of Population Growth in Seoul (1964)

A Comprehensive Decentralization Policy for Seoul (1969)

Designation of Greenbelt around the Seoul (1971)

Regulation of factory and higher education institutions

The Capital Region Management Law enacted (1984)

- The First Capital Region Management Plan established

The Capital Region Management Plan was revised (1997)

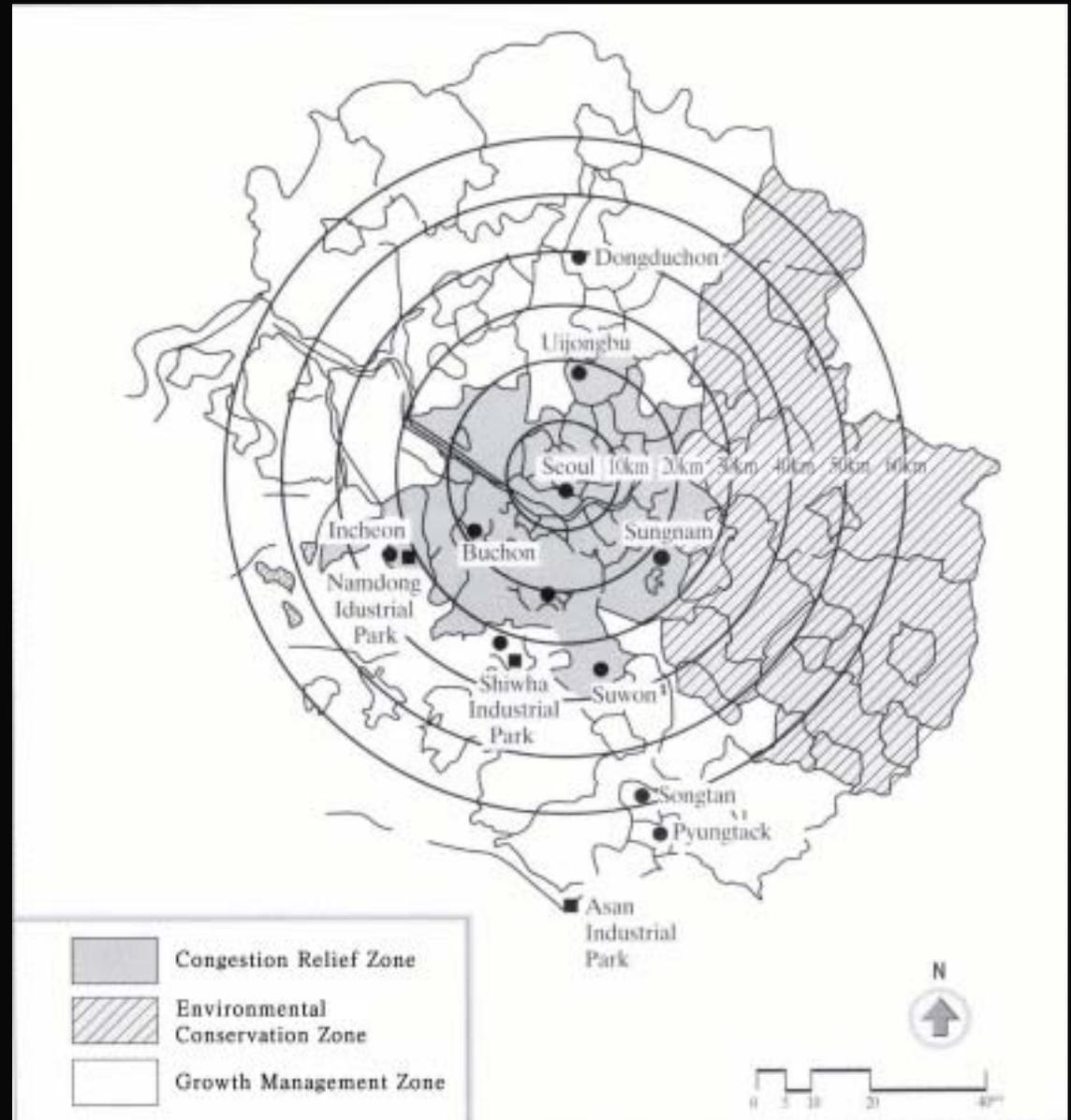
- Discriminated zoning, Ceiling system on factory establishment
- Controlling large size of development activities,
- Congestion charges (applied to Seoul only) etc.

Currently, Capital Relocation Policy is in progress and in dispute.

Current Policy Framework of the SMR

.Policy Agenda

Zonal Division of the SMR



Management Strategies for the SMR

.Policy Agenda

Zonal Division	Location	Strategies
Congestion Relief Zone	Core areas covering Seoul, Incheon, Suwon and 13 other cities surrounding Seoul City	<ul style="list-style-type: none"> - Regulation of population concentration - Dispersal of factory, university, public offices - Prohibit new establishment of industrial site, new university and new public office
Environmental Conservation Zone	Fringe areas of the outer ring of Seoul located in the basin of upstream Han River (7 cities, 8counties)	<ul style="list-style-type: none"> - Prevention of water pollution in Han River Basin - Natural resource preservation and promotion of recreational activities
Growth Management Zone	Suburban areas located Southern and Northern of the Capital Region (3 cities, 5 counties)	<ul style="list-style-type: none"> - Relocate facilities from congestion relief zone - New town development and expansion of existing sub-regional centers

Challenges to the Policy Responses

.Policy Agenda

The Common Goal of Regional Policy since 1960s:

- to steer people and industries away from Seoul to local provinces

Major Criticism

- After 4decades, regulatory policy is not quite effective in achieving intended policy goal
- the containment policy is generally defined as the number of population and major facilities
- the true nature of concentration in the SMR is not just the volume of population itself but the social cost that it entailed (e. g. congestion, pollution, land price etc.)

Challenges for the SMR

- More deliberated and direct solutions need to be developed
- More collaborative growth management system at regional level is needed
(Devolution of central power + Capacity building of local authorities, Corporate Sector, NGOs)

Implementing regional solutions at the local level seem to be key

Policy Agenda for the SMR

. Policy Agenda

Seoul-Oriented and Mono-centric Spatial Structure

Urban Sprawl Along Major Arterial Roads

The Urban Consumption of Agricultural Land and Environmentally Sensitive Area

Job-Housing Mismatch

Lack of Interregional Functional Mix

Automobile Dependent Traffic System and Congestion

Lack of Interregional Cooperative System

Key Issue for Discussion

Spatial Restructuring

- What policy measures would be effective in implementing sub-regional centers in the metropolitan areas?
- What measures would be used to encourage employment in residential centers in the metropolitan areas?

Land Use Planning

- What criteria is used to differentiate land-use categories such as urbanized land, developable land and conservation area?
- What kind of measures could be effective to conserve environmentally sensitive areas at the metropolitan level?

Transportation Planning

- How do you cost and fund metropolitan-wide transport service system?
- What kinds of policy tools are effective to encourage more transit-oriented development?

Region-wide public facilities

- How do you ensure balance in the provision of public facilities and services at the metropolitan level?
- What kind of measures are effective to secure site for NIMBY facilities? (e.g. disposal facilities, waste treatment facilities)

Policy implementation

- What are most important factors and issues in setting up cooperative mechanism among various interested parties such as central government, local authorities, corporate sector and NGOs?
- Who should fund the required region-wide urban infrastructure and public services?