제4차 국토종합계획 수정계획 국제 워크숍
International Workshop on National Territorial Planning

2004. 11

国土研究院
Korea Research Institute for Human Settlements
제4차 국토종합계획 수정계획 국제 워크숍

International Workshop on National Territorial Planning

2004. 11

• 일시 : 2004년 11월 16일(화) 10:00~17:30
• 장소 : 국토연구원 강당
• 주최 : 국토연구원
• 후원 : 건설교통부

• Date & Hour : November 16, 2004, 10:00~17:30
• Venue : KRIHS auditorium, Anyang, Korea
• Hosted by : Korea Research Institute for Human Settlements(KRIHS)
• Supported by : Ministry of Construction and Transportation(MOCT)
세미나 일정 (PROGRAM)

09:30~10:00  동록 (Registration)
10:00~10:15  • 개회사 (Welcome Speech)
              이규방 (국토연구원 원장)
              Kyu-Bang Lee (President of KRIHS)
10:15~12:00  • 발표 (Presentation)
              National Territorial Plan toward 2020
              이원섭 Won-Sup Lee (KRIHS, Korea)
              • 토론 (Discussion)
              Bart Vink (VROM, The Netherlands)
              François Philizot (DATAR, France)
              Toshifumi Yada (Kyushu University, Japan)
12:00~13:20  • 오찬 (Lunch)
13:30~14:30  • 발표 (Presentation)
              Spatial Planning in the Netherlands - Framework,
              Context and New Strategy -
              Bart Vink (VROM, The Netherlands)
              • 토론 (Discussion)
              유덕상 Duck-Sang Ryu (MOCT, Korea)
              정일호 Il-Ho Chung (KRIHS, Korea)
              조진철 Jin-Cheol Jo (KRIHS, Korea)
14:30~15:30  • 발표 (Presentation)
              The Tools for Territorial Development and
              Regional Action
              François Philizot (DATAR, France)
              • 토론 (Discussion)
              송용찬 Yong-Chan Song (MOCT, Korea)
              이동우 Dong-Woo Lee (KRIHS, Korea)
              정옥주 Ok-Ju Jeong (KRIHS, Korea)
15:30~15:50  • 휴식 (Break)
15:50~16:50  • 발표 (Presentation)
              The National Territorial Plan in Japan
              - Its' History and the Next Planning -
              Toshifumi Yada (Kyushu University, Japan)
              • 토론 (Discussion)
              권도엽 Do-Youp Kwon (MOCT, Korea)
              박재길 Jae-Gil Park (KRIHS, Korea)
              서태성 Tae-Sung Suh (KRIHS, Korea)
16:50~17:30  • 사회 (Chair)
              김현식 Hyun-Sik Kim (KRIHS, Korea)
              • 토론 (Discussion)
              Bart Vink (VROM, The Netherlands)
              François Philizot (DATAR, France)
              Toshifumi Yada (Kyushu University, Japan)
              서태성 Tae-Sung Suh (KRIHS, Korea)
              유덕상 Duck-Sang Ryu (KRIHS, Korea)
              이원섭 Won-Sup Lee (KRIHS, Korea)
National Territorial Plan toward 2020

Won-Sup Lee
Research Fellow
KRIHS, Korea
National Territorial Plan
Toward 2020

2004 . 11

Korea Research Institute for Human Settlements

Contents

| I. Background |
| II. Issues and Concerns |
| III. Goals |
| IV. Strategies |
| V. Implementation |
I. Background

History of the plan

<table>
<thead>
<tr>
<th>Period</th>
<th>Main Emphasis</th>
</tr>
</thead>
<tbody>
<tr>
<td>The 1st plan</td>
<td>Construction of growth centers</td>
</tr>
<tr>
<td>(1972-1981)</td>
<td></td>
</tr>
<tr>
<td>The 2nd plan</td>
<td>Restriction of the Capital region</td>
</tr>
<tr>
<td>(1982-1991)</td>
<td></td>
</tr>
<tr>
<td>The 3rd plan</td>
<td>Promotion of local regions</td>
</tr>
<tr>
<td>(1992-1999)</td>
<td></td>
</tr>
<tr>
<td>The 4th plan</td>
<td>Integration of national territory</td>
</tr>
<tr>
<td>(2000-2020)</td>
<td></td>
</tr>
</tbody>
</table>
Background

Territorial policies became more important than ever for:
- Balanced national development and
- National competitiveness

- Nature of the national territorial plan
  - According to framework act on national territory:
    It is a comprehensive plan indicating a long-term development direction of national territory

Formulate a new national territorial plan toward 2020

Characteristics of the new plan

- Future and Openness: Considering internal and international changes in circumstances
- Efficient Use of Existing Facilities: Balancing construction and maintenance of infrastructure
- Sustainability and Humanism: Emphasizing environment and people's welfare
II. Issues and Concerns
Spatial disparities resulting from overconcentration of the Capital region

Limited national competitiveness due to low efficiency

Degradation of environment and quality of life

Social conflicts surrounding territorial policies

Concentration of the Capital region

<table>
<thead>
<tr>
<th>Category</th>
<th>Area</th>
<th>Population</th>
<th>Mfg. firms</th>
<th>Major universities</th>
<th>R&amp;D institutions</th>
<th>Government agencies</th>
<th>100 Largest corporations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.8%</td>
<td>47.6%</td>
<td>56.4%</td>
<td>65.0%</td>
<td>70.0%</td>
<td>85.0%</td>
<td>91.0%</td>
</tr>
</tbody>
</table>
Major concerns

- Need for a new paradigm of territorial management guiding innovation of regions
- Decentralization policies opens new windows of opportunities for local regions
- Increasing concerns for sustainable environment and higher quality of life
- Importance of social cohesion and conflict resolution regarding territorial issues

III Goals
Goals

Innovative and Humanistic Territory

Balanced Territory
Open Territory
Green Territory
Welfare Territory
Unified Territory

IV. Strategies
Major strategies

- Forming new (π+Hexagonal) territorial structure
- Promoting regional competitiveness
- Managing national territory toward Northeast Asia
- Building networks of infrastructure
- Creating livable city and housing
- Sustaining environment and resources

Strategy 1: Forming new (π+Hexagonal) territorial structure
Geoeconomic potential of Korean peninsula

Strategy 1: Forming new territorial structure

Basic directions

- Building open territorial structure to serve as “strategic gateway” in Northeast Asia
- Organizing networked territorial structure for balanced regional development

Promoting “π + Hexagonal” territorial structure with three coastal axes and six economic regions
Strategy 1: Forming new territorial structure

Functions of coastal axes

- **West Coastal Axis**: International logistics and business, new industrial clusters
- **South Coastal Axis**: International logistics and industrial restructuring
- **East Coastal Axis**: North-South exchanges and tourism
<table>
<thead>
<tr>
<th>Region</th>
<th>Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Region</td>
<td>International logistics, knowledge based industries</td>
</tr>
<tr>
<td>Chungcheong Region</td>
<td>R&amp;D, bio-industries</td>
</tr>
<tr>
<td>Honam Region</td>
<td>Agri-marine industries, new industrial clusters</td>
</tr>
<tr>
<td>Yeongnam Region</td>
<td>Restructuring of existing industries, Marine logistics</td>
</tr>
<tr>
<td>Gangwon Region</td>
<td>International tourism, clean industries</td>
</tr>
<tr>
<td>Jeju Region</td>
<td>International free cities</td>
</tr>
</tbody>
</table>
**Self-sustained development of regions**

- Relocating central government’s agencies away from the Capital region
- Developing **innovate cities** to accommodate the public agencies from the Capital region
- Establishing **regional innovation system** and industrial clusters in provincial regions
- Promoting regional strategic industries and restructuring of industrial complexes

**Specialized development of regions**

- Systematic management of the Capital region to enhance international competitiveness
- Promoting major provincial cities and small and medium cities with higher-order functions
- Developing specialized clusters and institutional support to revitalize less developed regions
- Developing infrastructure for tourism and cultural industries
Strategy 3: Managing national territory toward Northeast Asia

Cooperation with Northeast Asia

- Developing financial, business and logistics hubs for economic exchange
- Establishing *Northeast Asia Development Community* for infrastructure development and connection
- Promoting trade and exchange among regions of Northeast Asian countries
Strategy 3: Managing national territory

Cooperation with North Korea

- Establishing peace belt in the border for economic exchange, resource and environment management
- North-South cooperation to develop special economic zones in North Korea
- Reconnecting transportation network throughout the Korean peninsula to form an integrated system

Strategy 4: Building networks of infrastructure
Transportation system

- Increasing linkages and optimization of sharing system among different modes of transportation
- Improving efficiency of traffic system through information technology and demand management
- Establishing humanistic transportation system with emphasis on safety and environment

Information system

- Developing advanced telecommunication network to lead balanced territorial development and innovation of related industries
- Building comprehensive information system for territorial management and convenience of life
- Realizing ubiquitous territory through integration of intelligent management system and three dimensional territorial information
Strategy 5: Creating livable city and housing

Enhancing residential quality

- Improving community amenity and quality of neighborhood environment
- Increasing housing welfare for low income class, aged and handicapped people
- Stabilizing real estate market through information system and regulations
Making livable city

- Making pleasant city with service facilities, culture, green space, and public transportation system
- Reinforcing principle of plan first development later for sustainable urban development
- Increasing public participation and facilitating consensus building and conflict settlement

Strategy 6: Sustaining environment and resources
strategy 6: Sustaining environment and resources

Conserving green territory

- Establishing national eco-system and environment friendly land use system
- Forming energy and land saving territorial structure for sustainable development
- Strengthening international cooperation with North Korea and Northeast Asian countries

Water supply and disaster prevention

- Establishing system of clean and adequate water supply and integrated management of river basin
- Enhancing disaster prevention capability through comprehensive flood control system
- Raising safety standard of infrastructure and surveillance of areas prone to disaster
### Implementation

- Decentralizing central government’s function to local governments
- Establishing governance system and partnership for planning and implementation
- Coordinating conflicts and divided opinions among people and governments
- Securing and diversifying sources of development funds both from public and private sector
Thank you
Spatial Planning in the Netherlands
- Framework, Context and New Strategy -

Bart Vink
Project Manager
National Spatial Planning Agency, The Netherlands
National Spatial Strategy - Bart Lennaert Vink (VROM)
International Workshop on spatial planning, Seoul, 16-17 November 2004

Contents

• The Netherlands: an introduction (in images)
• Spatial planning in retrospective
• New National Spatial Strategy
  ➢ Policy objectives
  ➢ Layer approach and spatial quality
  ➢ Philosophy of governance
    ➢ National spatial structure
    ➢ Basic quality standards
  ➢ ......creating space for development.
The Netherlands:
- One third below sea-level
- Sea level is rising
- In large parts the ground is subsiding
- Agriculture still biggest user of land
The Netherlands:
- Is highly urbanised
- Population still growing
- Demand for houses exceeds offer
- Development of polynuclear urban networks
Spatial planning in retrospective

Until mid 20th century:
- Private initiatives
- Municipal and provincial planning and development

After 1945:
- Private initiatives
- Municipal and provincial planning and development
- National strategies and planning law ('WRO')

2004:
- New National Spatial Strategy
...spatial planning goes back some time...

National Spatial Strategy - Bart Lennaert Vink

<table>
<thead>
<tr>
<th>Report</th>
<th>Society</th>
<th>Pendulum</th>
<th>Character</th>
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</thead>
<tbody>
<tr>
<td>2004</td>
<td>National Spatial Strategy 2004</td>
<td>Protection</td>
<td>National binding land use system</td>
</tr>
<tr>
<td>2000</td>
<td>Fifth 2000</td>
<td>Renewal</td>
<td>Decentralised land use regulation</td>
</tr>
<tr>
<td>1990</td>
<td>Fourth 1990</td>
<td>Protection</td>
<td>National programs for development</td>
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<tr>
<td>1980</td>
<td>Third 1980</td>
<td>Renewal</td>
<td></td>
</tr>
<tr>
<td>1970</td>
<td>Second 1970</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1960</td>
<td>First 1960</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1950</td>
<td>National Plan</td>
<td>Need of land use regulations</td>
<td></td>
</tr>
</tbody>
</table>
A new National Spatial Strategy: policy objectives

Create space for the different functions that demand it:

- strengthening the international competitive position of the Netherlands
- promoting strong cities and a vibrant, dynamic countryside
- securing and developing important national and international spatial values
- ensuring public safety
Layer approach and spatial quality

Layer approach:
- Surface
- Networks
- Occupation
  + Culture / history

Three aspects of spatial quality:
- use-oriented value
- experience-oriented value
- future value

Philosophy of governance

- Dynamic, development-oriented spatial policy (‘ontwikkelingsplanologie’)
- Clear division of responsibilities (national, regional, local governments)
- Sense and simplicity
- Clarity and coherence in the policy and its implementation

=> Diminishing the involvement of the central government
Economy, infrastructure, urbanisation:
- mainports (Schiphol and Rotterdam seaport)
- national urban networks (e.g. Randstad)
- brainport Eindhoven
- economic core areas
- ‘greenports’
- flagship projects / national city key projects
- major transport axes
National Spatial Structure (B)

Water, nature, landscape:
- main waters
- coastal foundation
- ecological network
- World Heritage
- national landscapes
Basic quality standards

Some examples:
- Concentration of urbanisation and infrastructure
- Optimal use of existing urban areas
  (40% of expansion programme)
- Water test
- Location policy for businesses and public services

Resumé

The National Spatial Strategy:

- Focuses the involvement of the national government
- Creates the necessary context
- Diminishes the bureaucratic burden

→ Creates space for development!
The Tools for Territorial Development and Regional Action

François Philizot
Deputy Delegate
DATAR, France
The tools for Territorial Development and Regional Action

François PHILIZOT
Deputy Delegate of DATAR
The French Delegation for Territorial Development and Regional Action

Four categories of tools

- Elaboration of territorial development documents
- Implementation of planning contracts policies, associating the State and the local authorities
- Implementation of the policy of positive discrimination in order to correct imbalances between territories
  - European Cohesion policy
  - Zoning of the national territory
  - Regional Policy Grant (PAT)
- Delocalisation of companies and public administrations
The tools for Territorial Development and Regional Action

The strategic planning

The heritage of the Plan

- Conceived by the National Council of Resistance, the national planning of the economic activity and infrastructure building was created in 1947
- Following the fast economic changes, the 5-years plans became only indicative
- The 1980’s: the plans were too rigid, too centralised and too infrastructure-focused
- The 11th plan, prepared in 1992, was not adopted
The heritage of master plans

- Master plan for waterways of the April 17, 1985
- Master plan for national roads of April 1st, 1992
- Master plan for high-speed tracks of April 1st, 1992
  - 4,700 km of new tracks

Coordinating national territorial development policies at European level

- 1989: France organizes the first meeting of European ministers in charge of territorial development
- 1999: Approval of the European spatial development perspective
  - Common policy options for territorial development: polycentric urban structure, parity of access to infrastructure and knowledge, wise management of natural and cultural heritage,
- Implementation of ESDP
  - Horizontal and vertical cooperation
  - Cooperation at crossborder level and at European level (European Spatial Planning Observation Network)
The “Voynet” Law of June 1999

- Nine sectorial schemes
  - Prevision and orientation documents conceived for a 20-years period
  - Elaborated after a large consultation (Regional Councils, Regional Conference for Territorial Development and Regional Action, Parliamentary delegations for territorial development)
  - Transport for people and goods, higher education, natural and rural areas, information society, culture, energy, health, sport
  - Restricted legal effects, except for the two transport sectorial schemes (travellers and goods)

In April 2002, the first sectorial schemes were approved by decree

- With three big priorities of territorial public action:
  - development in solidarity of all territories,
  - influence and competitiveness of France in Europe and all over the world,
  - protection of natural resources and of life quality
December 18, 2003

- The CIADT adopted
  - Long-term transport orientation policy,
  - two infrastructure maps for 2025
« Infra-national levels »

- Interregional level
  - Massif schemes
- Regional level
  - Transport regional scheme in order to organise collective transports
  - Regional schemes for territorial development
  - On-going process but some geographical differences
- Territorial directive for planning
  - Alpes-Maritimes, Bouches-du-Rhône, the Loire estuary, the Seine estuary, coal fields of the Northern Lorraine, Lyon metropolitan area, Northern Alps

Conclusion

- Foresight
  - Transports in 2050
- Coherence of territorial development schemes
- Modalities of approval of territorial development schemes
- Legal impact
  - Territorial development schemes and local planning
The tools for Territorial Development and Regional Action

Planning Contract policy

Planning Contracts between the State and the regions (CPER)

- Linking instruments between the national strategy (national schemes) and regional strategy
- Cofinancing of development projects
- Legal status precise by the Council of State: draft agreement
Expansion of State-Region Planning Contracts (CPER)

- Increase of the investment concerned by the CPER
  - Funds multiplied by 3 since the 1st generation, from 6.4 to 16.7 billion euro
  - 15 to 20% of State civil investment budget
  - 20 to 25% of regions investment budget

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<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>100</td>
<td>140</td>
<td>193</td>
<td>272</td>
</tr>
<tr>
<td>State share</td>
<td>62 %</td>
<td>57 %</td>
<td>57 %</td>
<td>50 %</td>
</tr>
</tbody>
</table>

2000 – 2006: the principles

- Three main issues:
  - Development of the employment, reducing of the social and territorial disparities, sustainable development...
  - The stress laid on the training, research and development, information society...

- Widening of the field of the planning contracts
  - Almost all of the French ministries are concerned by the planning contracts: Ministry of Justice, Ministry of Sports...

- To make a coherence between the planning contracts schedule and European Funds programmes
  - 7 years and mid-term review

- Structure adapted to the territories’ needs
2000 – 2006: Structure

L’architecture des contrats de plan

- Volet régional
  - Partie "classique" des CPER : Projets d’action et d’équipement en vue du développement de l’ensemble de l’espace régional

- Volet territorial
  - Partie "inédite" des CPER depuis 2000 : Contrats de pays, d’agglomération, de ville, réseaux de villes et parcs naturels régionaux

- Volet Interrégional : Grands programmes et Conventions de Massifs
  - Plan Loire, Mont-Saint-Michel, Programme Après Mines
  - Conventions Intergénérations de massifs : Alpes, Jura, Massif Central, Pyrénées, Vosges

+ Avenants marée noire et intempéries
  - Complément au traitement des dommages de la mante noire et de la tempête de décembre 1999 + prévention d’autres catastrophes naturelles

2000 – 2006: Increase of credits

- Regional and territorial levels:
  - 17.51 billion euro for the State
  - 17.75 billion euro for the regions
  - 5.75 billion euro for other levels of local authorities
  - + Structural Funds within Objective 1 & 2 (10 billion euros)

- Interregional projects (838 million euros for the State)
European Union budget in 2003 (15 MS): 99,68 billions €

Expenditures

- Agricultural policy (45%)
- Structural funds (35%)
- Internal policies (6,8%)
- Management (5%)
- Foreign policies (5%)
- Pre-adhesion (3%)
- Others (0,2%)

Structural funds 2000 - 2006

- Areas eligible under objectives 1 and 2
2000 – 2006: thematic distribution

**Chifres en milliers d’euros hors TOM, hors avenants, hors grands programmes et programmes interrégionaux**

<table>
<thead>
<tr>
<th>Secteur</th>
<th>Montants initiaux 2000 – 2006 (€)</th>
<th>(%)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>1,474,596</td>
<td>8,42%</td>
</tr>
<tr>
<td>Affaires étrangères</td>
<td>16,595</td>
<td>0,11%</td>
</tr>
<tr>
<td>Commerce extérieur</td>
<td>53,002</td>
<td>0,36%</td>
</tr>
<tr>
<td>Culture</td>
<td>387,000</td>
<td>2,21%</td>
</tr>
<tr>
<td>Environnement</td>
<td>80,555</td>
<td>0,46%</td>
</tr>
<tr>
<td>Education théorique</td>
<td>3,895,949</td>
<td>22,21%</td>
</tr>
<tr>
<td>Enseignement supérieur</td>
<td>2,841,532</td>
<td>15,82%</td>
</tr>
</tbody>
</table>
| Éducation théorique et 
  Enseignement supérieur        | 243,220                            | 1,39%|
| Entreprise et social          | 428,064                            | 2,44%|
| Financement                   | 1,287,876                          | 7,07%|
| Environnement                 | 489,500                            | 2,80%|
| Équipement transport 
  Logement                   | 7,348,414                          | 40,81%|
| Enseignement supérieur        | 1,019,369                          | 23,90%|
| Enseignement théorique        | 58,615                             | 0,57%|
| Enseignement supérieur       | 396,219                            | 5,33%|
| Équipement transport 
  Logement                   | 343,559                            | 1,96%|
| Enseignement supérieur        | 116,471                            | 0,67%|
| Enseignement théorique        | 476,610                            | 2,72%|
| Financement                   | 1,171,480                          | 6,38%|
| Industries                    | 759,800                            | 4,34%|
| Commerce extérieur            | 1,275,920                          | 7,13%|
| Justice                       | 48,599                             | 0,28%|
| Ministère des arts et 
  Sciences                   | 50,219                             | 0,29%|
| Agriculture                   | 246,845                            | 1,19%|
| Hors                            | 30                                 | 0,00%|
| Hors                            | 101                                | 0,00%|
| TOTAL                          | 17,509,995                         | 100,00%|

**Cohésion territoriale 13%**

- Agriculture et Environnement 12%
- Agriculture et Environnement 12%
- Cohésion territoriale 13%
- Transports 16%
- Autres politiques 26%

2000 – 2006: regional distribution

- **Regions lagging behind in their development**
  - More than 400 euro per inhabitant
  - DOM, Corse, Limousin
- **Regions in industrial restructuring**
  - 350-400 euro per inhabitant
  - Nord-Pas de Calais, Lorraine
- **The richest regions**
  - Alsace, Rhône-Alpes, PACA

€ per inhabitant – CPER only

<table>
<thead>
<tr>
<th>Région</th>
<th>€ per inhabitant – CPER only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alsace</td>
<td>262</td>
</tr>
<tr>
<td>Aquitaine</td>
<td>248</td>
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<tr>
<td>Auvergne</td>
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<td>Bourgogne</td>
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<td>Bretagne</td>
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<td>Centre</td>
<td>225</td>
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<tr>
<td>Champagne-Ardenne</td>
<td>274</td>
</tr>
<tr>
<td>Corse</td>
<td>950</td>
</tr>
<tr>
<td>Franche-Comte</td>
<td>300</td>
</tr>
<tr>
<td>Ile-de-France</td>
<td>273</td>
</tr>
<tr>
<td>Languedoc-Roussillon</td>
<td>301</td>
</tr>
<tr>
<td>Limousin</td>
<td>460</td>
</tr>
<tr>
<td>Lorraine</td>
<td>353</td>
</tr>
<tr>
<td>Midi-Pyrénées</td>
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</tr>
<tr>
<td>Nord-Pas-de-Calais</td>
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<tr>
<td>Basse-Normandie</td>
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<td>Haute-Normandie</td>
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</tr>
<tr>
<td>Pays-de-la-Loire</td>
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<td>Poitou-Charentes</td>
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<tr>
<td>Provence-Alpes-Côte-d’Azur</td>
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<tr>
<td>Rhône-Alpes</td>
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</tr>
<tr>
<td>Guadeloupe</td>
<td>463</td>
</tr>
<tr>
<td>Guyane</td>
<td>468</td>
</tr>
<tr>
<td>Martinique</td>
<td>1,005</td>
</tr>
<tr>
<td>Réunion</td>
<td>435</td>
</tr>
</tbody>
</table>
13

2000 – 2006: some examples of projects

- **Rhône-Alpes Region**: Support for railway freight in order to stop the increase of the trucks traffic throughout the Alps

- **Centre Region**: Expand of the regional telecommunications ADSL network in order to connect the whole region and to develop the NTIC use (secondary schools, SMEs)

- **Corsica Region**: Waste processing: removal of the wild rubbish tip, selective collects of waste, infrastructures of incineration

- **Limousin Region**: Creation of the European Centre of ceramics

- **Plan “Loire Grandeur Nature”**: Programme of floods prevention in the French regions of Centre, Auvergne, Bourgogne, Limousin, Poitou-Charentes, Pays de la Loire and Rhône-Alpes

- **St Michel Mount Project**: Renovation of the site
2000 – 2006: process of elaboration

Elaboration of the State strategy (July-December 1998):
- Prefects define State strategy in regions
- The ministries also define their priorities
- Arbitration and approval at the CIADT of December 15, 1998

Dialogue in regions and negotiating mandate (January-August 1999)
- Dialogue in regions with meeting of the CRADT
- Elaboration by the Prefect of the « synthetic action plan » on the expectations and priorities of the State and Regional Councils
- Distribution of a first payment of 14 billion euro for French regions during the CIADT of July 1999 + attribution of negotiating mandates to the Prefects

Negotiations in regions (September-December 1999)
- In order to define the measures and the projects within the planning contracts
- In order to elaborate the document presenting the common action of the State and regions for the next 7 years
- The second payment of 3 billion euro is decided by the CIADT in December 1999, according to the needs indicated by the regions

Planning contracts signature (January-July 2000)
- Adopting vote of the State-Region Planning Contracts in regions
- Final validation of the State-Region Planning Contracts during interministerial meetings
- Signature of the contract between the Prefect and the Regional Council President
2000 – 2006: implementation and monitoring

At the regional level, the contractual document is completed by the implementation covenant:
- Regional partners: CRADT, sectorial and global steering committees, programming committees for the implementation and the monitoring, a specialised department of the CRADT for evaluation
- SGAR (*Secrétariat Général pour les Affaires Régionales*) General secretariat for regional affairs: the interministerial coordinator at the regional level

At the national level, central ministries supervise and monitor the implementation:
- DATAR and CIADT are responsible for the interministerial coordination of the implementation and the monitoring at the national level: financial monitoring of State credits; preparation of interministerial arbitration delivered by the Prime Minister Cabinet
- The « Commissariat au plan » accompanies the evaluation of the regional planning contracts
2000 – 2006: mid-term review

- Following the SPD (Single Programming Document) model
- A technical exercise with operational aims
- A flexible schedule and an exercise in progress
- Measures of simplification

Expansion of contractual policies

- Agglomeration and « Pays » contracts
  - have to be signed until the end of 2004
- Metropolitan contracts
  - CIADT of December 18, 2003
- Specific financing covenants
  - LGV (High speed train track),
  - Conceded motorways,
  - Harbour 2000 in Le Havre,
**Les Pays**
on September 1, 2004

- 158 recognised « pays »
- 163 « pays » in project
- 73 « pays » contracts already signed

**Built-up areas**
on May 1, 2004

- 155 « communautés d’agglomérations » built-up areas
- 14 « communautés urbaines » urban communities
- 52 agglomeration contracts already signed
Metropolitan contracts

- In 2004, a call for projects aiming at supporting the territorial engineering in order to develop the metropolitan cooperation
- A metropolitan project prepared by the local authorities
- A metropolitan contract (from 2006) on structuring actions

Conclusion

- Some important results:
  - For the territorial development in France
  - For the federation of players (actors)
  - For the visibility of the public action

- An essential restoration after 20 years and within a new context

- A model « à la française » interesting lots of countries
The National Territorial Plan in Japan

- Its' History and the Next Planning -

Toshifumi Yada
Emeritus Professor
Kyushu University, Japan
The National Territorial Plan in Japan

Its History and the Next Planning

YADA, Toshifumi

I. The System of the National Territorial Plan in Japan

II. The History of National Comprehensive Development Plan

III. The Grand Design of the Japanese National Land

IV. The Next National Territorial Plan
The System of National Territorial Plan in Japan

The National Comprehensive Development Plan
- The Consolidation Plans for Metropolitan Areas
- The Development Plans for Provincial Areas
- The Promotion Plans for Problem Areas

The National Land Use Plan
- Prefectural Plans, Municipal Plans

The Long Plan for Construction of Social Capitals
- Road, Port, Airport, Forest, River, Coast, Park etc
The System of NCDP

National Comprehensive Development Plan

Plans of metropolitan Areas
Capital, Osaka
Nagoya METRO

Plans of Provincial Areas
Hokkaido, Tohoku
Hokuriku, Shikoku
Chugoku, Kyushu
Okinawa

Plans of Problem Areas
Solitary Islands
Peninsula Areas
Mountain Areas
Depopulated Areas

The National Territorial Plan in Japan

The National Land Use Plan

The Prefectural Land Use Plans

Urban Planning Areas
Agricultural Areas
Forestry Areas
Natural Park Areas
Nature Reservation Areas

The Municipal Land Use Plans
The Priority Plan for Construction of Social Capitals

2003–2007

Environment

Living

Safety

Vitality

Road

Steep Slope

Sea Port

Flood Control

Air Port

Sea Shore

Traffic Safety

Urban Park

Drainage Ditch

The National Territorial Plan in Japan

The History of NCDP
The History of NCDP

STAGE I
The Postwar Economic Restoration

1951 Comprehensive Development of Specified Areas
1951 Development of Big River Valleys

STAGE II
The High Economic Growth

1962 The First National Comprehensive Development Plan
1962 Formation of New Industrial Districts

1969 The Second NCDP
1969 Formation of Transportation & Communication Network

STAGE III
The Low Economic Growth

1977 The Third NCDP
1977 Settlement in Rural Areas

1987 The Fourth NCDP
1987 Multipolar Spatial Structure

1998 The Fifth NCDP
1998 Grand Design of National Land Multi-national Axes

200x The New NCDP
200x Decentralized Spatial Structure
200x Formation of Independent Regions

STAGE IV
The Structural Economic Depression

STAGE V
The New Economic Age

The National Territorial Plan in Japan
The Change of Concept of NCDP in Japan

The 1st NCDP
The CDP for Specified Areas

The 2nd NCDP

The 3rd NCDP

The 4th NCDP

The 5th NCDP

REGIONAL BIG CITIES

RURAL AREAS

TOKYO

PACIFIC COASTAL BELT

RURAL AREAS

The Next NCDP

The National Territorial Plan in Japan

Increase of Population by Migration in Japan

东京首都圏
名古屋圏
関西圏

Non-Metropolitan Areas

Ten Thousand

1975
1980
1985
1990
1995
2000

The National Territorial Plan in Japan
The Grand Design of The Japanese National Land Plan

The Spatial Structure of Japan

The National Territorial Plan in Japan
### Economic Data by Region & Main City in Japan

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### National Axes & Regional Axes

1. Renovation
2. Revivification
3. Regional Axes

#### The National Territorial Plan in Japan

- **Rural Areas**
- **Urban Areas**
- **Areas**
The Spatial Structure of Non-Urban Region

Prefectural Cities

Regional Axis

Medium & Small Cities

National Axis

Regional Cities

The National Territorial Plan in Japan

The Spatial Structure of Metropolitan Region

Prefectural Cities

Regional Axis

Urban Area

Rural Areas

The Capital City

NATIONAL AXIS

The National Territorial Plan in Japan
The Next Territorial Plan
Under Discussion in the Japanese Government

Integration of Three Plans

National Comprehensive Development Plan
National Land Use Plan
Social Capital Plans

Present System

New System

National Territorial Plan
Regional Territorial Plans
Regional Land Use Plans
Social Capital Plans
The Next Territorial Plan

- Depopulated Society
- Global Competition
- Environment Crisis
- Financial Difficulties
- Decentralization

Collaboration of Independent Regions
Formation of Areas for Quality of Life
Formation of Sustainable National Land

Two Concepts of Territory
Independent Regions & Living Areas

Independent Region

Urban Area
Industrial Agglomeration
Living Area
The Wide Area for Quality of Life

Linkage of functions Among Cities, Towns, and Villages

Medium Seized City

Small Cities

Villages

Formation of Agglomeration

Districts of Industries

Universities

Laboratories

Governments

NPO, NGO

Coordinative Organization

Business

Airport, Seaport, Expressway, Railroad