

ミズベリング 世界会議

# MIZBERING

IN OSAKA 2015.10.9-11

WORLD CONFERENCE at DOJIMA RIVER FORUM

PROCEEDINGS

[ English - simplified version ]

Hosted by

Mizbering World Conference Steering Committee

Office : River Environment Division, River Department,  
Kinki Regional Development Bureau, Ministry of Land,  
Infrastructure, Transport and Tourism

Supporters / Collaborators :

Aqua Metropolis Osaka Partners

Secretariat of Mizbering Project

Osaka Chamber of Commerce and Industry


Japan Aquapolis Network

NPO Research Institute of Public Style

Yodogawa Water Transportation Promotion Council

Osaka Prefecture, Osaka City



 BANGKOK



 SAN-ANTONIO



 PARIS



 OSAKA

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## Introducing Aqua Metropolis Osaka to the World

The Mizbering World Conference in Osaka was held at the Dojima River Forum in Osaka for three days from October 9 to 11, 2015, with the aim of achieving creative “waterfront management” by disseminating Aqua Metropolis Osaka to the world, calling upon progressive approaches to waterfront from all over the world, and discussing the methods and frameworks to bring in private sector initiatives. These proceedings summarize the contents of lectures, workshops, and discussions held over three days, which also condense clues to transform a familiar waterfront to an attractive one. Visit your familiar waterfront with this publication and experience its “current” state.



**Future of waterfront is starting to move!  
Mizbering project**

The project is to create possibilities of new usage of waterfronts in Japan, which have lost their past liveliness. It aims to launch movements one after another to produce beautiful scenery, in which the waterfront is integrated into the town, and new liveliness through collaboration among citizens and corporations, which are interested in waterfront, and the government.

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and Industry, Japan Aquapolis Network, NPO  
Research Institute of Public Style, Yodogawa  
Water Transportation Promotion Council, Osaka  
Prefecture, Osaka City



## Mizube Symposium

**Examples of attractive waterfronts  
in the world! Get the world's latest  
information in this session!!**

Speakers introduced innovative examples in San Antonio, Bangkok, Paris, and Aqua Metropolis Osaka and explained about his or her country's systems to support activities and projects, methods of bringing in private sector initiatives, and methods of utilizing and managing the town in which the waterfront is used as a trigger. In the following panel discussion, future prospects of each country were presented, among others.



## Program

### Introduction

- Opening remarks
- Speech by the MC / Introduction of the program  
[ Saki Yagi, Hideki Sai ]
- Explanation of the objectives of the symposium  
[ Koichi Kana ]

### Presentation [4 countries]

- Introduction of speakers [ Saki Yagi ]
- San Antonio [ Steven Schauer ]
- Bangkok [ Niramom Kulsrisombat ]
- Paris [ Patricia Pelloux ]
- Osaka [ Hiroki Kutsuna ]

### Discussion

- Conclusions [ Koichi Kana, Hideki Sai, Saki Yagi ]



## San-antonio

United States of America

Country: The United States of America (Texas)  
City Population: Approximately 1.41 million (2013)  
Area: 1067.3 km<sup>2</sup>  
Major River: San Antonio River



## Bangkok

Thailand

Country: Thailand  
City Population: Approximately 8.24 million (2010)  
Area: 1,568.7 km<sup>2</sup>  
Major River: Chao Phraya River

### Power of the Tourist City Enhanced by Reinvestment to Make the Waterfront Attractive

Today, I would like to talk about the development of the waterfront in San Antonio, but at the same time, I would also like to learn about efforts in Osaka, as well as projects in Bangkok and Paris. I think Osaka receives many tourists today and is making efforts to further expand its attractiveness and economy. The same is true for San Antonio, where the current state was not achieved overnight.

First, let me talk about the San Antonio River. San Antonio is located in the central part of Texas, and the San Antonio River, which is about 380 km long and has a large watershed, flows into the Gulf of Mexico. The watershed is divided into four areas by the River Authority for management. At the center of it is the River Walk that extends 25 km.

The history of the city started in around 1700. The area has had frequent floods since early times, including a food disaster which occurred in 1913. During efforts to recover from the devastating flood disaster of 1921, the idea of developing the River Walk was discussed along with flood prevention work and dam building. Having inspired by a Robert HH Hugman's vision "I want to make the city the American version of Venice," local citizens had repeated discussions, invited shops and restaurants, sought action from the government, and saw the completion of the River Walk in around 1940. However, in the 1940s and 50s, the situation was far from ideal as the economy, which did not grow as expected, and the war caused a hollowing-out of the city. In the 1960s, local citizens, state government, and federal government brought ideas, and San Antonio hosted the World's Fair in 1968. The River Walk was reinvigorated by hosting the World's Fair. As a result, shops, restaurants, and hotels were built in a row along the canal, making it the place where the largest number of tourists visit in Texas. We are proud of this situation, but also think economic benefits are important. A 2014 study on economic benefits of River Walk showed 11.5 million people visited the River Walk annually, creating economic impact of \$3.1 billion and 31,000 jobs, and the entire tourism industry resulted in the annual economic benefit of \$13.4 billion.

Now, I would like to speak about the expansion of the River Walk after 1990s. The expansion project was started with the Museum Reach, which extends towards north from downtown, and the Mission Reach, which extends towards south from downtown. In 1998, \$380 million was invested for the development of the attractive riverfront with economic benefits. This project was also funded by the federal government and a local non-profit organization. We manage and administer 2000 acres of public park land, which is more than double the size of the Central Park in New York City.

For the Museum Reach, the improvement plan started in 2007 and completed in 2009. It faces a beautiful city park and has created private investment of \$250 million, including new shops and restaurants. The extension of the River Walk led to the situation in which new funds are created. Meanwhile, the Mission Reach was aimed at restoring ecosystem. Man-made drainage systems installed during the flood prevention work in the 1950s and 60s were restored to the natural state while providing habitats for the wild animals and pleasant outdoor spaces for people. We planted 60 different native grass species in the land of 300 acres, and there are about 23,000 trees. And the Mission Alamo was inscribed as a World Heritage site, the first World Heritage site in all of Texas. I believe there are many World Heritage sites in Japan. The Mission is the 23rd designation in the United States. We expect the number of visitors will increase this year.

Regarding the management of the San Antonio River, there is an organization called the River Improvements Overlay (RIO), which protects and improves the area with zoning. The organization manages 25 km of the River Walk by dividing it into 6 areas, each of which has the unique residential, historical, and cultural characteristics. There is an organization called TIV which was created in 1999 to improve the downtown San Antonio, but it does not have a plan to make major improvements until 2023.

A total of 40 full-time staffs work to maintain the river in downtown clean and safe. In addition, 24 staffs

work as guides for tourists. The PID is utilized to cover promotional costs for the River Walk and to invite businesses. The downtown will be rezoned this year.

Finally, let me summarize my presentation. First, there needs to be an ambitions and aspirational vision, which evolves over time, and the evolution requires support and feedbacks from citizens. Second, economic conditions need to be prepared. After experiencing stagnant economy in 1940s, the city successfully built the system in which success builds upon success. The third point is sustained commitment. It is very important to create a situation in which citizens and private businesses can be continuously involved in city planning.



presenter

### Steven Schauer

Manager of External Communications, San Antonio River Authority (SARA)

Mr. Schauer works at the San Antonio River Authority (SARA), an agency to manage and administer the San Antonio River, and is engaged in intergovernmental communication with other agencies and communities, as well as in promotion of SARA's activities including "The San Antonio River Improvement Project." In addition, he leads the development of the educational program for residents on water environment in the San Antonio River areas. As a spokesperson of SARA, Mr. Schauer not only regularly works with local media of San Antonio, but often appears on national media. Also, he hosts domestic and foreign visitors who are interested in SARA's reputable watershed solutions. He gave presentations at international conferences held in India, Korea, and China.

### Possibilities of the Chao Phraya River Regeneration Created by a Consensus Building Platform

I would like to talk about the regeneration of the Chao Phraya River, which is a big dream for citizens, city planners, and the Bangkok government. This project started about three years ago. It is under way on the basis of careful preparation and planning although still at an immature stage compared with the project in San Antonio.

I think many people think of the Chao Phraya River when asked about Bangkok. Bangkok, the capital of Thailand, used to be a romantic city and called Venice of the East by foreigners. This represents the river, the city, and the people were closely linked. In the Chao Phraya River of the 18th century, there was a close linkage between the river and the land. The people lived near water, and houses, piers, a royal palace, and fish markets were there too. Two hundred years later, it is still attractive but the number of people who live near the river has almost halved. Fences and gates have been built on the riverside, and thus most part of it is now occupied by private land and semi-public space.

For example, near the riverfront, from Khlongsan to the Kronke Bridge, the public have access to only 14.7% of the riverside space on both banks of the river that total 24 km. It is getting increasingly important to improve the quality while expanding public space in the riverside. Government investment is not efficiently working, either. In addition, basic infrastructure is limited. Now, the historical district with the riverside is so dark after 7 o' clock in the evening that we can't see anything.

Meanwhile, a large amount of investment was made in flood prevention 10 years ago. And a disastrous flood occurred in 2011, followed by the construction of even higher river walls. As a result, there are sad landscapes which show high river walls separating the riverside and the land.

One of the causes of this situation is the lack of a platform on which various stakeholders, including land owners, can discuss dreams for the Chao Phraya River, which has the total length of both banks exceeding 100 km and huge potential for development. Due to this situation, each stakeholder

has freely built gates and fences around their own land to limit public access.

A chance came, however. It was a project associated with railway development, in which existing ships and boats as well as roads and waterways are comprehensively redeveloped. This gathered momentum for the regeneration of the Chao Phraya River. To push it forward, the Bangkok Regeneration Master Plan was decided to be drawn up for the first time in collaboration with the city of Bangkok. In the Plan, the Chao Phraya River is positioned as the most strategically important core of the development.

Next, I would like to talk about the surrounding area of the Yannawa district. Historically, the Yannawa River can be considered a landmark of modernization/industrialization of Bangkok. There are temples as cultural assets, which date back to the times as old as Edo Period. There also are shipbuilding yards nearby. This district has unique and diverse characteristics, and its good accessibility provides the potential. This is the hub connecting trains and ships, which are used by over three million citizens and tourists daily. Another key point to make use of this opportunity is the ownership of the land. The district has a small number of land owners, and 85% of the entire land is owned by the government, state-owned companies, and temples. We have found it is possible to place importance on public benefit while continuing to produce economic impacts in this city regeneration project.

However, as the concept of city regeneration is too new in Bangkok, we decided to begin with what we can do immediately, and so we started to develop a promenade of 1.2 km. We started by connecting the land of different ownership together via the promenade.

We also considered connections with ships, trains, and buses which many people use every day. The front space of Fish Market is used as a promenade and integrated into the network although it is not as large or sophisticated as the one in Tsukiji. This place will play a central role in drawing people.

Three years ago, we held an exhibition through collaboration among the University of Tokyo, Peking University, and Chulalongkorn University, in order to provide citizens and other people with opportunities to think about the potential of this district. It was well received and more than 90% of survey respondents showed their support for our plan.

Today Bangkok citizens fully support the project. However, the government has recently launched a project to develop 14-kilometer-long bike lanes on both sides of the Chao Phraya River, which protrude 20 meters from both banks. This has caused protest movements by various industries, academics, a wide range of associations, people engaged in preservation activities, and local residents. I believe the Chao Phraya River will maintain its potential for the future.



presenter

### Niramom Kulsrisombat

Associate Professor, Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University

Ms. Kulsrisombat teaches and conducts researches on the urban and regional planning at Chulalongkorn University, while working on urban design and development projects as the director of the Urban Design and Development Center (UddC) which aims to create healthy urban spaces in Bangkok. She is a member of the Art and Architecture Conservation Committee, Association of Siamese Architect Under Royal Patronage. Her representative projects through UddC include "The Regeneration of Bangkok Inner Cities and Kadeejeen-Khlongsan Neighborhood" and "The Regeneration of Yannawa Riverfront" which regenerates part of the Chao Phraya River area as public space for recreation.



## Paris

France

Country: France  
 City Population: Approximately 2.24 million (2011)  
 Area: 105.4 km<sup>2</sup>  
 Major River: The River Seine



## Osaka

Japan

Country: Japan  
 City Population: Approximately 2.69 million (2015)  
 Area: 225.2 km<sup>2</sup>  
 Major Rivers: The Yamato River, The Yodo River, The Okawa River, The Kizugawa River, The Dotonbori River, The Higashiyokobori River

Photo credit (the upper photos): City of Water and Light Implementation Council

### City Regeneration along the Seine River Created by Repeated Experiments

I am working for APUR (Paris Urban Planning Agency) and was in charge of the Seine Banks Project before. Looking back at the history of the banks of the Seine, it was not until the 20th century that a major change occurred. The expressway was built in 1960s. Although a 12-kilometer expressway was built on the right bank, the expressway extends only 2 kilometers on the left bank as the project was stopped in 1974 following opposition by citizens. At that time, many people seemed to have raised their voices because they thought the project would ruin the landscape of Notre Dame. In the 21st century, urban policy has changed further. In 2001, Bertrand Delanoë, newly elected mayor, tried to combine various activities on the banks of the Seine, such as promenades, transportation by water, and tourism.

As the first step of the plan implementation, the expressway was made available only to pedestrians and cyclists on Sundays in 1996. Then, in 2002, the city started to turn it into beaches for pedestrians and cyclists for a period of one month in summer as most of Parisians go on vacation for a month in summer. This is how Paris Plages started.

In 2010, a new project was launched under the initiative of the mayor in order to tackle the problem the expressway imposed on Paris, the city with high population density.

The objectives of the right bank project was transformation of the expressway into an urban avenue, linking the riverfront areas to the river bank. The efforts included creating new boat docks to provide access to the many famous museums along the Seine by boat.

The expressway in front of Palais de Tokyo and Musee du Quai Branly was transformed into a general road where pedestrians can cross directly. This project was simple and inexpensive. Another project was implementation of a pedestrian crossing between Jardin des Tuileries and Musée d' Orsay. It was also very simple as we just built gates and placed traffic lights. In some places, the expressway blocked access not only to the river and buildings but also to a

boat. To address this problem, boat docks were created so that pedestrians can access from a building to the riverbank easily.

Next, I would like to talk about the left bank project, which was a more ambitious attempt. The objective was to open new public space in June 2013. The new public space between Musée d' Orsay and Eiffel Tower was indeed an experiment in the city. Under the concept of creating the potential uses of this space in an experimental manner while taking traffic into account, the space was divided into three areas with three themes; sport, cultural, and ecological. Reversible installations were considered to prepare for emergencies including flooding. Also considered in this project was respect for the beautiful world heritage in Paris.

First, Gros Caillou used to be for car traffic only and the bank was not used in the past. In this location, five small islands which are like floating gardens, were created and they have become comfortable spaces where people can sit and relax. Biodiversity was also considered and the barge structure allows for fish spawning in the Seine.

Second, at the dock of Port Alexandre III, the expressway passed under the bridge and pedestrians were unable to go to the bank. After improvements, the area turned into a very popular spot where pedestrians and cyclists can pass under the bridge to go to cafés and night clubs. All the facilities can be removed to restore the space. Today, new boats are moored here.

And in Solférino, we focused on leisure and cultural activities. There were only car parking space and the expressway before, but the area has become a pedestrian zone.

The bench has a very simple shape but its usage can be changed flexibly. A blackboard was installed on the wall so that children and adults can draw pictures using a chalk. If you make a reservation online two weeks in advance, you can rent a container as indoor space for free. It can be used for the rehearsal of

musical performance, business meetings, birthday parties, wedding ceremony, and so forth. This space is available at night too, and these stairs are sometimes used for outdoor theaters.

These projects were very successful and received 4 million people in 2014, including men and women of all ages and families. Today, everyone can enjoy the open space we created as they would like.

In Paris, we also have a future plan to improve above ground areas in addition to the banks. We will launch a new project on the right bank in summer of 2016, and hope to eliminate roads in the future.



presenter

### Patricia Pelloux

Paris Urban Planning Agency (APUR)

Ms. Pelloux graduated from the Institut National des Sciences Appliquées de Lyon and the École nationale des ponts et chaussées, which are grandes écoles that aim to foster elites in the field of science and technology. She majored in city planning there. Then she finished her master's degree in technical conception methods for city planning. After working on important public space projects at the Paris Urban Planning Agency (APUR), Ms. Pelloux was appointed as Director of the Seine Banks Project from 2009 to 2012, and planned and implemented the redevelopment plans and future visions for the banks of the Seine, including Paris Plages.

### Creative Use of the Waterfront Areas Make the City Attractive

I am a principle of E-DESIGN, a landscape design office, and engaged in environmental design. I am regularly involved in various community building projects in which I work to resolve social issues and to create beautiful space by focusing on "environmental design," "activities", and "system building" to support it in a sustainable manner. I am also a board member of the Aqua Metropolis Osaka Partners, a platform for community building in waterfronts in Osaka. Because the title of this conference is Mizbering World Conference, many people may tend to ask "Can Aqua Metropolis Osaka beat rival cities in the world?" However, I would rather continue to pursue waterfront landscapes that are unique to Osaka. I am very glad to receive feedbacks that waterfronts in Osaka have remarkably improved from 10 years ago.

Looking back at the contemporary history of Osaka's waterfronts, there were four major stages. At the first stage, the key event was the adoption of a slogan "Regeneration of Aqua Metropolis Osaka" as an urban renaissance project for Osaka, which was shared by Osaka Prefecture, Osaka City, and the business community, at the Urban Renaissance Headquarters in 2011. Then, development of physical spaces, that is, creation of waterfront environment was implemented by the government, leading to the Aqua Metropolis Osaka 2009, a major 52-day event held at Nakanoshima Park in cooperation with Prefecture, City and the business community in 2009. This was the second stage and an action that can be considered the beginning of creative use of waterfront. Around the same time, private businesses started to occupy the bank and use the space as a terrace. It was a social experiment called Kitahama Terrace, to which exceptional measures under the Rules for Permitting the Occupancy of River-side Land were applied.

At the third stage, Aqua Metropolis Osaka festival 2011/2012 was held under the concept of "From events to daily activities" and a variety of activities were carried out. This project had very unique aspects, including the method for planning and operation, in which authority was concentrated on the directors' team of the festival, the point that activities

were carried out over multiple years, and the aspect that events were supported while volunteer supporters and reporters were developed. In addition, Osaka Prefecture's Osaka Canvas Project started in 2009, and creative use of the waterfront through art was demonstrated as a social experiment utilizing deregulation. At the same time, restaurants and commercial facilities started businesses in river side space and parks one after another by utilizing exceptional measures under the Rules for Permitting the Occupancy of River-side Land.

At the fourth stage, the Aqua Metropolis Osaka Partners was established by Prefecture, City and the business community in 2013, thereby a system was developed to enhance the attractiveness of waterfronts at a faster pace and to disseminate it centrally. This organization served as a base to host Aqua Metropolis Osaka festival 2013/2015, in which creative uses and various social experiments have been demonstrated in collaboration with private businesses and ship transportation companies, while events became part of everyday life at a faster pace. Nakanoshima Open Terrace, for example, is food and beverage facilities conducting business for a limited time in the park. It started the business last year for the period of three months, which however was extended to six months this year as a result of gradual deregulation. Another example is Nakanoshima Gate, which is a node of the sea and the river. In the gate, there is government-owned lowland along the river, which is the other side of the central wholesale market. The lowland was first used as a venue for Aqua Metropolis Osaka festival to cultivate its potential attractiveness, and then such attractiveness was promoted through a performance of a theater group ISHINHA. Now, a private business is operating Nakanoshima Fishing Port, which is used as a place to sell/wholesale live fish as well as a facility where people can enjoy seafood barbecue.

The fifth stage refers to the future vision of Aqua Metropolis Osaka. The first action is collaboration between production of a night landscape using illuminations and a waterfront. The second one is further invigoration of ship transportation in light of the entire area including a water corridor from the

Yodogawa River and the port area such as USJ. And the third one is creation of contents for the ship transportation, including cruises in cooperation with high-end restaurants and sightseeing tours by boats, which connect the two characteristics of Osaka, the city of waterways and the city of cuisine. Also, I hope we can establish framework capable of supporting various activities by utilizing systems such as BID.

Lastly, let me introduce Aqua Metropolis Osaka festival 2015, which is currently taking place and well received. A rubber duck is floating in Nakanoshima Park this year again. The large lawn area is full of citizens enjoying themselves in any way they want, which may reflect the style of Aqua Metropolis Osaka. In this way, increasing the quality of public space and its creative use can make the city really attractive. I would like to conclude my presentation by sending you all a message that I wish to work with you in such a process and promote community building that begins at a waterfront. Thank you very much.



presenter

### Hiroki Kutsuna

Producer, Mizbering World Conference in OSAKA

Principle of E-DESIGN, Inc. Landscape designer. Mr. Kutsuna was born in 1966 in Osaka, Japan. He has been working on various projects from landscape/environmental design to community and system building. He has been involved in projects aimed at improving regions and enhancing regions' attractiveness through park management and town management. He is a board member of "the Aqua Metropolis Osaka Partners" which aims to serve as a platform for public and private cooperation. He is also a producer of the Enokojima Art, Culture and Creative Center, Osaka Prefecture, and Director of NPO Research Institute of Public Style.

# discussion

After the presentations of projects in each country, a panel discussion was held with four panelists as well as Mr. Koichi Kana, a special coordinator, Ms. Saki Yagi, an MC, and Mr. Hideki Sai. The discussion covered such topics as methods of community building which utilize a waterfront, and future prospects of each country.

Special coordinator

**Koichi Kana**

Associate Professor, Urban Design and Engineering, Graduate School of Engineering Urban Engineering, Osaka City University

MC

**Saki Yagi**

Announcer / Mizube Concierge

**Hideki Sai**

Producer of Aqua Metropolis Osaka Partners

Panelist

**Steven Schauer**

San Antonio River Authority

**Niramon Kulsrisombat**

Associate Professor, Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University

**Patricia Pelloux**

Paris Urban Planning Agency (APUR)

**Hiroki Kutsuna**

Producer of Mizbering World Conference in OSAKA

**Yagi:** Thank you very much for joining this panel discussion today. First of all, I would like to hear your comments on the presentations. What were you interested in, or empathetic with, regarding projects of other cities?

**Steven:** It was great to learn that all other cities are pursuing excellent projects. I am interested in long-term plans, operations, and maintenance. How do you develop plans after the initial excitement?

**Patricia:** I think it is important to continue the project, but more importantly, we should not forget innovation. In Paris, we regard the city as a huge museum and place importance on providing the residents and tourists with new experiences constantly. To realize that, we build many new museums and continue to organize new projects there. The important point is to link such efforts with the projects on the banks.

**Kana:** We heard events are held throughout the year in San Antonio too. In the presentation of efforts in Paris, the idea of “experimentation” was explained, which respects a process to gain the acceptance from citizens through repeated experiments instead of having a plan for completion at first. I think both cities have a common method, in which the whole picture is created through collaboration.

**Steven:** Participation of citizens and private businesses is crucial. It enabled new expansion of the river and revitalization of the city in San Antonio. From financial aspects too, the project would have been impossible without support from private businesses. In addition, public officials are often replaced at personnel shifts or elections, but with support from citizens, projects can keep going. I don’t think we can continue long-term projects without the initiatives of citizens.

**Sai:** I guess there are government officials as well as people from economic associations or private businesses today. So, I would like to hear how private businesses are involved in projects in each city. Niramon-san mentioned in her presentation that the concept of “city generation” does not exist in Bangkok yet. Could tell us how private businesses are involved in projects?

**Niramon:** There are various restrictions in the redevelopment of a riverfront, including the issue of land ownership and who can be partners. Private businesses are participating in the Yannawa project in a variety of forms. Land was supplied in one case, while a working budget was provided through “matching funds” in another case. A large number of businesses have expressed interest in financial

contribution to the construction of bridges, for example, through matching funds. I think collaboration through partnership is a key word in this kind of project, which cannot be carried out by the city or the government alone, or any other single organization.

**Steven:** Participation of private businesses was very important in the San Antonio River project too. Land owners donated sections and also provided funds by a method similar to public-private partnership. In a district called Public Improvement District (PID), the business community partners with the city to provide funds every year. In some cases, a non-profit organization provides funds for art works as part of partnership to maintain the liveliness and economic success of the downtown area. This kind of public-private partnership has been applied to ships. A company has decided to donate part of profits to the city although there is only one such company compared to several ones in the case of Osaka. Another one is developers. Public investment was not sufficient to realize the project. However, since private businesses use infrastructures for which the government made the investment, the win-win relationship has been established.

**Yagi:** I would like to hear your comments, Mr. Kutsuna. Are there any similarities to or differences from projects in Osaka?

**Kutsuna:** Yes, there are many similarities and differences. Also in Osaka, a platform has been created in which people from the business community and various academic organizations are involved, and I think this shows participation of private businesses is making progress in Osaka. On the other hand, I hope we can push forward the creation of a platform in which money is involved, including the matching funds, as well as area management.

**Yagi:** I was really impressed when Patricia-san talked in her presentation that there is no concept of noise in the Seine River. I think it can mean making noise during the midnight does not matter unless there are residents nearby. If that is the case, I think it may apply to some areas in Osaka such as Nakanoshima. What do you think?

**Kutsuna:** We have received complaints (laugh). However, if someone says a certain event is noisy and we should stop it, it would be ideal to think about how we can do it by actually doing it once, instead of giving up doing it immediately.

**Kana:** Even those who complain about the noise of a certain event may tolerate it by saying it is sometimes

noisy but OK because it is interesting, if the event can become something they want to experience. It looks such relations are being built now.

**Kutsuna:** That’s right. A one-way approach can cause such an issue but when people move to the side that provides programs, their position changes. Therefore, a situation will change if people start to think this is a place where everyone can provide interesting things.

**Kana:** In the case of Paris, the project started using space that used to be roads, so the question is which is better, roads or the current use of Paris Plages? I understand benefits of usage as public space is supported by most people although some people may say a car was more convenient. What is the situation? Are there objections against the usage?

**Patricia:** Yes, there are. There have been arguments since around 2010. Some people said no to the idea of imposing traffic restrictions but we proposed doing it once as a social experiment. In the course of the project, we needed to change plans and introduce innovations. We were not 100 percent confident that the project would go smoothly, but we were able to obtain support from citizens as we continued the project. Since then, no objections have been made. As for traffic in Paris, after the start of Paris Plages, it decreased by about 20% from around 2004. Meanwhile, the percentage of mobility has increased. Use of car sharing, a bicycle, and a large car shared by multiple passengers have reduced overall traffic.

**Kana:** Paris is undergoing a large social experiment that can change the city. Speaking of mobility, I think Paris is carryout out a trial to change the form of conventional city planning, which focused on cars, to something different. In Japan we have a key word representing the concept of Mizbering, which is “Let’s change!” I think trying to change the situation is a key word for waterfront projects. I am not 100 percent sure that doing that will always lead to success, yet I think it is important to try to find the best method while pushing forward the project.

**Yagi:** I had the impression that Thailand may be in a similar stage in that respect. Niramon-san, what is your view on this point? Could you tell us how you are involved in your projects?

**Niramon:** I briefly mentioned this in my presentation, but we did not have a platform to advance developments in Bangkok. It was our first attempt. When we started the riverfront project three years ago, the Urban Design and Development Center played a role similar to a producer, with no direct stake in the project. In advancing the project, not all



people were supportive at first, and we gradually gained stakeholders’ trust as we pursued the creation of a platform in which people from various positions can participate, including the city, the government, private businesses, land owners, and temples. We pushed forward the project while carefully confirming stakeholders’ feelings by providing them with an image of the space and conducting a survey of how they perceive the current situation.

**Kana:** I understood you use the method of advancing the city planning by linking and communicating with not only the government but also people and companies of the community. I have a question for Steven-san. The River Authority has a major role in flood prevention. In Japan, there are many public officials who want to pursue city planning and town revitalization in waterfronts, while on the other hand, it is difficult for them to regard such a role as their mission. This has become an issue. Steven-san, you seem to be working more like a businessman than a public official. What is the situation in San Antonio in this respect?

**Steven:** The River Authority is an organization established by the State of Texas but not under the control of the city or the county. It is positioned in-between. Being responsible for the river, the organization has roles in protecting the security of the public, maintaining water quality, and preserving animals and plants living there. However, because it is not a regulatory authority, we do not establish rules and enforce them. Bureaus of the River Authority have engineers and scientists. So, decisions are made on the basis of scientific data, which are shared among the city and county authorities, as well as the federal and state authorities. We are in a unique position separated from politics in that we make suggestions and recommendations on the basis of scientific evidence. A regulatory authority may have political effects but we can say that our suggestions and recommendations are based on scientific evidence. As budgets for development come from the city, county, and federal governments, we play a role like a facilitator and stand as an intermediary. We serve as a kind of bridge between citizens and the government.

**Kutsuna:** That’ s an ideal position. I think that is great because the basis for collaboration is very clear when private businesses, citizens, and the government have discussions. In Osaka, we have started to create the basis for collaboration and I want to push it forward in a manner in which people with proper knowledge to talk about subjects such as economy and ecology can be involved, and we can increase the number of fans. I hope we can have a method of promoting it exponentially.

**Yagi:** This is a question from the viewpoint of citizens. I have an image that tourism promotion and water quality management come under different departments, that is, there may be bureaucratic sectionalism. Do you face a situation where you recognize such an issue? And if you do, how do you coordinate that? Could you tell us your ideas?

**Steven:** That’ s not an easy issue. There are various opinions. For example, the issue of water quality is important for the River Authority, but other people may say it does not matter. Therefore, making its importance known to citizens is necessary, and we publicize the requirements of water quality on the website, which are obtained from research by scientists so that everyone can check that. When it rains in a large city, harmful substances flow from houses, gardens, and roads into a river, increasing toxins in the river. We disclose such data. Then, we think what we can do and what citizens can do. Accordingly, this process requires discussions with regulatory authorities as well. The important point is we must have convincing evidence when proposing to create an environment with a less impact on the natural environment, for example. It is still a challenge we also need to address.

**Kana:** I have a question for Patricia-san as well. I understand in the case of Paris, the mayor was a man of ideas, who initiated the project. On the other hand, didn’t citizens voice objections against the project, saying it is impossible, for example?

**Patricia:** When we started this project, we first held a workshop with residents. We invited people from as many different positions as possible, including students and the young people, discussed with them, and listened to their opinions on how they wanted to use the banks for the future. In Paris, approval by the majority is required to proceed with a development project. Through the process of this workshop, we obtained the approval by the majority. Of course, the final decision is made by the mayor, but the mayor needs to talk to the Paris City Council. As for water quality, we also conduct scientific verification and take necessary measures in order to prevent toxic substances from flowing into the Seine. Although there are a lot of challenges, I hope we can eventually improve the water quality to the level at which people can swim in the Seine.

**Kutsuna:** I think the method employed in San Antonio and the approach of using a workshop in Paris have a common element, which is the utilization of citizens’ participation and its effects. I think we should continue to do the same thing in Osaka to establish a vision of the city in the next step. I hope we can

create more opportunities for discussions where citizens can talk about what Osaka should be like in around 2020. Since Osaka has built a model in which the business community, the city, and the prefecture can work together, such a clear vision will be necessary. I wish to create a situation where we can present Osaka to the world, as a city that looks like a museum as a whole.

**Yagi:** Have you defined specific visions or goals for that yet?

**Kutsuna:** We have an initiative to use light and water as a theme for the city improvement, in which Water and Light Metropolis Osaka is envisioned, but are not 100% sure about concrete steps we should take to advance the initiative. I think a clear vision of how we should paint the picture of future Osaka will produce an image of the plan which everyone can be excited about and proud of.

**Sai:** Regarding Water and Light Metropolis Osaka, the city improvement with light has been pursued for a long time in Osaka. This activity, for which I have been working on, involves not only Osaka but also the whole Kansai region, and aims to promote the cities by using light. By the way, when the City of Light is mentioned, many people imagine Paris, so I would like to ask Patricia-san about lighting effects and planning efforts for the night time. Do you have any points to consider for the creation of lively events in the evening?

**Patricia:** In Paris, we have a large number of events in the evening. For example, there was an event called “Nuit Blanche” the last weekend. It is a one-night event held every year. We invite various art directors and ask them to plan programs, which are held overnight at a lot of museums and art galleries. Also, there are many other programs of originality, such as creation of art works by artists at public space. In organizing this kind of evening event, providing public transportation is important. For example, subways are not available overnight, so those who do have a means of transportation need to walk.

**Steven:** Regarding how we can utilize light and public space with light, I think lighting up a bridge in the evening, for example, is important. A dark bridge can create an atmosphere that keeps people away, which was true in the River Walk in San Antonio. To address this, we asked a non-profit organization to raise funds from private businesses in order to place art works at the foot of the bridge. They are lit up in the evening. These art works have created an atmosphere where people can feel they can enjoy themselves safely in the evening and do something there. In San Antonio,

# discussion



## discussion

during the Christmas season, trees along the river and the river itself are illuminated, and the entire area is lit up. Doing so can make people feel "Let's go out and walk!" On the other hand, we need to consider the environment. We neither put a light in an area where a natural habitat should be restored, nor allow people to enter such area at night. I think we should not illuminate the place constantly to make it appropriate to a habitat for wildlife. It is important to think about what we should light up and what we should not.

**Kana:** I would like to ask Niramon-san too. The Chao Phraya River is also famous for cruises and many ships are sailing. Who produces lighting effects for bridges along the river and wat temples?

**Niramon:** In reality, areas along the river are dark. The other day, I had an opportunity to guide the Thai Tourism Minister on a boat through the Chao Phraya River, but it was too dark to see anything along the river. The national monument, as well as monumental buildings and temples are under the control of the Ministry of Culture and are lit up, but other things are generally very dark, producing an atmosphere that keeps people away. Despite the importance of Thailand's tourism industry, which has the potential to change the country, tourism resources are increasingly deteriorated today. Much focus has been placed on how the county can bring as many tourists as possible, but for the future, responses to independent tours, that is, experience-based tours will be required in addition to mass tourism. Tourists who want to walk like local people can't act on their own if the town is so dark. I think we should change things like this first of all.

**Kana:** Now, I would like to learn about future plans. We know Paris, San Antonio, Bangkok, and Osaka are in the ongoing process and continuing to conduct trials. Meanwhile, looking ahead 10 years to around 2025, what kind of future prospects do you have? I would like each of you to talk about your official as well as private views on what the next phase will look like.

**Steven:** I know I need to talk about 10 years from now, but first, let me tell you about a regeneration project of San Pedro Creek for its three-hundredth anniversary in San Antonio, which is completing in 2018, three years from now. After that, we must restore the other three branches by taking into account the environment. Looking ahead 10 years, we want to develop a greenway and pave unpaved roads, in addition to restoration of the branches of the Creek. Making the area a place where people can enjoy recreation everywhere is what I wish to realize 10 years from now. Also, although we may still have a

long way to go, if we can resolve problems including a bacteria issue, we will be able to swim in the San Antonio River. That is our long-term goal.

**Niramon:** In Bangkok, the year 2032, which is 17 years from now, marks the 250th anniversary of the capital city Bangkok. For this event, we need to prepare for the implementation of the master plan in the inner city, and therefore, it is important to draw up plans to develop the city and utilize the river for the future. Our modest dream is to create public space with improved quality in the area of the Chao Phraya River. I also hope that roads and railways will be developed so that people can commute and move around in the city more conveniently. Today, people are leaving riverfronts and places where the environment has deteriorated. Those places must be regenerated to restore the potential for tourism, and it is necessary to create a community and environment where people can live in a sustainable manner.

**Patricia:** Looking ahead 10 years, first of all, one of our goals is to have Paris that maintains its function as a sustainable capital. We also wish to reduce the amount of toxic substances by increasing mobility. This year, Paris is hosting the United Nations Climate Change Conference, in which a variety of environmental topics are covered. This will be the first step.

**Kutsuna:** First of all, Osaka has many people who can creatively use the city. By joining forces of such people, I wish to create the city that can be creatively used by everyone in various ways 10 years from now. I believe the people who live in the city have the right to utilize the city to freely enjoy their own lifestyles. I hope Osaka will become the city in which we can see a variety of creative uses at various places from waterfronts to towns, roads, and parks. To that note, it is necessary to create a platform where private businesses and the government can have discussions. I also hope that Osaka will be the city in which stakeholders can establish partnerships centering on "water" and talk about everything on the basis of a link with water when it comes to the development or innovation of a waterfront. My goal is to build a solid framework to support, the city of water as well as people who are using public spaces in their own way from both organizational and financial standpoints.

**Kana:** I would like to wrap up the discussion. First, I was impressed by continuous efforts made in San Antonio even though the city was the first to start regional revitalization with the waterfront and has had many successful results. They have extended the area from the center of the River Walk not only to the

waterfront and the riverside but also to the city. San Antonio has a lot of people called "amigos" who guide visitors very kindly. I was amazed and inspired to learn that the waterfront is an essential part of the town, or the waterfront is integrated into the town. We aim to achieve that in Osaka too. The Chao Phraya River in Bangkok is in the ongoing process, and I really look forward to its future. I was impressed by the scene of many ships on the river. I think Bangkok is No.1 when it comes to using the waterfront, and ships are used very frequently. In that respect, the challenge to be tackled in the future may be for the land to adopt part of such activities and change. I realized the city is addressing a big challenge of linking water and the town, in addition to linking waterfronts. I think Osaka has the same problem.

As for Paris, the most impressive word was "experimentation" to change the city. I was very much interested to learn that programs are designed under the large concept of shifting the current city to a 21st-century-style city although there are tourism and humanization for citizens. In Osaka, we have programs aimed at changing the waterfront by 2020, but I realized we must create programs for the future beyond that. For example, they made extensions in San Antonio. I hope in Osaka we can extend a water corridor from the Yodogawa River. The Yodogawa River i Kyoto and the Inland Sea of Japan. San Antonio was inscribed as a World Heritage site and we also have many World Heritage sites in the Kansai region. There may be possibilities of extending it further, for example, by developing a tour program that visits World Heritage sites through the river. Meanwhile, workshops and meetings were mentioned in the presentations of all cities, which indicates having communication with various people is really important. I sincerely hope that we can develop a plan for Osaka, which can be shared by everyone, for the near future of 2025 or 2030, while creating opportunities for such communication. We had a really exciting time this evening.

**Yagi:** Thank you very much. Please give the panelists a big round of applause. Thank you.



## Mizube Workshop

### Domestic and international key waterfront players and producers gathered! Learn from Aqua Metropolis Osaka filled with love for waterfront!

Domestic and international waterfront fans including activists, experts, and entrepreneurs gathered. They were divided into teams and participated in workshops. There was also a live broadcast from the ship floating on the Yodogawa River. The result of the discussions was summarized offhand in the "Mizube Action Book," which was distributed at the venue on that day.



## Program

### introduction

Opening remarks / Speech by MC

Introduction of Mizberers / Introduction of the venue on the ship [ Hiroki Kutsuna, Kiyotaka Yamana ]

Introduction of the guest [ Hidenobu Zinnai ]

Explanation about the workshop [ Hiroki Kutsuna ]

Hiship broadcast [ Takashi Okutani ]

### workshop

#### [ Session 1 ] Discover, Communicate

Workshop, Discussion / Presentation [ Facilitator ]

Comment [ Hiroki Kutsuna, Kiyotaka Yamana, Hidenobu Zinnai ]

Spot dialogue [ All ]

#### [ Session 2 ] Design

Workshop, Discussion / Presentation [ Facilitator ]

Comment [ Hiroki Kutsuna, Kiyotaka Yamana, Hidenobu Zinnai ]

Spot dialogue [ All ]

Live broadcast from the ship venue

#### [ Session 3 ] Nurture, Disseminate

Workshop, Discussion / Presentation [ Facilitator ]

Comment [ Hiroki Kutsuna, Kiyotaka Yamana, Hidenobu Zinnai ]

Spot dialogue [ All ]

[ Venue on the ship ] Presentation / Comment

Conclusions

## Top Mizberers' ideas are consolidated in here!

Ideas that can help enhance the attractiveness of waterfronts were picked up from the discussions by top Mizberers at the "Mizube Workshop" held on Day 2 and summarized under five themes: "Discover," "Communicate," "Design," "Nurture," and "Disseminate."



## Discover

Mizube Workshop Session 1

A small discovery at the waterfront triggers various actions. All waterfront regeneration projects were triggered by a dramatic discovery. You can't discover the attractiveness of the waterfront while waiting. Positive actions will lead you to the potential attractiveness of the waterfront.

### Discover key persons

Those who put together information / Young generation including college and elementary school students / Those who continue to communicate locally

### Discover new challenges

Challenges that the river environment faces / Discovery of history / How to operate a new ship

### Discover something extraordinary

Performers seen from the ship / 5 dollars small rubber duck race

You can change the waterfront by discovering the potential of a nice place or nice atmosphere / Ship transportation linked with not only events on the ship but also with ones on the land / Discover public officials trying to invigorate the waterfront with passion / A lifestyle that begins by discovering a comfortable waterfront / Have external people discover / Discovery at the field is essential / Explore the history of water transportation, which began with bridges in the Edo period



## Communicate

Mizube Workshop Session 1

The outcome of actions heavily relies on how to spread the attractiveness of waterfront as well as events held at the waterfront to the city. Contents to be delivered are not limited to information. It is necessary to deliver the attractiveness of waterfront, such as atmospheres, stories, and the city's visions, in various ways.

### Deliver it as your own affair

Link it to business / Deliver it in the event / Link it to experiences

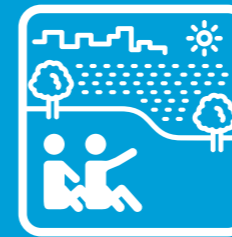
### Views from the outsiders

Beautiful pictures / Food and beverage services specific to the waterfront / Adopt readers' feedback

### Deliver it by a method capable of reaching the target

Dissemination to people around the senders via SNS / Activity newspapers and notices for circulation are effective for those who do not use the Internet / Consciously increase contacts with information

In addition to media coverage, disseminate it through a practice, experiment, and experience in advance / Can you propose/kiss!? Announcement that appeals to an instinct / Taking people to the places where they can experience is the most effective / No.1 in Japan as well as eating and drinking are effective / Use aggressive phrases occasionally / Methods of raising questions / Use SNS in addition to paper media to increase recognition / Issue press releases when media lack materials / How can we deliver information to those who are not readers?



## Design

Mizube Workshop Session 2

When used by people, the waterfront produces new attractiveness. Creating the waterfront spaces where people can enjoy daily use as well as extraordinary events is an essential approach. Carefully examining the potential of the waterfront and designing it effectively should produce the most pleasant place in the city.

### For comfortable standing

Turn the embankment into stepped seats / Infrastructures facilitate creative uses

### Design based on subtraction

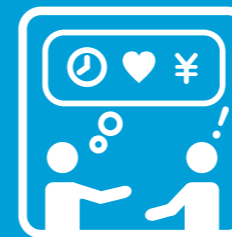
Determine the substance of the place and eliminate unnecessary things

### Design with existing features

Develop the place by utilizing the original landscape / Hold a dredging festival in a community



Enjoy with what you have now, create with people around you now / Is the place for residents or for tourists? The concept is needed / Mechanisms to get close to the waterfront / Providing things in a manner that can help improve water quality / Do not destroy the one and only landscape / Design decisions made with citizens and coordinated by the government / Extend a social experiment period and provide permanent installation without people realizing it



## Nurture

Mizube Workshop Session 3

Actions for the waterfront require collaborations and partnerships among various players. To facilitate them, nurturing common sentiments is necessary. The system of waterfront, which is open to everyone, has been nurtured not by using a strong leadership but by designing common sentiments. There is an attractive relationship in which people nurture the waterfront and the waterfront nurtures people

### Nurture key persons

Make kids fans / Start with a cleaning activity

### Share themes beyond generations

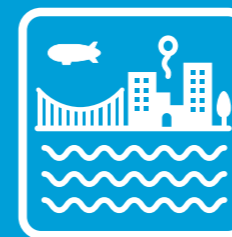
Pass the intention from one generation to another / Do not rely solely on the government

### Nurture sustainable actions

Efforts that make people feel pride in the waterfront / Carry out the project by dividing tasks with various experts



In nurturing key persons, consider a broader region instead of thinking of one area / Make children aware of the conditions of the waterfront / Enjoy a river by understanding the mechanism / Link assets of the region / Strategy for utilizing resources of the city / Use money, which was earned through the area management, for the river / Hirakata SUP Marathon / A bicycle path in the river



## Disseminate

Mizube Workshop Session 3

It is important to cause ripples by throwing a stone in the still water, but at the same time, we must have a strategy to effectively disseminate outcomes of actions to the city. We need to plan and manage a structure that can support efforts to clear the hurdles of the systems as well as sustainable management.

### For different generations

Share sentiments at a workshop / Interaction through a forest for water conservation

### Dissemination through the existing structures

Use the approach of single-sponsor advertising / SNS can greatly help when expanding activities

### Management perspectives

The PID system in San Antonio / BBQ at the waterfront by adopting the idea of local production for local consumption



Dissemination to people about 10 years younger than yourself is effective / Dissemination through a neighborhood association / Let's all think about things that should be passed on to the future generations / Single-sponsor advertising / Feature the waterfront in media at the same time / Disseminate information regularly / Propose a bunch of plans / Communication specialists (involve media, for example)



## Mizube Future Action

What should we do for the waterfront imagined by the next generation?

Settle the discussion at the battle talk!  
Proposals on the waterfront by students from 7 universities in the Kansai region!

Mr. Shinya Hashizume, a specialist in waterfront city regeneration and town planning for tourism, made a keynote speech, followed by a battle talk where prominent panelists candidly discussed future visions of waterfronts. Also, in the morning, students from 7 universities in the Kansai region presented proposals on the waterfronts, focusing on "water," "urban design," and "area management." Eminent educators commented on them and awarded prizes.



### Program

#### [Part 1]

##### University collaboration / Presentations by students

Participating universities:  
Osaka Institute of Technology, Osaka City University,  
Osaka Prefecture University, Kansai University,  
Kyoto University, Kobe University, Ritsumeikan University

#### [Part 2]

Opening remarks [ Hiroki Kutsuna ]

Keynote speech [ Shinya Hashizume ]

Two presentations by students

Conclusions [ Hikaru Kinoshita, Toru Horiguchi, Shigeki Maeda ]

##### Battle Talk

Opening remarks, Introduction of the panelists  
[ Hiroki Kutsuna, Kiyotaka Yamana ]

##### Awarding of prizes

[ Kunihiro Yamada, Koichi Kana, Kaori Ito ]

##### Closing remarks

[ Kunihiro Yamada, Hiroki Kutsuna ]



### University collaboration / Presentations by students

Students majoring in architecture/urban design at 7 universities in the Kansai region presented innovative proposals on future visions of waterfronts by sharing the themes of "water," "urban design," and "area management," and selecting various sites. The proposals were reviewed by famous architects and university faculties.

**[Guest commentator]** Kaori Ito (Professor, Department of Architecture and Building Engineering, Faculty of Science and Technology, Tokyo University of Science)

**[Commentators]** Koichi Kana (Associate Professor, Graduate School of Engineering Urban Engineering (Urban Design and Engineering), Osaka City University)  
Shigeaki Takeda (Assistant Professor, Environmental Sciences and Technology, School of Life and Environmental Sciences, Osaka Prefecture University)  
Hikaru Kinoshita (Associate Professor, Department of Architecture, Faculty of Environmental and Urban Engineering, Kansai University)  
Yoshiaki Kubota (Associate Professor, Dept. of Civil & Earth Resources Engineering, Graduate School of Engineering, Kyoto University)  
Takanori Fukuoka (Specially Appointed Associate Professor, Department of Architecture, Graduate School of Engineering, Kobe University)  
Niramon Kulsrisombat (Associate Professor, Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University)  
Junichiro Kurokawa (Director, River Bureau, Kinki Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism)

**[Moderators]** Shigeki Maeda (Associate Professor, Department of Architecture, Faculty of Engineering, Osaka Institute of Technology)  
Toru Horiguchi (Associate Professor, Department of Architecture and Urban Design, College of Science and Engineering, Ritsumeikan University)

**[Participating universities]** Osaka Institute of Technology, Osaka City University, Osaka Prefecture University, Kansai University, Kyoto University, Kobe University, Ritsumeikan University

#### First Prize "Ajigawa Style" Osaka Prefecture University Yuko Matsuura / Shun Murao / Jiang Yaqiong / Yoshiyuki Miyamoto



In this area of the Ajigawa River, there is a tall concrete vertical levee on the river side, and it poses an issue for community building. The nine methods for turning the waterside into the waterfront were flexible and thoughtful. The proposal complements the "super embankment" well, and it was a real eye-opener to us too. I was impressed by this proposal, which looks very interesting from the viewpoint of a government administrator too.

##### Junichiro Kurokawa

Director, River Department,  
Kinki Regional Development Bureau,  
Ministry of Land, Infrastructure, Transport and Tourism



I was very much interested in the proposal's focus on a port district. The zoning in the port district represents the idea of combining land use in the waterfront, the town, and the land, so the focus on this point is very interesting in terms of invigoration of the waterfront. To realize this, it will be necessary to have a long-term program under which consensus can be formed with owners of the land around the area, as well as a framework to facilitate collaboration among people.

##### Koichi Kana

Associate Professor,  
Graduate School of Engineering Urban Engineering  
(Urban Design and Engineering), Osaka City University







## battle talk

In the battle talk session on Day 3, prominent panelists were invited from a variety of fields, including landscape design, architecture, and urban design, and candidly exchanged their views on future visions of waterfronts regardless of whether they work in a private sector or a public sector.

**Kutsuna:** First of all, please introduce yourselves.

**Fujii:** I am working for the Ministry of Land, Infrastructure, Transport and Tourism, and started this Mizbering Project with Mr. Yamana about two years ago. I am hoping to raise public interest in waterfronts. To that end, I believe river administrators should change first, which may accordingly change the future of waterfronts.

**Warata:** I have also been involved in the administration of rivers for nearly 30 years, and I had hard times when I learned spaces we created were barely used. It is important for the government to decide what to create by imagining people who use it. Without this step, a mismatch can happen.

**Kana:** I have been involved in Aqua Metropolis Osaka since around 2007. I think Aqua Metropolis Osaka was at “the second stage.” At that time, physical spaces were being steadily developed but residents’ interest did not keep up with that at all.

**Ito:** I am engaged in urban study at the university. I have researched 226 cities and seen a lot of examples in which the creation of an attractive waterfront changed the city. Tokyo Picnic Club discovers “the place that is unique to that city” and organizes picnics at various places in the world under the concept, “Let’s utilize public space in a creative way!”

**Sujihara:** My name is Sujihara. I am the Head of Taisho Ward, Osaka City. Currently, we in Taisho Ward are holding Taisho River Village along the riverside of the Shirinashigawa River. On the other side of the river, there is Kyocera Dome Osaka which attracts some 2 million visitors annually, and most of them use Taisho Station without stopping. So, we are organizing Taisho River Village in the hope that it will become the place to link those 2 million people with the town of Taisho.

**Fukuoka:** I am teaching at Kobe University now. I came back to Japan about three years ago. I was

born near the sea in Kanagawa Prefecture and then moved to Philadelphia, San Francisco, Seattle, and finally a village along a lake in Germany. I have been engaged in landscape design. Water-related issues are common throughout the world. When I came back to Japan, I wondered why the issues of water are so far from us despite the fact that we are surrounded by water.

**Ban:** I have been involved in Tenjinsai Festival for 30 years and lived with water for around 50 years. There are 1200 Tenjinsha shrines across Japan, and the Tenjinsai Festival held in Osaka, the center of which is Osaka Tenmangu Shrine, is the world’s largest festival on the water. With support from private businesses, we spend as much as one billion yen annually and receive one million visitors at the waterfront on the day. This festival has been happening for 1063 years. I am doing PR activities, introducing stories related to waterfronts, including a story about Tenjinsai Festival.

**Hashizume:** I was born and raised in the Minami area in Osaka. When the city was expanded, new land was laid out outside of waterways and rivers, forming a doughnut shape. Those waterways and rivers were artificially developed, as we can see such an example in Shinyodoagawa River, but after many years, say 100 years, they are seen as ones naturally created. Therefore, we should always have new ideas for the next generation and discuss the relation with water from the perspective of the necessity for that generation. I think Osaka represents a best practice in Japan, but compared with a variety of examples in the world, we still have a long way to go.

**Kutsuna:** Thank you very much everyone. Now, I would like to invite Mr. Kana to talk about his views, including the summary of discussions and futures visions of each city which were presented on Day 1.

**Kana:** On Day 1, we had presentations from four cities and discussions. In Paris, they are implementing projects including one that turns the expressway on the bank into beaches, and the emphasized point was that all efforts are “experimentation” to change the

city. I felt a kind of resolution in their flexible approach of changing the city with the time instead of having a plan for completion.

San Antonio has been well known as a city for sightseeing and ship transportation since many years ago. They have expanded the success at the canal to the San Antonio River. In addition, they are implementing the area management and community building that encompasses the waterfront and the city, while creating a system that enables staffs of different departments to work together. Meanwhile, Bangkok is in the ongoing process of community building. The urban design center was established in order to let various stakeholders understand the importance of starting community building at the waterfront. I think this is similar to the action of Mizbering, which respects communication.

As in Paris, in cities across Japan, including Osaka, there are now a lot of movements to conduct social experiments to change outdated regulations. However, I think such deregulation will be realized only when there are residents and entrepreneurs who can use waterfronts creatively.

**Yamana:** Through my experience of working for Mizbering, I learned the creative use of waterfront will not start only by achieving deregulation. We are entering an age in which people can smile when they go to the river. I feel many of those engaged in waterfront projects are about to cross boundaries or working a little outside (but never jumping out) of his or her own field. I would like to support attempts by these people who have a determined mind. What do you think, Mr. Ban?

**Ban:** I worked as a public official until I was 30 years old, and now I would like to take a stance of realizing what neither the government or the private sector can achieve alone. The world’s first aluminum lithium-ion battery ship was not approved by the government at first, but after repeated negotiations on safety features, it came to life. This project does not rely on a subsidy but is supported by CSR activities and

MC

**Hiroki Kutsuna**

Producer of Mizbering World Conference in OSAKA

Panelists

**Masato Fujii**

Mizbering Project Advisor /  
Ministry of Land, Infrastructure, Transport and Tourism

**Shinya Hashizume**

Director, Research Institute for Tourism Industry,  
Osaka Prefecture University

**Hiroyuki Warata**

Manager, River Office, River Environment Section,  
City Development Department, Osaka Prefectural Government

**Koichi Kana**

Associate Professor, Urban Design and Engineering,  
Graduate School of Engineering Urban Engineering, Osaka City University

**Kiyotaka Yamana**

Leader, Mizubering Project Secretariat

**Kaori Ito**

Professor of Tokyo University of Science /  
Co-representative, Tokyo Picnic Club

**Ichiro Ban**

President, Ban Public Relation Incorporated /  
President, Tenjinmatsuri Beautification Committee

**Takanori Fukuoka**

Specially Appointed Associate Professor, Department  
of Architecture, Graduate School of Engineering, Kobe University

**Akihiro Sujihara**

Head of Taisho Ward, Osaka City



shareholders of private businesses, as well as small and midsize companies that have relatively broader discretion about these matters.

**Yamana:** I see. There are a large number of aggressive merchants (akindo) in Osaka, including Mr. Shibakawa who floated the rubber duck. How does the government work with these entrepreneurs for coordination?

**Warata:** It is a little difficult to tell in a formal setting like this (laugh), but I guess it is believed that people often face a situation in which they are told “No” when they ask for approvals at the river administrator’s office. However, those laws and regulations have been established because there are certain risks in terms of administration. Therefore, a discussion will be productive if we can discuss candidly what actions can meet the interests of both the government and the private businesses in order to avoid those risks.

**Kutsuna:** That would be the exact moment when a new rule is established. In San Antonio, while there is bureaucratic sectionalism, the River Authority supports many civil groups. As a matter of course, they consider flood prevention but the economic and investment effects of that are studied at a different department. I was very much interested in good coordination between them.

**Fukuoka:** I was impressed to see Japanese public officials repeatedly ask Mr. Schauer if he is really working in the public sector. To be precise, the River Authority is an intermediate organization between the government and the private sector and has no budgetary authority. It is a bureau to develop strategies on the basis of river survey, water quality inspection, ecosystem research, and studies of economic models.

**Kutsuna:** What is the reason for the success of the River Authority in San Antonio?

**Hashizume:** In San Antonio, there was a strong sense of crisis about hollowing out of the city center, which pressed the city for regeneration efforts. Then, they outsourced the operations of daily events and ship transportation projects to private businesses, and spent profits from those operations to develop the port and other facilities as well as to create a system to enhance the attractiveness of the city. In addition, consideration is given to various situations. For example, operating funds are secured in case those private companies go bankrupt. In Osaka, the example of San Antonio was used as a reference to develop places including Dotonbori, and I think Dotonbori represents a successful example.

**Kana:** As a matter of course, deregulation and

securing funds through BID are important, but in the case of Osaka, approaches may vary depending on the place. What matters now is that people in the community can start something interesting by using the waterfront, and those activities can lead to the invigoration of the community. A number of methods for realizing that are already there, I suppose. Also, I was impressed by a comment of Mr. Schauer, “The government is a body that must respond to requests from citizens.” They continue to hear opinions necessary for the operation of the River Authority.

**Fukuoka:** That hearing opinions is called “service” in Paris. The government should be in a position to assist citizens in implementing their ideas, and is actually moving towards that direction.

**Ito:** I started Tokyo Picnic Club in 2002, and have found there are few good parks. Most parks are very inconvenient because the grass plot is off-limits or the park is closed in the evening. Therefore, at the beginning, I was engaged in activities to request the authorities to open up urban green spaces, for example. However, as I continued the activities, I found users were failing to express their needs due to the lack of imagination. As a result, I came to think it would be more efficient to nurture users by setting the trend for “picnics” that utilize parks in a cool way.

**Yamana:** That’s a clever method as it is efficient to use the soft approach by saying, “What about this kind of event?” instead of shouting, “Let us use the public space for this event!” It can provide an opportunity to create a dialogue.

**Kutsuna:** In Osaka, we have tried to turn events into daily activities since “Aqua Metropolis Osaka 2009.” At Nakanoshima Park, the daily uses of the lawn area have changed to be more creative and varied in recent years, and it has started to show “the style of Aqua Metropolis Osaka.” In addition, “Osaka Canvas Project” is an action to “creatively use the town with art.” In this project, besides artists, say, a professional diver creates an artwork using water, which is a new way for people to be involved in the project by utilizing their jobs or skills. This momentum can bring business, and I wish to further promote this movement so that it will lead to BID eventually.

**Sujihara:** For the government, it is important to respect interesting ideas created by private organizations and to prepare a stage where they can implement those ideas as freely as possible. One example is mooring facilities for ships. When we first consider an investment amount based on the income and expenditure plan, we are more likely to be able to implement the project if the initial investment is reduced only by changing a piling method, for example.

**Kutsuna:** When a private organization initiates a project, ideas and deregulation to reduce initial costs are very helpful. Are there future projects for ship transportation in Osaka?

**Ban:** In Onomichi, a hangar is being built on the sea for seaplanes. Two seaplanes were purchased, with each one costing 350 million yen. This is still a dream, but I wish to make it possible to use a seaplane to land on the disaster-prevention dock in Juso and to get to Umeda in five minutes. I am hoping to use seaplanes to connect Lake Biwa/the Yodogawa area and the Inland Sea of Japan, which used to be a sea transportation route in the Edo period. Ten percent of the area of Osaka remains as the water surfaces. In fact, seaplanes were popular in Japan around in the Taisho and the early Showa periods because there were few runways at that time. Using them makes it possible to travel from Ajigawa River to Itsukushima Shinto Shrine in only 30 minutes. In addition, we can expect demands for chartered planes to respond to inbound tourism.

**Hashizume:** About 80 years have passed since they disappeared as chimneys were started to be built. We have just forgotten that but they were once used commonly.

**Yamana:** That’s great! That kind of breakthrough idea makes everyone excited. Now, I would like to wrap up this session. What do you say, Mr. Kutsuna?

**Kutsuna:** This time, we held this event, Mizbering World Conference, and I hope we can continue to support each other in waterfront community building projects that are ongoing in different cities in the world.

**Yamana:** Only two years have passed since we started Mizbering Project, and I did not expect to have an event like this. We now have many people who said they also wanted to change the waterfront. I wish to provide more opportunities in which we can connect with new people.

**Kutsuna:** I agree. In Osaka, I wish to change the city, for example, by starting a kind of school to share advanced attempts at the waterfront with many people. Also with collaboration and co-creation efforts, I hope we can change the city by using the waterfront to launch actions that trigger creative use born from the dreams and passions of citizens and companies, while respecting each city’s uniqueness, with a sincere intention to resolve the problems of the city in mind. Further, through this event, we shared the point that regulations have already been eased to a certain degree and so the city will change only by increasing the number of people who can proactively engage in a project.

# Closing remarks

Learn the value of waterfront, create new attractiveness, and pass that on to the next generation. People with this passion were brought together from home and abroad for three days.

On Day 1, we shared the importance of a system for supporting waterfront projects. In San Antonio, the drawing power of the tourist city is utilized to plan and implement the improvements in both the city and the upstream environment. In Bangkok, they are trying to create a platform for collaboration while considering improvements in both waterfront and social environments. In Paris, the city environment is being reorganized through repeated social experiments. And in Osaka, there are activities of Aqua Metropolis Osaka, which has promoted the idea of viewing waterfront as the key to city regeneration. Various practices of creative uses of waterfront were reported and found valuable. In addition, we had a meaningful time in which we were able to present a discussion that we need to create a new information sharing system, which enables us to utilize the assets of waterfront, introduce the idea of town management, and enjoy the attractiveness in more various ways.

Through Mizube Workshop on Day 2, we once again realized the importance of accumulating concrete proposals. It was a big workshop attended by people involved in waterfront projects in various positions. At the conference venue and the waterfront connected via relay, we witnessed the moment when a variety of ideas were generated one after another while experiencing the waterfront. Concrete proposals were presented by people engaged in media with respect to the significance of promoting the value of waterfront, and a large number of attractive suggestions unique to the community were made. Those proposals and suggestions have encouraged future activities, and at the same time, indicated the potential for further collaboration.

On day 3, university students gave ambitious presentations, which reflected the passion and power of the young. They serve as an inspiration for the actual application in society. In addition, we learned anew the history and culture of Aqua Metropolis Osaka. In the heated discussion by people who have supported the waterfront in Osaka, we found a lot of methods for utilizing waterfront assets in the future, each of which was full of realities and dreams.

We will make sure to share the contents of suggestions and discussions presented during three days, in order to use them as a means of carrying out future activities concretely. A waterfront has nature and history, and has cultivated culture. We once again declare that we will support new creative uses, create attractiveness, and pass that on to the next generation. We, as Aqua Metropolis Osaka, wish to retain the attractiveness of the waterfront, including the water corridor from the Yodogawa River and the port area, so that we can show the new attractiveness of the city in Japan as well as to foreign countries. As a result of this conference, we make a declaration that we wish to, and will, create a situation where waterfront actions with the potential to change the city will expand the creative uses of the city. We will also initiate projects and promote them to the world, and hope those projects will produce an attachment and pride in residents and visitors through experiences. We wish to share this vision with all the people who participated in this conference.

Finally, we would like to express our thanks to those who have supported this conference and wish you all attractive activities in the future. We are looking forward to seeing you again at Mizube.

## Mizbering World Conference Steering Committee

Number of visitors

DAY 1  
Mizube Sposium

446

Welcome Night Party 46

DAY 2  
Mizube Workshop

234

Mizube Lovers Party 95  
Osaka Night Cruise 29

DAY 3  
Mizube Future Action

180

Osaka Night Cruise 15

# Speakers list of Mizbering world conference



**Steven Schauer**  
San Antonio River Authority



**Niramom Kulsrisombat**  
Associate Professor, Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University



**Patricia Pelloux**  
Paris Urban Planning Agency (APUR)



**Hiroki Kutsuna**  
Producer  
Mizbering World Conference in OSAKA



**Koichi Kana**  
Associate Professor, Urban Design and Engineering, Graduate School of Engineering Urban Engineering, Osaka City University



**Hideki Sai**  
Producer  
Aqua Metropolis Osaka Partners



**Saki Yagi**  
Announcer / Mizube Concierge



**Hidenobu Jinnai**  
Professor  
Department of Architecture, Faculty of Engineering and Design, Hosei University



**Shinya Hashizume**  
Director, Research Institute for Tourism Industry, Osaka Prefecture University



**Kiyotaka Yamana**  
Leader  
Mizbering Project Secretariat



**Hideaki Izumi**  
President  
HeartBeatPlan Inc.



**Hisashi Kuronuma**  
Mizbering Fujikawa / Fuefukigawa Conference



**Hiroyuki Muta**  
Mizbering Kumamoto Shirakawa Conference



**Tetsuji Tsubota**  
Mizbering Futagotamagawa Mirai Conference



**Hirotaka Hirayama**  
Mizbering Iwaharagawa Conference



**Yasuhiro Nakanishi**  
Councillor, Nara Prefectural Governor's Office From Building Cities of Lights in Kansai



**Taku Matsumoto**  
Director,  
Kitahama Mizube Council



**Hideo Takanashi**  
Representative Director  
The Aqua Metropolis Osaka Partners,  
Osaka



**Tadashi Nii**  
Vice President  
NPO "Shinmachi-gawa-wo-mamoru-kai"



**Manabu Yamasaki**  
Board, NPO Team Gangi



**Michihei Kurihara**  
President  
Shinanogawa Water Shuttle Co., Ltd.



**Masashi Shinou**  
Deputy Director-General, Nihonbashi Renaissance 100-year Plan Committee



**Haruhiko Takeuchi**  
Vice president  
Gifu Keizai University



**Kenji Hara**  
Yodo River "rangers"  
(In the jurisdiction of the Takatsuki Branch)



**Yasunori Tamaki**  
Executive Manager  
Information Division, KADOKAWA Corporation



**Yoko Sugimoto**  
President  
Y3-lab.



**Takashi Noguchi**  
Large Area Water Management Officer,  
River Bureau, Kinki Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism



**Masaaki Nagase**  
Editor-in-chief,  
Tokyo Walker magazine



**Makoto Furukawa**  
Chief editor  
OZ Magazine



**Keiichiro Tao**  
Producer  
Bijyutsu Techo Editorial Department  
Art news website bitecho



**Yukako Izumi**  
Deputy editor,  
Time Out Tokyo



**Takanori Fukuoka**  
Specially Appointed Associate Professor  
Graduate School of Engineering,  
Kobe University



**Hikaru Kinoshita**  
Associate Professor, Department of Architecture, Faculty of Environmental and Urban Engineering, Kansai University



**Shigeki Maeda**  
Assistant professor  
Department of Architecture, Faculty of Engineering, Osaka Institute of Technology



**Naomi Mori**  
Impregon Co.,Ltd.



**Koji Ooe**  
Osaka Suijyo Bus Ltd.  
Secretary-General, Osaka City Cruise Promotion Council



**Shigeaki Takeda**  
Assistant professor, Environmental Sciences and Technology, Graduate School of Life and Environmental Sciences, Osaka Prefecture University



**Hiroko Nakamura**  
Section Chief  
Regional Development Division, Osaka Chamber of Commerce and Industry



**Takashi Fushimi**  
Mayor, Hirakata city  
President, Yodogawa River Traffic Promotion Council



**Kazuo Umeda**  
Director,  
Yodogawa River Office



**Eizo Ipponmatsu**  
Ipponmatsu Shipping Co., Ltd.  
Director, NPO Osaka Aqua Security Association



**Junichiro Kurokawa**  
Director, River Bureau, Kinki Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism



**Yoshiaki Kubota**  
Associate Professor, Dept. of Civil & Earth Resources Engineering, Graduate School of Engineering, Kyoto University



**Toru Horiguchi**  
Associate Professor, Department of Architecture and Urban Design, College of Science and Engineering, Ritsumeikan University



**Akihiro Sujihara**  
Head of Taisho Ward



**Ichiro Ban**  
President, Ban Public Relation Incorporated / President, Tenjinmatsuri Beautification Committee



**Masato Fujii**  
Mizbering Project Advisor  
Ministry of Land, Infrastructure, Transport and Tourism



**Hiroyuki Warata**  
Manager, River Office, River Environment Section, City Development Department, Osaka Prefectural Government



**Kaori Ito**  
Professor, Tokyo University of Science  
Co-representative, Tokyo Picnic Club



**Kunihiko Yamada**  
Director General, Kinki Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism



**Apiporn Watcharasin**  
Editorial Staff  
Image Magazine