

TRUST TERRITORY OF THE PACIFIC ISLANDS  
Office of the District Administrator  
Truk, Eastern Caroline Islands 96942

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Statement by Truk District Administrator Before Congress of Micronesia  
Relative to Long Range Planning and Budgeting.

During the preparation of our 5-year plan and unmet needs we sought the advice of our Planning Commission, members of the District Legislature including its Budget Review Board, municipal government officials and members of my staff. For two afternoons we discussed informally long range planning concepts for Truk and reflected on what lies ahead, the aspirations of the average Trukese citizen, the growing pains of development, the role of government and the direction and scope of development in Truk District. My remarks follow the thought pattern that ensued from these most productive and beneficial meetings.

Our goals and objectives in the development of Truk should aim for a situation that would not only create opportunities for the Micronesian's advancement in a money economy, but also one that will foster his social development within the fabric of his cultural heritage and one that will enhance his political development as a Trukese and a Micronesian within the framework of a democratic government. Thus, it may sometimes be necessary to overlook normal cost benefits in order to achieve these objectives.

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The average Trukese person these leaders envisioned is knowledgeable in the ways of his own culture as well as that of Micronesia, the Pacific region and the world. He is comfortable and capable of living and competing in any free world society. There is no limit for his quest for higher education and self development in an environment of free enterprise; however, the widening gap between the haves and the have-nots in his society must be checked if there is to be a healthy development.

The population of Truk District two years ago was roughly 33,000. About 23,400 or 70 percent of the population live in the Truk Lagoon islands, of which Moen, the District Center, has some 6,500 or 28 percent of the lagoon population. The Mortlocks are the second largest group with 6,600 people or 20 percent of the district population. The Western and Hall Islands and the Namonwito group comprise the remaining 10 percent with

1,300, 1,100, and 600 people respectively. The population is young, with a third falling within the school-age group. A conservative growth rate of 3.2 percent would forecast a population of 53,000 in 1990, an increase in 15 years of 60 percent. By normal growth standards, Moen's population would reach 11,000 by 1990; however, judging from present trends of immigration to the district center this could very well swell to 14,000 or more - more than double its present population.

To minimize movements to the congested island centers, the leaders urged development of specialized industries in the various islands most suited for such development, such as Dublon for fisheries and heavy industry, Fefan and Tol for agriculture and forestry and Moen for government and business center and the hub of tourist activities in the district. The neighboring lagoon islands will become bedroom communities from which people commute to work in fast boats or ferry systems. Their earnings should enable them to live in relative comfort and support the amenities of a modern island life-style. Those in the outer islands would find little cause to migrate to the urban centers if they find comparable amenities and the opportunity to earn a decent living on their own island or island group. More field trip vessels would be needed to service the outer islands and provide them with services and logistics at least once a week. However, the cost of acquiring these vessels is not included in our need forecast as this is a prerogative of the central government. It would not be too far fetched for municipal airports to be developed in Satawan, Ulul and Puluwat within the time frame of our plan. Mobility and speed are cherished here as in any modern country, but we must be careful that transportation is not only convenient but is also practical, useful, economical and efficient.

Transportation is the second biggest category in our plan. We need \$38 million to expand and improve the system. The Moen airfield and its facilities should be expanded and modernized. Former Japanese airstrips in the Western, Namonwito and Mortlock groups could be rebuilt and activated to promote commerce and tourism. Airfield development would draw more than half of the total transportation allocation. The plan also calls for upgrading and

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Com? paving a total of 80 miles of roads in Moen and the Truk Lagoon Island centers. Good docks are a must in island living. The initial extension of the Moen commercial port is in the regular CIP, however, needs for warehouses and future expansion are unmet. The Satawan dock, the shipping center for the Lower Mortlocks (4,000 population) is also scheduled in our regular CIP. The Tol master plan recommends a barge transportation system that will develop barge landings and channels into the interior lagoon of Tol to get to collection points for copra, cargo and passengers. The planners prefer this system over roads because of the immediate benefits, the low cost of maintenance and the difficulty and high cost of a complete road system through Tol's rough terrain. We have however included the Tol roads (20 miles out of a possible 40) in our plan because of the need for water, sewer and power in the densely populated areas. A continuing program of improving municipal piers and building others where needed is lacking in our regular CIP. The \$2.3 million proposed as an unmet need ought to rehabilitate or construct 25 or more docks and piers throughout the district.

Com Half of the money needed for expanding the Moen telephone system to the rest of the island and extending it to the lagoon communities is in the unmet need section. Further, extension of voice telephone service to the outer islands is also among our unmet future needs.

The biggest category in our development plan is Water, Sewer, and Power, a total need of \$49.6 million, of which \$14.3 million is programmed and \$35.3 million is an unmet need. Water development has been designated as top priority in utility development by our legislative and other leaders. This plan calls for complete water and sewer systems for Moen and the lagoon high island centers of Dublon, Fefan, Uman, Tol, and Udot. Water systems using pumps and elevated tanks and sewerage systems using manufactured treatment plants are proposed for the outer atoll islands.

Educational facilities, having occupied top priority status in our CIP of the past few years, runs a poor third in our funding scheme. Of the total \$13.7 million needed, only \$3.7 million is in the regular CIP. This will provide for 106 more elementary classrooms and complete more high school facilities.

The unmet need of \$10 million over a period of 15 years would add over 150 elementary classrooms, replace the temporary dormitories in the Truk High School, and expand the Southern Namoneas facility to accommodate increased district wide enrollments in the intermediate high school level. During the 15-year planning period, the children of our young people born in the mid-1950's and early 1960's will substantially increase the usual enrollment rate of 4 to 6 percent. If the present trend continues, we forecast a school population of 17,000 by 1990. At present there are 58 elementary schools and 6 high schools in the district. There are 323 elementary classrooms, of which 161 are permanent construction types and the other half either temporary or substandard types necessitating replacement. With a few exceptions present high school facilities are, or will be shortly, adequate to meet present needs. Due to the remoteness of their homes, about 80 percent of the high school population rooms and boards at government expense. With the need for more facilities competing for precious little land space, we are thinking of going "multiple stories" in our future school construction program, as well as building on fill land.

Health facilities have also been emphasized in the past; however, the remaining 19 dispensaries to be replaced or built in new areas are included in our regular CIP. The unmet need of \$1.4 million is for a maintenance shop, transient patient quarters, ward expansion and generator replacement in the Moen hospital facility and extension of public health facilities in the nine regional health zone centers outside of Moen island.

The other infrastructure program areas which have projects not scheduled in our regular CIP include Judiciary, Legal Affairs, Commerce and Industry, Maintenance and Rehabilitation, and General Support. Facilities in these program activities include police substations outside of Moen, a courthouse in the Namonwitos, restoration of historic sites, parks and monuments, cultural center, public workshops in the outer islands, the District Public Works office and the second half of the administration office complex on Moen.

The total amount of unmet needs in CIP for the next 15 years through 1990 is \$86 million while the regular CIP 5-year plan through FY-1980 is \$32 million.

The 5-year operations financial plan which calls for \$51.9 million takes into account the need for increased maintenance and operations cost of expanded or new utilities and services. Projecting the 5-year operations plan through 1990 gives us a figure of \$263.3 million as total operations cost for 15 years. Add to this the regular CIP and the unmet CIP needs, and we have a grand total of \$381.4 million in total district needs for the next 15 years. ?

Yet these millions of dollars invested in social capital would be merely amenities and not necessities if we do not find in these islands the opportunity to advance economically and provide for the continuous operation and maintenance of these facilities. In fact, a utility regression worse than the post WW2 era experience can happen. In our regular CIP plan we propose to set aside \$3.3 million for resources and development. This represents 10% of the 5-year funding scheme and is by no means adequate to meet most of our needs to get the economy moving throughout the district. The regular CIP includes establishment of the fisheries center which will include boat repair facilities and a 700 ton freezer in Dublon and relocating the Agriculture division to Fefan. We are in need of \$4.0 million more for our fishing industry to provide more fishing boats under a forced-saving program toward self-sufficiency, to provide the seed capital for small freezer facilities in twelve outer islands with good fishing potentials and freezer boats to service them. We further need \$3.0 million within the planning time frame to help establish cottage industries that process agricultural products and produce handicrafts and other export items. By supplementing the development credit structure, we hope to boost eventual private enterprise ownership of these industries. ?

Gentlemen, what I have just ~~hadly~~ outlined is part of the blue-print for the development of Truk in terms we can cope with. We submit these plans in a spirit of subdued enthusiasm and humility, hoping that their realization will strengthen the socio-political and economic underpinnings of our society and bring the Micronesian dream closer to reality.