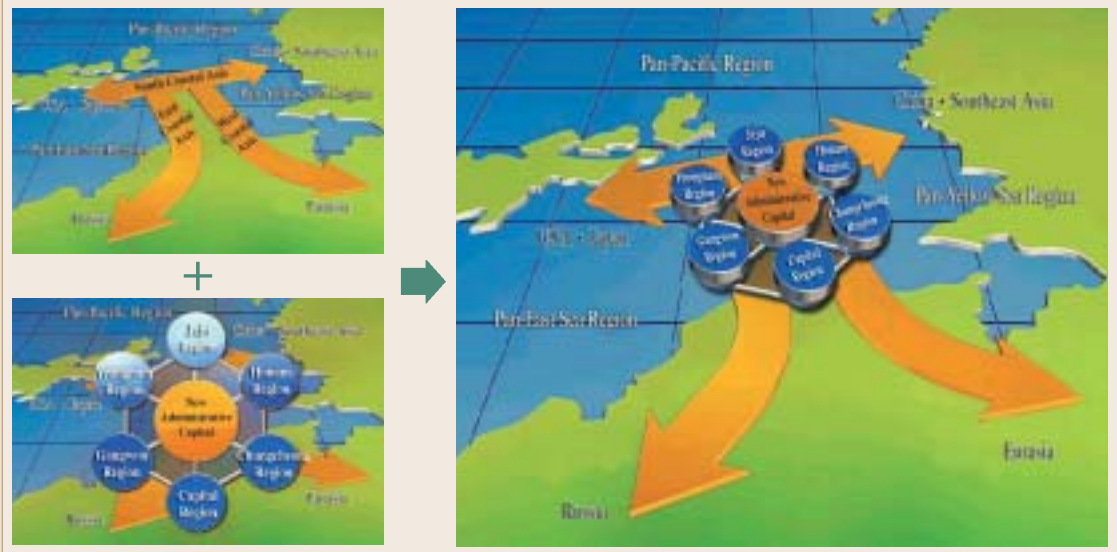


New π + Hexagonal Territorial Structure



Key Directions

- Establish territorial innovation to encourage Grand Integration and Grand Movement
- Promote sustainable national land management prioritizing Environment and Quality of Life

Major Tasks

- Establish a new multiple-nucleus and decentralized national territorial structure
- Build reformative settlement systems
- Establish super-speed transportation and information infrastructure
- Promote national residential welfare and qualitative urban remodelling

- Manage land use planning and sustainable national environment
- Build an efficient water resources management system and a nationwide disaster prevention system
- Promote global management of national territory and facilitate exchanges between North and South Korea
- Strengthen decentralized national territorial management and expand public participation.

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HIGH SPEED RAIL AND BALANCED NATIONAL DEVELOPMENT

Seminars on “High Speed Rail and Balanced National Development” were held in Iksan, Daegu, Busan, and Gwangju, cities served by the KTX (Korea Train Express or Korea High Speed Rail Service).

These seminars were planned to show how to use the KTX for regional development, to indicate what

kinds of policies were preferable for their regions, and to explain what problems had to be solved to pursue efficient and easy access to the KTX.

About US\$10 billion was spent to build the KTX which is able to run up to 300 km/h, connecting Seoul and Busan in 2 hours 40 minutes, cutting the previous time by 1 hour 30 minutes. Therefore, it was forecast-

ed that frequent passenger movement would stimulate economic activity in the metropolitan cities the KTX serves.

However, after the inauguration of the KTX on April 1, there was no difference in the regional economic environment. Even the KTX station area development did not work well. The KTX station is the only area where economic activity might be stimulated because the station is a terminal where many passengers arrive and depart. Therefore, it was recommended that the KTX station area development was a way to build regional economic development.

The main points on the relationship between High Speed Rail and regional development are as follows:

First, the KTX should be used as a measure of regional development. For regional development, the government has to implement some policies to support regional areas joined with local metropolitan cities and surrounding areas.

Second, the regional innovation cluster policy, combined with the four cores (industrial companies, academic institutes, local governments, and research institutes), should be connected with the KTX station. Some strategic industries should be allocated near the KTX station which is a superior way to induce knowledge-based industry because of its time-saving merits.

Third, new administrative capital construction and public facilities and civil facilities relocation policies should be connected with the KTX. At the moment,

the government is willing to redistribute over 100 public institutes to local cities outside the Seoul metropolitan area and the Chungcheong area (central Korea) in order to build balanced national development. Therefore, the KTX station cities are in a strong position to draw public institutes to their areas because the KTX is very powerful in connecting two cities with a short travel time.

Fourth, underdeveloped area development should be combined with the KTX. From July 2004, the 40 working hours per week policy will be applied to most companies, which will bring a five-day stay in the city and a two-day stay in the country for many ordinary people. Therefore, an innovation cluster combined with country tourism development should be pursued to lead economic development in underdeveloped areas. The KTX is expected to stimulate many tourism packages, which attract more tourists to the KTX cities and adjoining areas.

Fifth, more efficient transportation facilities and services are essential for passengers to use the KTX with ease. The KTX stations are known in Korea for their high speed and dependence on demand. Therefore, a station represents a core of the megalopolis. In this situation, easy access from adjoining areas is essential for using the KTX station. Inter-city bus service, regional rail service to connect nearby cities, and intra-city transportation services including taxis are basic components for stimulating the KTX station areas.

Sixth, the KTX station areas must be developed with multi-functionality and high density in order for passengers not to waste time in these areas. Convention facilities with hotels, exhibition facilities, entertainment facilities, shopping centers, and offices are basic requirements for the KTX station area development. One-stop service is preferred to save passengers time because of the high value people now place on their time. Connecting international airports with the KTX is essential to help ease access to other countries through international cities. A model concept for the KTX station area development to induce balanced national development was proposed in brief.

Finally, spatial structures can be changed when the KTX is used as a catalyst to stimulate the regional economy. National policies using the KTX must be supported to implement balanced national development in the near future.

