



GOVERNMENT ANNOUNCES THE 4TH NATIONAL COMPREHENSIVE DEVELOPMENT PLAN

The 4th national comprehensive development plan spanning from 2000 to 2020 was announced in January 2000 by the government of Korea. This plan was a joint work between research institutions, relevant government offices and civil experts. KRIHS played a central role.

The 4th plan has three major characteristics: first, it emphasizes harmony with environment in all aspects of the national spatial planning giving the first priority to the conservation of national environment. Second, it adopts a bottom-up method to collect opinions from municipalities and diverse sections of people emphasizing the participation of municipalities and inhabitants. Third, it has a long-term planning horizon, spanning from 2000 to 2020.

The basic idea of the 4th national plan lies in the realization of an integrated nation in the 21st century, which includes regional integration, an integration of development and environment, the geographical integration with the Northeast Asian regions and the unification of North and South Korea.

The 4th plan intends to achieve four major objectives. They are a balanced nation where all the regions can prosper together, a green country where nature is well preserved through harmonizing development with environment, an open nation integrated with Northeast Asia and the world and lastly, a unified territory where North and South Korea are fully integrated.

To achieve these objectives, five basic strategies are put forward as follows:

A. Formation of open and integrated national axes

The 4th plan requires a new territorial structure to cope with the 21st century. Its core strategy is to form

open and integrated national axes, which are composed of two axial types, one is coastal axes and the other east-west inland axes.

Utilizing the three seas surrounding the peninsula, the coastal axes are composed of the south coast axis facing the Pacific Ocean, the east coast axis stretching out to the East Sea region and the Yellow Sea coastal axis stretching along the Yellow Sea rim.

The east-west inland axes promoting the balanced development of the inland areas are composed of



mid-central axis connecting the east coast region to the west coast region, southern axis connecting the west coast region to the east coast region as well as promoting the integrated development of Kyongsang and Cholla region and lastly, northern axis to lead a balanced development of North Korean regions in the long run.

B. Promotion of regional competitiveness

Extended urban areas which include central town and adjacent areas will be fostered in such regions as Pusan-Ulsan-Kyongnam, Kwangyang-Chinju, Asan Bay, Chonju-Kunjang, Kwangju-Mokpo, Taegu-Pohang, the mid-land region of Chungju-Checheon-Yongwol-Yongju, the eastern sea region of Kangwon, Taejon-Chungju and Cheju.

In addition, to move the functions of Seoul metropolitan area to local areas, metropolises outside the capital region will be fostered to function as an industrial capital. For the dispersion and systematic adjustment of functions of Seoul metropolitan area, various institutes will be dispersed and transferred to non-capital areas with sufficient incentives. In order to establish platforms to attract foreign investors, "free port" areas will be designated to be a new base of open-door policy for logistics, assembling and import and export activities. Moreover, the natural and cultural characteristics of the region will be utilized to promote regional tourism potential.

C. Healthy and pleasant national environment

For the environment-friendly national management, the system of "planning first and development after" will be set up. Additionally, for all-around environmental management, a nationwide ecological integration network will be established and managed connecting mountains, rivers and coasts.

For quality living space, dwelling communities and various kinds of living spaces will be created. For this, the principle of housing policy will be changed from 'getting my house' to 'good community to live in'. New houses will be supplied with an emphasis on the supply of public rent houses for low-income families. For systematic national land use, the zoning systems enacted by the

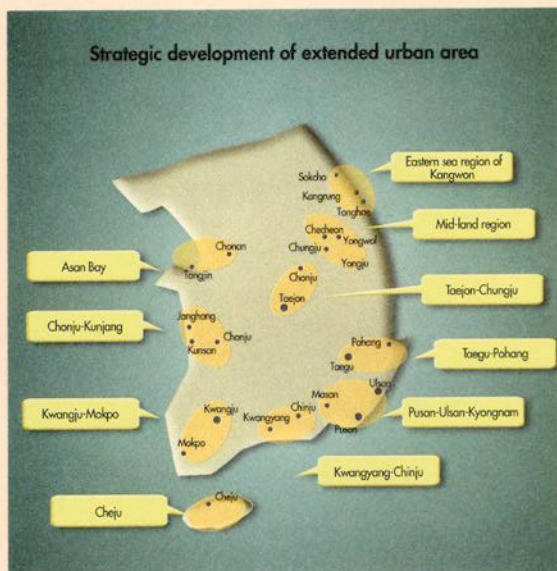
national land use management law and city planning law will be integrated into a new zoning system. The system of "planning first and development after" will be reinforced in the areas where reckless development should be prevented. The issue of separating land ownership from the right of development will be reviewed on a long-term basis. And there will be an integrated plan for urban and rural areas.

D. Transport and information highway network

International transport infrastructure will be constructed for Korea to work as a gateway for Northeast Asia. The Incheon International Airport will be designed to be a hub airport in Northeast Asia and at the same time the Pusan and Kwangyang port to be hub ports in Northeast Asia. The Seoul-Pusan Express Railroad will be completed by 2010 and the construction of the Honam Express Railroad will be started. Regarding the national infrastructure network, the latticed transport infrastructure will be constructed to enable us to have an access to the expressway network within 30 minutes from anywhere in the country.

Information infrastructure will be built to realize a

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"PLANNING FIRST AND DEVELOPMENT AFTER" SYSTEM WILL BE CONSIDERED IN NATIONAL LAND DEVELOPMENT

Recently, Korea has suffered from reckless land development taking place nearby metropolitan areas. It resulted from haphazard development of the "quasi-agricultural(forest) area" introduced in 1993 when the government renewed the national land use planning system to resolve the problem of chronic shortage of land supply.

According to the national land use management law, the quasi-agricultural area, accounting for 26% of nation's land falls into one of the five classifications in zoning system such as urban, quasi-urban, agricultural-forest, quasi-agricultural and natural environment conservation zone. As for quasi-agricultural area, it was intended to increase the supply of land by switching the land use restriction system from positive system to negative system. The introduction of quasi-agricultural area, where the first priority is given to conservation and second to development has greatly increased the supply of land for development providing about 300,000 houses and more than 100km² of factory site for the last 6 years(1994-1999).

As the quasi-agricultural area was developed without planned measures of use, it incurred various social costs due to lack of infrastructure, encroachment on superior farmland, environmental pollution and impairment of landscape. To resolve the problems of reckless development in quasi-agricultural area, the government took measures, for example the ratio of total floor area to site area to be restricted to less than 100%, but only to prove incapable of preventing it.

In recent years, KRIHS has carried out a series of studies like 'A study on the adjustment and improvement of the land use regulations' and 'A study on the measures improving the land use system' for the sake of planned use of the national land. These studies diagnosed that the problems of the national land use management were arising from complicated land use regulations, unsystematic zoning and spatial planning system and ineffectiveness of plans due to the development governed by special laws. In particular, those studies pointed out that when two different land use plans apply to urban and rural areas separately, it is more difficult to manage non-urban areas systematically and as a consequence, it is likely to have reckless development.

Against this backdrop, KRIHS has proposed the basic direction of the national land use management to be based on the "planning first and development after" system rather than the current zoning system. For more systematic and rational use and management of the national land, it is necessary to integrate separate land use plans by administrative district that were made for urban and non-urban areas in the past, and to integrate facility and project plans and the land use plan into a unitary plan. To do this, the existing zoning system should be reorganized into three types of areas like urban, reserved and conservation. The national land use management law and city planning law should be integrated. In addition, the conservation area should be managed directly by the central government under a separate law, whereas urban and reserved areas are managed by municipalities with a city and county comprehensive development plan incorporating land use plan and facility/project plan.

Together with this, it is necessary to consolidate a few similar plans such as urban master plan and city and county long-term comprehensive development plan into a city and county comprehensive plan. Through this consolidation, such plans as settlement plan for farming and fishing villages, remote area development plan, development promotion district plan can be incorporated into a city and county comprehensive plan by administrative unit. Urban infrastructure plans such as transport, water supply and drainage can be inserted into a development plan. Furthermore, a planning system balancing development with conservation should be installed by integrating development plan and environment plan into a single plan.

Through this system of "planning first and development after", KRIHS hopes to achieve an effective and efficient land use management system, which pays due attention at the public nature of land use.

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digitalized nation. Optic cable, digital telephone network and wireless telecommunication network will be installed throughout the nation for an easy access to the domestic and overseas information exchange.

E. Building of exchange and cooperation between North and South Korea

The border areas between the two Koreas will be managed with a comprehensive plan to transform them to a peace belt zone as inter-Korean exchange and cooperation mature. In addition,

inland, air and coastal transport networks, which have been amputated so far, will be restored step by step.

For more effective implementation of the 4th national comprehensive development plan, administrative decentralization, coordinating mechanisms, funding from diverse sources will be pursued. With regard to deregulation, substantial transfer of central government's authorities to local district will be carried out to enable municipalities to take leadership and initiatives in local planning and execution. A new basic law for national land development will be established as a special law to implement the national planning.

WORK IN PROGRESS IN THE ESTABLISHMENT OF MASTER PLAN FOR EXTENDED URBAN AREAS AND ADJUSTMENT OF DEVELOPMENT-RESTRICTED ZONE

The establishment of master plan for extended urban areas

In accordance with the distribution of transport facilities and enhancement of living standard, urbanized areas have been rapidly expanded in recent years. To deal with this trend of the expansion of urbanized area, the government has recently introduced regulations concerning master plan for extended urban areas. The main objective of these regulations is to appropriately manage urban growth through the examination of the functions of extended urban areas including central town and adjacent areas.

The master plan for extended urban areas applies to the six largest metropolitan areas such as Seoul, Pusan, Taegu, Kwangju, Taejeon and Masan-Changwon-Chinhae. In compliance with the request of the Ministry of Construction and Transportation and involved twelve cities and provinces, KRIHS is now carrying out a research on the establishment of master plan for extended urban areas together with ten local research institutions. As a 20-year long-term plan, the master plan for extended urban areas will feature guidelines for subordinate plans like urban master plan and urban plan.

The adjustment of development-restricted zone

Designated in the early 1970s, the development-restricted zone(greenbelt) received a positive evaluation

that it has prevented reckless urban expansion and has functioned as the lungs for the central towns. Circumstances, however, have been changed enormously since the 1970s and pressure for adjustment, especially in the areas where its existence is of little use, has been mounting. In 1999, therefore, the central government decided to make changes in the development-restricted zone. The major change was to cancel development-restricted zone in seven small and medium-size cities out of fourteen urbanized areas where the development-restricted zone regulations were in effect. The seven metropolitan areas were also requested to suggest principles of adjustment through establishing master plan for extended urban areas.

Therefore, the master plan for extended urban areas in preparation now will include a section suggesting the principles and management method of necessary adjustment in the development-restricted zone. It will also provide an outline of adjustable areas in the development-restricted zone to the extent allowed by the spatial structure of the master plan for extended urban areas. If there is a justified demand for development, the area shall be released from the development-restricted zone upon the approval of development plan. The released zone shall be developed in low density and environment-friendly with an adoption of planned unit development method.

DEVELOPMENT PLAN IS DRAWN FOR THE SOUTH COAST TOURISM BELT

The development of tourism, as it affects greatly the national and regional economy and other industries, can be an effective means to enhance the national economic growth and regional development, attracting foreign investments and creating jobs.

For successful holding of such international events like ASEM in 2000, the year of visit Korea in 2001, the 2002 Worldcup and the Asian Games 2002, which will be epoch-making events of the 21st century in the history of national tourism industry, it is required to expand the domestic tour facilities and develop new tour attractions.

The balanced national development can be effectively achieved nationwide by intensively fostering tourism industry in the south coast area that is in favorable condition to hold tourism industry while manufacturing industry is less developed.

To solve the problems concerned with the Seoul metropolitan area, it is necessary to develop potential areas away from it. In this regard, the south

coast area, positioned at the nodal-point connecting Northeast Asian countries by sea, has a potential to be a base of international tourism when designated as an international tourism belt. Furthermore, the unique and affluent coastal tour resources of archipelago area add the value of development with the provision of opportunities.

There are four objectives in the development plan of the South Coast Tourism Belt: first, to promote regional economy and national economic growth at the same time through tourism development; second, to enhance the synergy effect of development by integrating the sporadic tourism development plans into a joint development at the national level; for making new sea-oriented national development axes conducive to balanced national development; forth, to create a reconciliatory atmosphere between the eastern and western regions through a tourism development plan connecting Yongnam and Honam provinces; fifth, to contribute to the national economic growth through attracting foreign invest-



SPECIAL FOCUS

South-North Korea's Summit and Inter-Korean Infrastructure Cooperation

Mr. Won Bae Kim

North Korea has been experiencing severe shortage of food, energy and transportation that worsened their economic situation. Thus far, Pyongyang has relied upon aid-based solutions to its food and energy crisis, but trade and investment are the only means for the North Korean economy to survive without foreign donations. Without reforming its business environment and expanding its infrastructure, North Korea cannot boost trade and attract foreign investment. But economic reform and an open-door policy may undermine its *juche*-ideology. This dilemma was clearly manifested in Pyongyang's halfway experiment with the Rajin-Sonbong Trade Zone. Two conditions were known to be responsible for the failure of the Rajin-Sonbong zone. One was the lack of infrastructure and the other was insufficient legal and other institutional provision for foreign investors.

Major Rationale

The Berlin Declaration made by president Kim Dae-jung in March in a sense provides an important opportunity for Pyongyang to get out of this dilemma. The possibility of Pyongyang's shift in its approach to a more open economy seems higher than ever before, considering Pyongyang's recent attempts to expand diplomatic relations with western countries such as Australia and Canada. Building infrastructure such as roads, ports and power plants is beyond the capacity of private firms, which operates for the purpose of earning profits. The South Korean government alone cannot even think about financing all the necessary infrastructure development projects in North Korea, without the participation of international funding agencies such as the World Bank and the Asian Development Bank. Only concerted efforts agreed by Seoul and Pyongyang can help get the North Korean economy back on its feet again. What would then be the major rationale for such cooperation for Pyongyang and Seoul? For Pyongyang, infrastructure development would help ease the economic crisis and in the long-term help rehabilitate its ailing economy. For Seoul, the benefits of such cooperation may not be direct or short-term except for the lower transport costs of inter-Korean trade. In the longer term, however, a more open North Korean economy would provide an opportunity to build a closely integrated inter-Korean economic community.

Specific Projects

The details of inter-Korean cooperation in infrastructure development remain to be settled through discussions between the two Koreas. Items tentatively suggested by Seoul include port expansion, industrial estates on the West Coast, small-scale power plants, road construction in the Rajin-Sonbong area, road and rail connections between the North and the South, joint water resource development on the Imjin River, and so forth. Infrastructure projects should expand the capacity of North Korea to engage in trade and investment. Following this direction, building industrial estates on the West Coast appears to take priority over other projects. Another priority item would be to build critical missing links in the local transport system. For example, the road connecting Onsong with Rajin is known to be necessary to exploit the potential of the Rajin-Sonbong as a gateway to Northeast China. Infrastructure development enhancing North-South linkages may take place after the two Koreas regain confidence in each other.

Long-term considerations

Since infrastructure development is costly and has a long-lasting impact, the type and location of infrastructure projects should be considered on the basis of not just short-term benefits but long-term impact on economic development and spatial structure. Therefore, long-term considerations such as regional development impact should be fully considered before implementing specific projects. With respect to the spatial coverage of infrastructure development, a few pilot projects can begin at selected locations. For example, Nampo, Wonsan, and Haeju are evaluated highly for industrial development by investors in the South. Considering the existing infrastructure endowments, however, Rajin-Sonbong and Shinuiju will require much larger infrastructure investments than will be the case for Nampo and Wonsan. North Korean planners should take into account both the economic and spatial impact of infrastructure development. In conclusion, through inter-Korean cooperation, North Korea can rebuild its dilapidated infrastructure and thereby expand its capacity for trade and investment. Pyongyang has nothing to lose by cooperating with Seoul in the field of infrastructure development because no one can take away roads or power plants.

ment successfully.

The role of the South Coast Tourism Belt

When a new ocean route is open connecting the East Sea to the Yellow Sea of Korea, the south coast area will become a gateway connecting Russia-Japan-Korea-China.

Taking advantage of regional location, it can exploit international ocean routes, which will enable the ports in the south coast area to be mother ports, create the demand of new tourists and transform into an international tour site.

By promoting tourism development in the south coast area, it is expected to have synergy effects between agriculture-forestry and service industry, and stimulating effects of logistics and transportation industries. It will also enhance its competitiveness in the world market by creating international tour site.

The implementation of the plan

The development plan will be implemented in three ways.

First, provision of strong support at the national

level. As the south coast area is under-developed due to its poor transportation facilities and geographical reasons, it is required to adjust its transportation facilities and infrastructure utilizing its characteristics. For this, various projects are in progress such as Muan International Airport, south coastal expressway, express railroad, coastal bridges connecting land to island and island to island, round-trip road, international cruise ports and passenger terminals.

Second, inducement of foreign investment. To develop the south coast area into an international tour site, it is essential to make foreign investors and enterprises recognize its potential in advance backed up by its geographically central location in Northeast Asia and attractive tourism resources.

Third, fostering private enterprises to invest in the area. In developing the South Coast Tourism Belt, it is very important to make private enterprises and investors fully understand the attractions and marketability of the area. As such, sufficient information and full support should be provided to those enterprises and people who are interested in the development of tourism in the area.

KOREA-OECD WORKSHOP HELD IN SEOUL TO REVIEW KOREA'S TERRITORIAL POLICIES

The Korea-OECD workshop on territorial policies and issues was held on March 8 and 9 by Korea Development Institute and Korea Research Institute for Human Settlements in collaboration with the Territorial Development Service at OECD. The workshop was to help the OECD mission gather information, analyse main territorial problems in Korea and assess the policy implications.

Excerpts of two reports presented at the workshop, "Regional Development Tendencies in OECD Countries" by Mr. Patrick Dubarle and "Economic growth, restructuring, and territorial impact with a focus on the 1997 financial crisis" by Mr. Won Bae Kim are attached hereto.

REGIONAL DEVELOPMENT TENDENCIES IN OECD COUNTRIES

Mr. Patrick Dubarle

The globalization of trade and economy, rapid technological changes and greater use of knowledge are offering new opportunities for regional development also creating many problems including regional disparities. As is the case, the policy-makers

should take into account new patterns of population settlement, relationship between urban and rural areas and rural diversification in weighing up challenges, evaluating the strategies pursued in recent years and defining new opinions. In addition, The

condition of labour markets, the increasing globalization of company strategies, the search for ways to ensure sustainable development and the need to establish new patterns of government should be taken into account for monitoring and analyzing regional development trends in Member countries.

Limits and inadequacies of conventional regional policy responses

Most of the governments of OECD Member countries have prepared comprehensive regional policies and many countries consider that reducing imbalances and economic gaps between regions is the principal way to attain given fundamental social objectives. Policies based on redistribution mechanisms involving direct assistance to enterprises, technocratic approach to heavy infrastructure or support to declining economic activities do little to stimulate growth and employment in the regions concerned and may even be costly blind alleys. The task of regional policies is no longer to redistribute growth between regions. Its top priority is to maximize the potential of each region and contribution to national growth.

The new options offered by policies encouraging territorial competitiveness improving regional employment

The point is to territorialize procedures to make sectoral programs more efficient rather than to increase the number of them aimed at small businesses. Programs targeting specific factors such as social capital, institutional frameworks and local networks appear to be determining factors in creating a favorable environment for entrepreneurial spirit. Setting up business in less developed regions is conditioned in part by the existence of quality infrastructure and services. However, such investment needs to be subjected to rigorous cost-benefit analysis.

Making the most of globalization

Globalization is within the framework of free-trade areas a positive sum game and a vehicle for the creation of new international networks and a new sharing out of industrial sectors and services. It also increases competition among business and regions and serves as a permanent testing ground of their comparative

advantages. While button up initiatives and Cupertino between local government are critical to build networks of small urban centres and overcome the lack of critical mass, central government has also an important role to play as a designer of frameworks for spatial planning concerning infrastructure and services and as a source of strategic information and advice for sub-national levels.

Territorialising sustainable development policies

As there is no single national response relating to sustainable development, decisions are principally taken on a case by case basis. Space management is increasingly becoming the business of regions and local authorities, and the role of local and regional bodies is becoming more important in three particular areas namely infrastructure, social cohesion and management of environmental resources.

Developing partnerships and multigovernance

Partnerships make it possible to exploit potential synergies. They are an effective corrective for deficiencies in systems of governance, and a means of attaining critical mass and overcoming contradictions in territorial strategies. In particular, they embody flexible formulas that are well adapted to the complex and multisectoral nature of rural development, to managing the interface between town and country and to ensuring Cupertino between the central State and the regions. Partnerships therefore have to be flexible as well as being clear about aims and methods and the assignment of functions and responsibilities.



Major issues

With the new economic context prevailing in the 90's, regional policies are confronted with major issues linked with regional employment and job creation, internationalisation of regional activities, new demand emerging from citizens and the civic society for sustainable development, and devolving competencies to lower level of government. To address these issues, governments should take policies directed to assist each region to identify and achieve its own development potential. Not only must appropriate locally conceived development strategies be introduced together with policies for attracting foreign investment, but major contingent factors also have to be taken into account such as (i)

the knowledge based society, (ii) the expansion of the "new economy", (iii) the need for enhanced quality of life, and (iv) the development of local and institutional Cupertino and notably between urban and adjacent rural areas. In the case of large cities and urbanised regions, main issues include urban regeneration, socio-spatial fracture (a growing factor of tension in many big cities), depletion of social capital, environmental deterioration. Policy responses whether at the national or sub-national level are increasingly biased towards area based solutions, which attempt to integrate different parts of the city into the wider metropolitan region. Almost everywhere synchronisation between economic development and environmental protection is getting higher on the urban region policy agenda.

ECONOMIC GROWTH, RESTRUCTURING, AND TERRITORIAL IMPACT WITH A FOCUS ON THE 1997 FINANCIAL CRISIS

Mr. Won Bae Kim

The 1997 financial crisis has brought devastating impacts on the Korean economy. A tentative conclusion that Korea's experience, although further analyses are required, appears to support the tendency of globalization to aggravate social and spatial polarization.

Intra-regional deconcentration of population and production

Despite the government policy of limiting the growth of the capital region, the trend in the regional distribution of population indicates a continued concentration of population in the capital region during the 1990s. However, we may ascertain an emerging trend of intra-regional deconcentration of population in the 1990s, first in the capital region and second in the Pusan-Kyongnam region.

All major cities (Seoul, Pusan, Taegu, Incheon, Kwangju, and Taejeon) have been losing their share of gross national product, whereas surrounding provinces have been gaining their shares. The same process of industrial restructuring of European and American cities during the 1970s and 1980s, especially transformation from a manufacturing-based economy to a service-based economy has been occurring in Korean cities. Despite the overall

trend of intra-regional deconcentration of production, regional productivity differentials did not decrease over the 1990-97 period.

Tendency of spatial polarization

Based on income tax as an indirect measure of wealth possessed by a region, the dominance of Seoul over the rest of the country has increased over the period from 1995 to 1998, supporting the hypothesis of spatial polarization in income or wealth. One plausible explanation for the widening income gap between cities and provinces and the dominance of Seoul may be related to the reconcentration process of control functions engendered by globalization. As Sassen (1991) and others noted, globalization may enhance the position of core cities in higher-order control functions, which is in turn likely to produce the concentration of wealth in the core cities.

Uneven spatial impacts of the crisis

The 1997 crisis brought devastating impacts to the national economy, uneven across sectors and regions: traditional manufacturing sectors have suffered a lot and slow to recover, while non-traditional sectors have endured relatively well.

Cities and provinces, which have fared relatively well over the crisis period, reveal a common characteristic of having a relatively large share of non-traditional manufacturing in regional industrial composition.

With the emergence of troubled urban economies like Pusan and Taegu in the 1990s, central and local government should seriously consider new policy frameworks and tools to regenerate the growth of ailing urban economies in addition to traditional problem regions.

Rising unemployment in large cities

The rate of unemployment sharply rose across the country with a heavy concentration in large cities such as Pusan and Taegu. Employment changes by sector: professional, technical and administrative jobs with high wages has been growing despite the crisis, whereas clerical jobs with low wages has been shrinking even after 1998 indicating the possibility of labor market segmentation observed in post-industrial economies of Europe and America. Another notable impact of the crisis on the labor market at the national level was a significant increase in the number of temporary and daily jobs compared with the pre-crisis years.

Emerging issues and policy implications

Amid apparent trends of population and production deconcentration at the intra-regional level, regional and social income inequality has increased. The crisis raised an important question of regional economic resilience, unemployment and poverty.

Three interrelated conditions should be met in order to build a resilient and competitive national economy in a spatially balanced, socially just and environmentally sustainable manner. They are something to do with approaches of regional policy, the role of the central government, and the various capacities of cities and provinces.

It is necessary to promote regional-specific development strategies instead of a uniform regional policy across the nation. For this, regional comparative advantage should be identified by carefully assessing regional core capabilities and major assets. Regional development strategy should also be enhancing rather than damaging regional assets and the region must build clusters of industries based on core capabilities where they are trading, production, or management. Local communities should also pay more attention to the development of soft infrastructure rather than hard infrastructure in regard to unemployment and poverty.

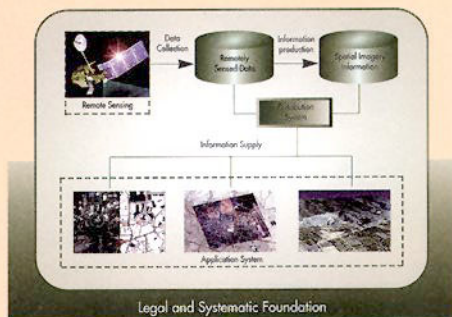
The state in an increasingly globalized economic environment has less power than before to make any effective changes in the operation of national and regional economies. Given rivalry among local units, the central government can play the role of coordinator or intermediary in solving region-wide problems.

The key factor in affecting the rise and fall of regional industry clusters and eventually the fate of regional economies lies in the region's capacity to adapt to changing environments and to constantly renew itself. Enhancing the capacity of place-based institutions, civic leadership, securing regional financial autonomy and decision-making power are necessary for regions to manage their own future.

KRIHS EMBARKED A DEMONSTRATION PROJECT ON THE SPATIAL IMAGERY INFORMATION SYSTEM

With the ready access to the high resolution satellite image data, users of and areas covered by satellite image data are constantly on the rise worldwide. Korea will also be able to take full advantage of the satellite data once the Korea Multi-Purpose Satellite 1 (KOMPSAT-1) is successfully launched. Harmonizing satellite data production and application technology and users' needs, along with the guiding policy is essential for promoting satellite data use. Up to now, the Korean government has mainly concentrated on developing production technology for the satellite instruments. However, the imminent task of

The Structure of the Spatial Imagery Information System(SIIS)



independent satellite data production demands a promotion policy for satellite data use. In this context, the policy is defined as an important medium for identifying the role and status of satellite image information at the national level and also preparing the legal as well as systematic foundation for producing, building, distributing, and packaging satellite data.

The Spatial Imagery Information System Building Demonstration Project has been carried out as part of informatization Support Project in November, 1999. It is a demonstrative project at the national level to meet the demand for satellite data use that is recently increasing according to the dramatic advancement of satellite technology. With the Korea Research Institute of Human Settlement as a supervisor, the Korea Computerization Agency

played a leading role in this project for the last one year. Opinions are also collected through a promotion council composed of the Ministry of Science and Technology, the Ministry of Information and Communication, the Ministry of Environment, the Ministry of Construction and Transportation, the Ministry of Maritime Affairs and Fisheries, Seoul Metropolitan City, Pusan Metropolitan City and National Geography Institute. Spatial Imagery Information System(SIIS) is a comprehensive concept to build, distribute and use spatial imagery information such as Digital Ortho Imagery, Land Cover, DEM on the basis of information collected on the characteristics of the configuration of the object on the ground or in the space using the remote sensing technology.

NEWS & ANNOUNCEMENTS

PICKO(Private Infrastructure Investment Center of Korea) of KRIHS held the 1st overseas promotional meeting 'PPI program and investment in Korea' in Italy, France and Germany from March 5 to 11 together with KOTRA. This was to promote foreign investments in Korea's infrastructure projects and to lay a foundation to attract foreign capital from potential foreign developers and financial institutions. A total of 161 people from 68 developers and financial institutions participated in the plenary meeting and a total of 60 consultations were held during individual meetings. PICKO plans another overseas promotional meetings in Tokyo in June and the U.S. in September this year.

KRIHS is asked to draw a plan for International business center contemplated in the adjacent area to the Incheon International Airport. The Incheon International Airport, which will work as a hub international airport in Northeast Asia, is scheduled to open in early 2002. In order to help enhance the airport competitiveness and improve financial structures, the possibility of international business center composed of airport-related operations, logistics and tourism is examined in the area within the airport.

Korea and the Netherlands carried out a joint research program for the Incheon International Logistic Complex(IILC) development plan, which is esti-

mated to cost about 272 million dollars for IILC port development and about 356 million dollars for IILC development. When completed in 2006, IILC is expected to function as a center of international logistics in the Yellow Sea region.

KRIHS held a training workshop regarding economic development and regional development for foreign government officials of twelve countries from March 20 to April 2. 20 people participated from Uzbekistan, Kazakhstan, Ukraine, Vietnam, Cambodia, Congo, Columbia, Peru, Libya, Iraq, Jordan and Egypt. The workshop also included field trips to Pundang new town, the Incheon International Airport construction site, industrial site visits to Samsung Electronics in Suwon, Hyundai Motors and Pohang Steel and cultural site visits to Hahoe Folk Village in Andong and Sokulam and Pulguksa Temple in Kyongju.

KRIHS plans to hold a training workshop from August 25 to September 7 regarding the experiences on new town development and urban renewal planning of Korea and Singapore. 24 government officials will participate in the workshop from Nepal, Malaysia, Mongolia, Myanmar, Bangladesh, Vietnam, India, Indonesia, China, Thailand, Pakistan and the Philippines. The workshop also includes field trips to Pundang new town, redeveloping region, the

Incheon International Airport construction site, industrial site visits to Samsung Electronics in Suwon, Hyundai Motors and Hyundai Heavy Industry and cultural site visits to Hahoe Folk Village in Andong and Sokulam and Pulguksa Temple in Kyongju.

As part of its research on extended urban areas, KRIHS held an international workshop in cooperation with the Korean Regional Science Association regarding the Korean, U.S., and Japanese urban growth management policy at the Hoam Convention Center of the Seoul National University from June 23 to 24. The workshop provided an opportunity to compare policy measures among the three countries.

Dr. Gonchigdorj, the chairman of the National Assembly of Mongolia and Lodoidamba Galbadrah, the Mongolian Ambassador to Korea visited KRIHS on March 22, 1999 and discussed common matters and prospect concerning the ways of future development in the Northeast Asian regions and cooperative measures between the two countries.

The Dutch Congress delegation visited KRIHS on May 7, 1999 as part of study trip to Asian countries. It was for them to study the large-scaled harbor and airport development projects being carried out in Korea as well as in Northeast Asia, and to look into the management and investment models, and the status of balancing economic development with life environment. KRIHS introduced to them the National Comprehensive Territorial Plan and recent policy measures to induce foreign investments.

Ir. Erna Witoelar, minister of the Settlements and Regional Development Department of Indonesia visited KRIHS on March 13, 2000 and had a meeting on the 4th comprehensive national development plan and GIS status.

A student envoy from the University of Philippines was invited to KRIHS on March 27 and given an account of the 4th comprehensive national development plan and GIS status.

The government officials of the Vietnamese General Department of Administration visited KRIHS on April 11 to carry out a research on the regulations and policies relevant to real estate, housing measures and map-drawing in Korea.

The officials of the National Land and Resources Department of China visited KRIHS on May 2 to collect information on land such as the Korean land system and promote the ways of exchange and cooperation between the two countries.

KRIHS dispatched Tae Hwan Kim, researcher of regional economy division as a regional planning expert to Thailand. He will carry out research activities in the National Socio-economic Development Committee under the control of the Office of Premier from June 5 to September 4.

John Friedmann, professor Emeritus of UCLA, will speak on the role of planning and planners in the 21st century on August 14 at KRIHS lecture hall.

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It specializes in the field of national planning, housing and land policies, transportation, regional development, urban design, environment, and construction economy. KRIHS seeks to improve knowledge and understanding of the conditions and problems of the nation's resources and their interaction with people, to assist the government in formulating long-range development plans and make policy recommendations on related matters, to collaborate with the international research community in solving theoretical and practical problems concerning human settlement issues and planning, and to provide research expertise and consulting services as well as training programs for foreign governments and institutions.

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